

GAFFERS LOG

ISSUE NO. 91 JULY 2016

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Rallies & Regattas
OGA Awards
OGA Photo Competition



OGA 

NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING

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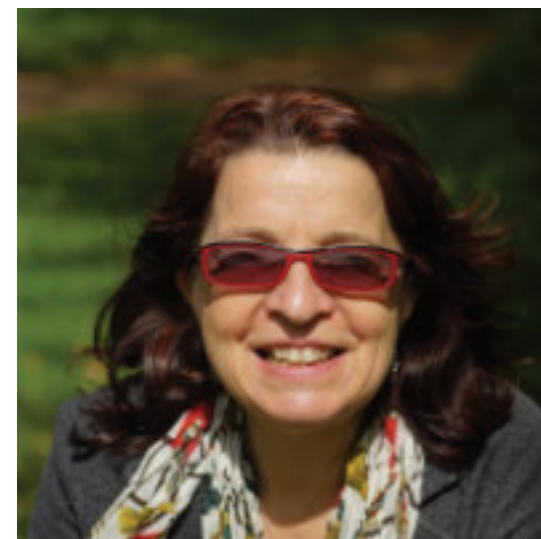
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Cover photo: 'Ainmara' at Portaferry Sails
and Sounds p.22
Photo: Neil Ritchie/Sheila Lyons

Foreword



Beverley Daley-Yates, Editor (Log and online)

It's been a great pleasure to put together this Summer issue of the Log, with what I hope includes something for everyone. Articles range from the whaleboat 'Molly' at the Raid in the sunshine of Venice Lagoon, p.34 to 'Working Yacht I' taking on the Pilot Cutters in the wilder waters of the Celtic Sea, p.6. There's full reporting of the Solent Gaffer's Yarmouth Regatta on the Isle of Wight, as well as NIOGA's inaugural event 'Portaferry Sails and Sounds', p.22, incorporating their successful Youth Project aboard 'Vilma', p.35.

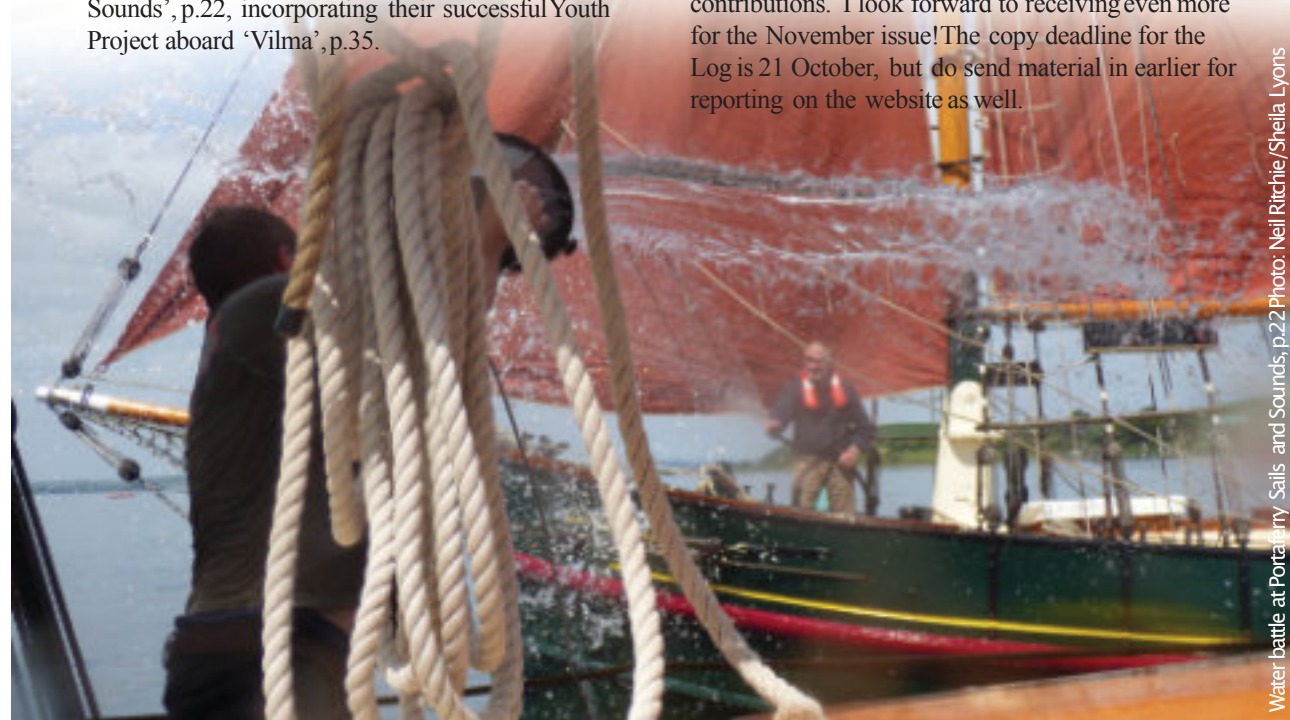
We report on another transatlantic passage, this time by Solent member Paul Baker in 'Zeb', p.40, and not forgetting the smaller boats, there's a report on the East Coast Tollesbury Rally p.8 and news of the Trailer Section Ullswater Rally and Bart's Bash p.47.

Contributors include several new members, to whom we extend a warm welcome, as well as one young gaffer from the Solent, Emily Atherton, and an East Coast Elder Gaffer, Mike Peyton. We're also publishing extracts from Members' blogs. Sadly, we carry an obituary for Paul and Pat Heighway, long-standing members from the South West Area p.27.

This issue is packed with photographs and it's time to think about the annual OGA Photography Competition, open online for entries now, p.19. As you enjoy the sailing season, don't forget that there are Association trophies to award and Dave Percival awaits your nominations. See p.37 for details.

As usual, we bring Area reports on what's been going on locally, as well as reminders of events planned for the rest of the sailing season. There are also several new Members' discounts and special offers to look out for throughout this issue and on the website.

Finally, may I extend my heartfelt thanks to everyone who has submitted such a wide variety of contributions. I look forward to receiving even more for the November issue! The copy deadline for the Log is 21 October, but do send material in earlier for reporting on the website as well.



From the Quarterdeck

It's hugely encouraging to see the increasing numbers of Area applications for the OGA Youth Sailing Project funding, p.57. Your General Management Committee, who consider these submissions, are very happy to approve all applications which meet the general criteria, and most indeed do so.

Gary Lyons has breathed new life into the Portaferry Regatta with his innovative 'Sails & Sounds' Event (p.22). Sheila Lyons has taken responsibility for their OGA Youth Sailing Project (p.35). She has done a terrific job in contacting a local school and persuaded them to provide participants who embarked on Scott Mecalfe's lovely brig, 'Vilma' to experience Strangford Lough sailing for the first time, courtesy of NIOGA and the OGA Project.

An OGA Youth Sailing Project is no small undertaking, and I take my hat off to Sheila for the fine job she has done in overcoming all obstacles, meeting all deadlines and most of all, providing a terrific sailing experience for these youngsters in their home waters. Everyone associated with organising the Portaferry 'Sails & Sounds', and their Youth Sailing Project are OGA volunteers, the very best pro bono kind which, we have in abundance in every OGA Area. They are the backbone of our Association, and many of them do their stuff enthusiastically, year after year, to the benefit of our wider membership.

They heartily deserve our recognition, and our sincere thanks. While enjoying your own Area sailing Events, do please remember that it probably took 6 to 12 months to organise, with many of your Area Committee and others heavily involved.



Photo: Tony Pickering

Make it your business to show them that they are very much appreciated. None of us will remain as young as we are today, so let's turn up, and get out there to enjoy ourselves at our annual Area Event.

Both our 'Sailing in Company' Events, Brest-Douarnenez (in full swing as you read this), and the Celtic Cruise (opposite) are reporting good numbers of participating vessels.

We all rely on the seas to support us, the breezes and tides to propel us, and hopefully the weather will be kind for these Events.

I wish you all, fair winds, and safe havens.

Sean Walsh, OGA President



Gary Lyons, NIOGA President. Photo: Neil Ritchie



Students and crew of 'Vilma' ready to set sail NIOGA Youth Project p.35 Photo: Neil Ritchie

Event Notices: August & September

Celtic Cruise in Company: 8 - 16 August, 2016

Open to all, so why not come along?

A joint venture between NIOGA, Dublin Bay and North Wales, we plan to leave Peel on Monday 8 August after the Peel Traditional Boat Weekend, 5 - 7 August.

We're looking forward to a relaxing Cruise in Company heading north to Portpatrick and beyond...

There's still time to join us!

Interested skippers should contact John Wedick: ossobocco@hotmail.com or visit us online:

www.oldgaffers.com/celtic-cruise



Photo: Gary Lyons

EC August Cruise: 20 - 29 August, 2016

New Look to our annual Big Week!

As always it's a family friendly week of cruising and racing in local rivers. To take account of views expressed in a survey last year, we've made some changes. Many of the waters and destinations are the same, but the character of the event will be different. There's more flexibility on meals, there's plans to travel further with two days in the River Deben, the racing will also be a bit different.

Visit the website for full details and programme. Please sign up early to help the organisers.

www.oga.org.uk/eastcoast/events/august-cruise-2016

Clare Thomas, EC Area Committee

Holyhead Traditional Sail Festival

2016 is our 10th Anniversary: 3 - 4 September

Contact Sue Farrer for details and programme:

+44 (0)752 7530309

nwasec@oga.org.uk

www.northwalesoga.org



Suffolk Yacht Harbour, River Orwell, August Classics Cruise, 2015 Photo: Tony Pickering

Cock o' the Bristol Channel Race:

Running since 1936, BCA member John Laband, entered 'Working Yacht 1' in the 80th anniversary Cock o' the Bristol Channel Race 29 - 30 April. Crew member Viv Head provides us with this report of the 200-mile passagerace, one of the earliest events of the 2016 season.

Since 1936, Barry Yacht Club has been organising the Cock o' the Bristol Channel passagerace. In 2016 the race began on 30 April; it was a long course taking the boats to the edge of the Celtic Sea. Starting from Barry, leaving Lundy Island and the West Helwick Buoy off the Gower coast to starboard and back to Barry. 125 miles as the seagulls fly but sailing boats are not gulls; with much of it into a headwind, it was more than 200 miles. As always, it enticed a handful of the remarkable Bristol Channel pilot cutters into taking part. Many OGA boats have entered over the years, a few, a very few, have even won it. In this the 80th anniversary of the race, BCA member John Laband entered 'Working Yacht 1', the 50' gaff ketch, aboard which he is to be found cruising the Bristol Channel and beyond, often single-handed.

On this occasion John had taken on a crew of three to help get the boat around the course. At the last minute John Maxwell was unable to come due to illness; a replacement in the form of Les Willis was press-ganged from a Cardiff pontoon. He had hesitated a little too long and then it was too late, he was in; but he brought the makings of a curry and several bottles of wine so we liked him immediately. The start was set for 12 noon on Saturday; skipper John Laband tried to take 'WY1' around to Barry on Friday afternoon but was turned back by some ferocious weather off Lavernock Spit. Still, the forecast was said to improve for tomorrow, and so it did.

The big ketch left Cardiff at 0800 on Saturday morning with a full crew: Les, Piero Tassinari (who owns the well-known OGA boat 'Moya', currently with a home port in Turkey) and me. We made the 7nm passageto arrive off Barry Harbour in plenty of time for the 12 noon start, an

hour before high tide. Seven boats competed including five pilot cutters; 'Agnes', 'Alpha', 'Dolphin', 'Mascotte' and 'Olga'. That left the beautiful gaff cutter 'Jan Roelan' and ourselves to complete the fleet. Conditions were good with only light NW winds predicted for Saturday (ha!) and increasing SW on Sunday but still reasonable. Jostling for position in the calm waters before the start it was a spectacular parade of sail, glistening in the sunlight.

First tack was across channel to the English coast in fairly light winds. The breeze quickly turned into half a gale at 20 plus knots and with wind over tide conditions, short steep 3-4 metre waves became the norm. It was not long before a serious bout of mal-de-mare meant I apologetically spent most of the night hours in a bunk but recovered reasonably well the next day. Then came endless beating against the flood and into a headwind, tack, tack, tack and tack again.

With 12 metre tides being routine, dealing with them is always a challenge in the Bristol Channel. At last came the return of the ebb; it was an all-out push to get around Lundy Island but we were almost beaten by the tide once again. We just scraped around the south west corner, admiring the wonderfully close and menacing outline of Black Rock protruding from a turbulent sea! The skipper murmured more to himself than anyone else, "Why is it that all these evil slabs always seem to be known as Black Rock?" It was now some 20 hours after the start.

We careered across channel on a reach to round the West Helwick cardinal with 'Working Yacht 1' making 10 knots over the ground. It was raining by now, that nice, damp, all embracing 'Welsh' rain. Some of it even found its way inside WY1's ferro hull, bless it. But it was nothing a man with an old paint pot couldn't handle. As we closed on Nash Point, the expected stronger winds gave way to a calm, even though the inshore forecast was still giving F5 to F7 for the Bristol Channel. Some of the fast cutters spent several hours at anchor here waiting for the wind and at one time we and three other vessels were in sight of each other after some 32 hours of racing. The three of us late arrivals found a zephyr and managed to keep moving, creeping past the brightly lit Aberthaw power station that seemed to take half the night to finally slide astern.

When the wind died away completely, we were at the mercy of a tidal drift taking us towards Barry, albeit much of it stern first! Then the tide turned and the beginnings of the ebb set us drifting back down channel. No more than a mile and half from the finishing line we dropped anchor and lowered sails prepared to wait for some wind or the flood in another six hours. The pilot cutter 'Dolphin' half a mile astern of us, did the same. Just as we were settling into bunks, the ship heeled a little, we had some wind at last. Not much, but enough to send the crew scurrying on deck to raise anchor (with some difficulty), get some sail up and slip lazily over the finishing line a little before 4am.

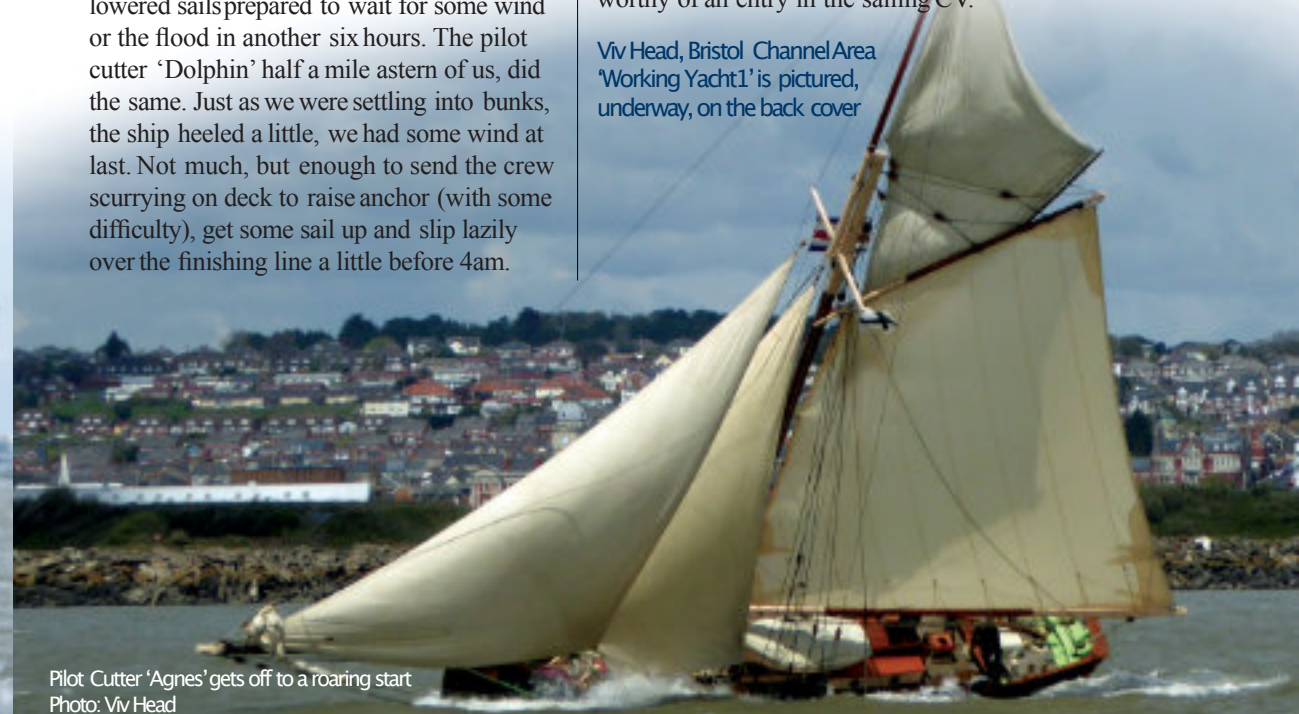


We sailed on, straight back to Cardiff, three hours sleep (after next to none the night before) then to Barry Yacht Club by road for the prize-giving lunch on Monday.

The pilot cutter 'Mascotte' was first over the line but the Cock o' the Bristol Channel cup was awarded, on corrected time, to 'Dolphin', the pilot cutter astern of us as we drifted so lazily back to Barry and who was in fact the last boat to finish. Delighted to report that 'Working Yacht 1' was awarded the Tern Cup for the best non-pilot cutter finisher.

This was the 80th year of the running of this race. Both cups were first awarded in 1936 and there are many famous names engraved upon them. It was indeed a memorable experience, in company with some fine vessels, skippers and crews. Just to participate was an honour and justifiably worthy of an entry in the sailing CV.

Viv Head, Bristol Channel Area
'Working Yacht 1' is pictured, underway, on the back cover



Pilot Cutter 'Agnes' gets off to a roaring start
Photo: Viv Head

East Coast Tollesbury Rally:

7 – 8 May, 2016

EC member, Clive Robertson, sailing 'Awol' on his birthday, reports from the third Tollesbury Rally held on a sunny weekend at the beginning of May.

Standing in the carpark I was praying for a less complicated race course than last year as our officer of the day talked us through the triangular course on the chalkboard. I hoped Nick and I had a chance of remembering at least two of the three marks between us.

A quick look skyward revealed an upwind/downwind course so it wouldn't be Awol's day today. I had replaced the rudder blade and boom to try and get some weight out of her transom and a flatter sail to windward, but my efforts weren't going to last long.

Gathering for the start was a swarm of smacks boats and GP14s frantically darting around with the odd winklebrig, Mirror dinghy and Merlin rocket. To the innocent bystander we must have looked a mess. It was my birthday and I was suitably embarrassed with a sparkly banner at the masthead. We also carried plenty of 'liquid ballast'.

The fleet would start to windward against a strong flood tide with a favourable port tack. At 10 minutes to go we lined up the possibility of a starboard start but with the flood tide and a skewed line it wasn't possible for 'Awol' to lay the line on starboard. At the 5 minute gun we put 'Awol' in the perfect starting position and with 90 seconds to go decided to begin our final approach with what appeared to be a perfect distance from the line in a steady 12 knots of wind. Suddenly, a Mirror luffed me up and half stalled underneath me. Stuck in irons I was unable to tack away or bear down until the semi-stalled Mirror dropped the hammer and bore away. This infuriated me, how did I not see him coming? Starting 90 seconds late I soon realised we were sailing in 'perfect' conditions though, 12-15 knots of wind and a good 20 degrees of sunshine.

Ahead I could see Rory having made his first cross in 'Neva' start to come back over on starboard. Pete and Clare in 'Happy Days' were also on the starboard tack sailing to the



Rory and young son, Henry Photo: Sue Lewis

shallows and far north of the river. Pete and Sarah were on a similar course in 'Papa Stour' with Judy's 'Frolic' between us and them.

Our poor start meant we had some work to do but 'Awol' was sailing fast. We went far into the shallows on the starboard tack, almost driving her up the beach before putting her over to try and lay our first mark. The mark was quite far to leeward but a strong flood placed us underneath it, we would have to sail this leg well to lay the mark. Lift after lift we clawed our way up and after half a mile of careful helming we slipped over the top and jibed around the mark ahead of Judy. As is customary on the windward mark, beers from the ballast were opened for the run, to be finished by the downwind turning point.



We managed to close the gap on Pete and Sarah running downwind with an inch of rudder blade for steerage and no plate at all. The fleet was bunched in the creek where our downwind second mark was and we celebrated for a moment. Rounding the downwind mark though we realised the tidal flow was phenomenal. We hadn't caught anyone up. While the GPs were rounding the mark and sailing out in two tacks, a collection of smacks boats beat their way back up the mark they had just attempted to round. It took us three tacks to get back around the mark and a further 5 or 6 just to

start getting out of the creek. 30 minutes later I was standing on the foredeck sounding by eye, while Nick helmed us across a very shallow marshland. We ran aground a few times and scraped our way through.

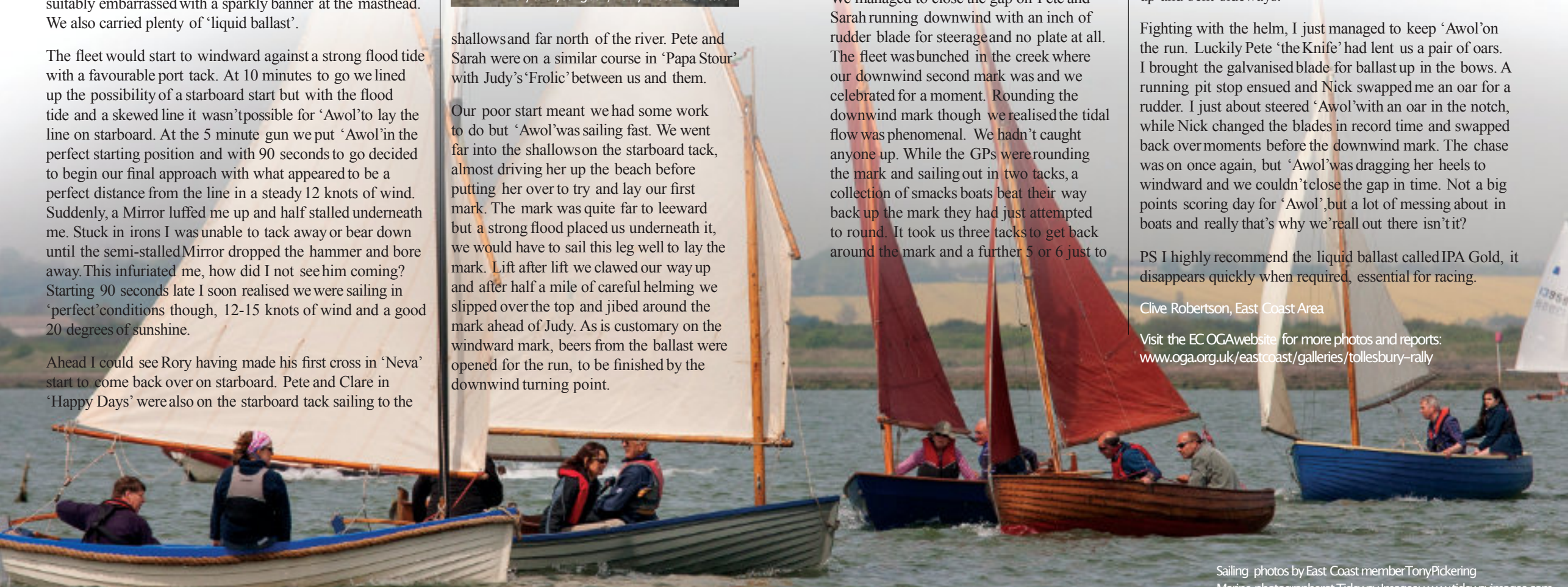
It soon became apparent we had missed the third mark because we were having too much fun. I put us about to go back around. 'Frolic' and 'Papa Stour' both passed us again, I should've known we couldn't be trusted to remember three whole marks on our own. We beat through the start line and up to our windward mark once again. This time 'Frolic' was ahead and 'Papa Stour' had left us behind after adjusting their rig in the creek. As we rounded for the jibe behind Judy I employed some dirty tactics that don't really help anyone and carefully covered 'Frolic' on the run. Slowly we drew nearer, quicker and quicker. Judy tried to shake us away with some sharp manoeuvres but for a time I managed to stay upwind of every one until Karma came along and served me a dish. My lightweight plywood rudder blade gave up and bent sideways.

Fighting with the helm, I just managed to keep 'Awol' on the run. Luckily Pete 'the Knife' had lent us a pair of oars. I brought the galvanised blade for ballast up in the bows. A running pit stop ensued and Nick swapped me an oar for a rudder. I just about steered 'Awol' with an oar in the notch, while Nick changed the blades in record time and swapped back over moments before the downwind mark. The chase was on once again, but 'Awol' was dragging her heels to windward and we couldn't close the gap in time. Not a big points scoring day for 'Awol', but a lot of messing about in boats and really that's why we're all out there isn't it?

PS I highly recommend the liquid ballast called IPA Gold, it disappears quickly when required, essential for racing.

Clive Robertson, East Coast Area

Visit the EC OGA website for more photos and reports:
www.oga.org.uk/eastcoast/galleries/tollesbury-rally





Brixham Heritage Regatta:

28 – 29 May, 2016

The first event of the Classics season in the south west was attended by 34 boats, ranging in size from the spectacular replica privateer 'Greyhound' to the diminutive 'Boarding Boat 237'. Boats began to arrive in Brixham from as early as the Tuesday and were glad to be there as later arrivals, particularly those arriving on Friday and Saturday, were plagued by sea fog and dreary weather conditions for their passage. However, Brixham was bathed in sunshine and after a sumptuous fish supper at the yacht club, accompanied by sea shanties, all the crews were in fine fettle and looking forward to the Sunday events.

The Regatta has become an integral part of the Brixfest weekend which attracts many visitors who were treated on Sunday morning to a spectacular sail-by of over 30 boats bathed in sparkling sunshine, accompanied by the excitement of Dragon Boat racing nearer to the shore. The racing on Sunday afternoon had an unusual wind direction from the North-East which enabled the organising team to set a course running close to the shore of both Paignton and Brixham. The many spectators crowded onto the Breakwater and Battery point, near the race box, had a really close-up view of the wonderful historic sailing trawlers, working boats and classic yachts as they passed within hailing distance.

The largest vessel taking part will be familiar to many of you – the Brixham sailing trawlers 'Pilgrim', 'Vigilance' and 'Provident', looking splendid in her refurbishment. The smaller vessels were a mixture of old working boats, refurbished gaff riggers and historic yachts (see list of boats below). A staggered start from 1 p.m. for the individual trawlers and large working vessels was followed by individual classes, giving a spread over an hour's activity at the start line. Thanks must go to the race box team and their calm and clear approach, particularly when it came to contacting boats without radios and diversions made necessary by the arrival of the air ambulance to the outer harbour.

Brixham Harbour, to whom thanks, provided excellent facilities for all boats, including free mooring, enabling everyone to tie up or raft all together and have a floating Heritage party. This was enhanced by the spectacular firework display and the Sunday prize-giving. Earlier in the day the judging for the Concourse d'Elegance had taken place – an unenviable task both with the variety of vessels and the beautiful turnout of many. 'Erin' won the day, with dear little 'Edna' coming second – well done!

The historic George V cup was won by 'Pilgrim' and further results are given opposite – well done to all OGA members. We look forward to meeting up with you again during the season. We were pleased to welcome as our guest Dan Houston, editor of Classic Sailor, who sailed out on 'Vigilance', so watch this space! Find the OGA discounts for 'Classic Sailor' subscriptions on p.17.

Thanks all those who helped organise the Heritage Regatta and those who worked hard beforehand and during the event, including our hosts Brixham Yacht Club, Torbay Harbour Authority and the Heritage committee, who look forward to welcoming you on September 10 to the Brixham Heritage Rally.

Penny Jolley of 'Minx'

Boats attending

Alegria, Anstruther Lifeboat, Amnesia, Boarding Boat 237, Charlie Bravo, Copernicus, Cornubia, Dido of London, Edna, Escape, Erin, Golden Vanity, Grayhound, Hocus Pocus, Iris, Ivory Gull, Little Tern, Mary Flora, Mat Ali, Mayblossom, Melody, Minx, Mischief, Misty Morn, Nikia, Pilgrim, Provident, Stardust, Starfish, Syrinx, Tamarind, Timbobbin, Trasnagh, Vigilance.



'Pilgrim' Photo: Tim Corbett

Results

Class 1 Large working vessels

1st Grayhound
2nd Pilgrim
3rd Vigilance

Class 2 Working boats

1st Iris
2nd Golden Vanity
3rd Seafish

Class 3 Small working boats

1st Amnesia
2nd Mayblossom
3rd Boarding Boat 237

Class 4 Gaff rigged yachts

1st Trasnagh
2nd Minx
3rd Dido of London

Class 5 Classic yachts

1st Mat Ali
2nd Little Tern
3rd Tamarind

Class 6 Classic racing yachts

1st Stardust
2nd Hocus Pocus
3rd Copernicus



Brixham Heritage Sailing Rally: 10 September 2016

Join us later this season for a late Summer Classic Boat event in South Devon. A Rally of Heritage and Classic boats, nothing like the scale of our May Regatta, but a relaxed get together for a sail in company, meet some old friends, a chat about boats, a few drinks, plus sailing suppers at Brixham YC.

www.brixhamheritagesailing.org.uk



'Vigilance' Photo: Tim Corbett

Yarmouth Gaffers, 2 – 5 June 2016

The storm before the calm

Despite challenging weather before the event, Yarmouth saw the return of over 90 gaff rigged yachts to the Yarmouth Gaffers Regatta, organised by the Solent Old Gaffers Association.

Some boats, including 16' 'Margherita' with a five hour beat across Poole Bay, had a lively time of getting to Yarmouth. 'Provident', the mighty Brixham Trawler had a great sail from Weymouth. 'Gwenili', from the East Coast, delayed by weather, arrived at 0500 on Saturday morning yet still turned out to race at 1000.

Members enjoyed music, dancing and barbecues. Fun on the water in the harbour included racing model 'log' boats, constructed by participants, as well as dinghy jousting! Some walked across the Island to Freshwater Bay. The event raised over £500 for local charity, the Ellen McArthur Cancer Trust.

With racing planned for every day, skippers had plenty of opportunity to show their skills. Unfortunately, the wind was less obliging with boats struggling to complete the courses in light airs.

This was a low key event. In the absence this year of the town side of the festival, the weekend proved an excellent opportunity to catch up with old friends, meet new members and share gaffer tips and tales around the pontoons.

The Gaffers Walk

A further innovation for 2016 was the Gaffers walk.

A great alternative to Gaffel racing at Yarmouth is to walk to Freshwater Bay, only about an hour's gentle flat stroll along the River Yar, taking in all the very pretty flora and local birds. There is a convenient watering hole at the other end to drink coffee looking over the bay.

'Ivy Green' and 'Provident' prepare to race Photo: Richard Jacobs

Refreshed, you retrace your steps as far as Freshwater village and find other gaffers already lunching at The Red Lion. Then it's time to take the path back to Yarmouth, the other side of the River Yar. That's what I and eight other gaffers did on the Friday morning of Yarmouth Gaffers Regatta. Quite a good decision given the lack of wind!

Jessica Warren, Solent Area

More reports and photogallery on the Solent website: www.oga.org.uk/solent



'Step Back in Time' & 'Spinaway X' Photo: Emily Atherton

A young gaffer reports on Yarmouth

Young gaffer Emily, reports on her passage to Yarmouth in 'Friendly Spirit' to enjoy gaffel and log boat racing, jousting and evening entertainment over the Solent Gaffers weekend.

We left for Yarmouth early Thursday morning and sailed over in 1 hour 25 from Baldhead buoy to The George Hotel buoy. The sail was lovely for it was a northern-easterly breeze and a nice flat calm sea. After we arrived at the harbour it was lunchtime and the pasty shop looked very inviting so we headed there. Thursday evening, twelve of us went to the Blue Crab (after a sunny drink with sailors singing at the yacht club) which was very delicious and cosy for the weather outside was bitterly cold and windy!

Unfortunately, Friday (the day of the Gaffel race) was not so windy but was still cold. The briefing took place at 10:00 and we headed out for the race soon afterwards to get to the start line. 'Friendly Spirit' motored all the way there with her sails up but as soon as the engine was turned off, progress was very slow! The race ended up as a float in which we started to go backward quite quickly towards Hurst Point ending in us retiring. The evening's entertainment was very fun though for back again in the yacht club was the Dance Preachers' performance. It got everyone dancing and me and my Dad shaking some mean tunes on the maracas.

Sadly, Saturday's race turned out to be as disappointing as the Gaffel race for once again there was no wind. This time, instead of going backwards, we anchored and once again had a very nice float and had to retire.

Luckily there was enough wind to race the home made log boats. My Dad and I had been working hard since Friday on 'Daughter of Spirit' and she was fit to go. We decided to not over canvas as we had done last time but we didn't have enough canvas up this time. Maybe one day we will get it right! Our log raced twice and both times the

chilli heat wave Dorito head sails would not get her going. The tender racing was a lot of fun though jousting curtain rings is harder than it looks! I don't think the fact that the tender we were in had a leak helped either. In the evening we went down to the Wheatsheaf with some friends. 'The Accelerators' were performing there which was great.

Emily Atherton, Solent family member



'Margherita' beating into a force 5
Photo: Pierre Elena



'Thalia' gaffel racing Photo: Richard Jacobs



New members enjoy the weekend

Solent Gaffer Logs

By popular demand, the Solent Gaffer logs, first cousins of Dutch Sailing Clogs, were back this year.

You have to be keen to want to make something so primitive as eighteen inches of half cut farmers fence into a sailing wonder. However, the challenge sets creative spirits alight as whole crews set to the task, testing different rigs, choosing the best shopping bag for sail graphics and decorating hulls with all kinds of wonders.

The Sailing Log race was the only one at the 2016 regatta with wind to complete the course. A large sail area and extra ballast at the base of the keel meant that 'Thalia II', 'skippered' by Jonty Sherwood, established an invincible speed.

The Concours d'Elegance was won by new family members, the Hornes, with their uniquely and ornately decorated Log 'Groggy McGrogface'.

To those who fret about getting young people involved in the OGA, look no further than a good log race!

Ben Collins, Solent Area Committee



Log race winners, the Hornes Photo: Ben Collins

A great introduction to gaff sailing

As a new owner of a Memory 19 ('Dolce Vita' previously known as 'Tegan') with a massive 20 sea hours under my belt, Yarmouth was a great introduction to the world of gaffrig sailing. Arriving on Friday from Bembridge I felt I had struck gold by being berthed between two other Memory 19s, 'Irene V' and 'Daisy'. Terry from 'Irene' was incredibly generous with his advice on how to set the boat up. My crew and I sat out the racing/drifted on Saturday morning but profited from a freshening breeze in the afternoon to explore from Newtown down to Hurst Castle and buck its 4 knot tidal race.

After dinner on Saturday evening Terry transported us back a couple of hundred years with a magnificent rendition of seashanties on the balcony at the Royal Solent Yacht Club.

Successfully dodging the press gangs that night, we headed off early on Sunday to get the benefit of the tide taking us back east with many other new found friends.

The trip back to Bembridge was going brilliantly up to the point that the wind and our engine died off Ryde Pier forcing us to make an unplanned overnight stop at Wootton Creek. Facing the prospect of a tricky beat back out through shallow waters and around Wightlink ferries the next morning, I was very grateful for the offer of a tow from fellow gaffer Michael Bennett on 'Alice Elizabeth J'.

The next three hours back to Bembridge were quite the best way to bunk off Monday morning meetings and leave me hungry for more. My thanks to the organisers and other gaffers for making it such a memorable weekend.

John Leach, Solent Area

Cornish Crabber 22 'Katie Morag'

On arrival in Yarmouth it immediately became clear that the regatta was well organised with the mooring teams ready to escort 'Katie Morag' to her allocated berth rafted outboard of three other OGA members. Rafting out was a bonus for me as very soon after arrival I was able to meet fellow OGA members for the first time and luckily without the embarrassment of a 'hard landing' or, worse, announcing my arrival.

I soon realised, however, that I was ill prepared for the Concours d'Elegance, as I was only displaying my 'Crabbers' pennant and 'Katie Morag' looked rather tired. Once I had collected my regatta pack, including the '2016 Yarmouth Regatta' pennant, I have only about another 20 annual regattas to attend in order to reach the level of dress, let alone overall 'Elegance' many other boats had long since achieved.

What struck me most on my first regatta was the TLC evidently lavished on the majority of the boats which was a good example to follow not only for me as a new OGA member but also all the other boat owners who were lucky enough to see in their midst such a colourful and well maintained collection of graceful craft. The high standards that are evidently the norm within the fleet show that this aspect of good seamanship is alive and well and thriving in the OGA. I look forward to a long and enjoyable association with the OGA.

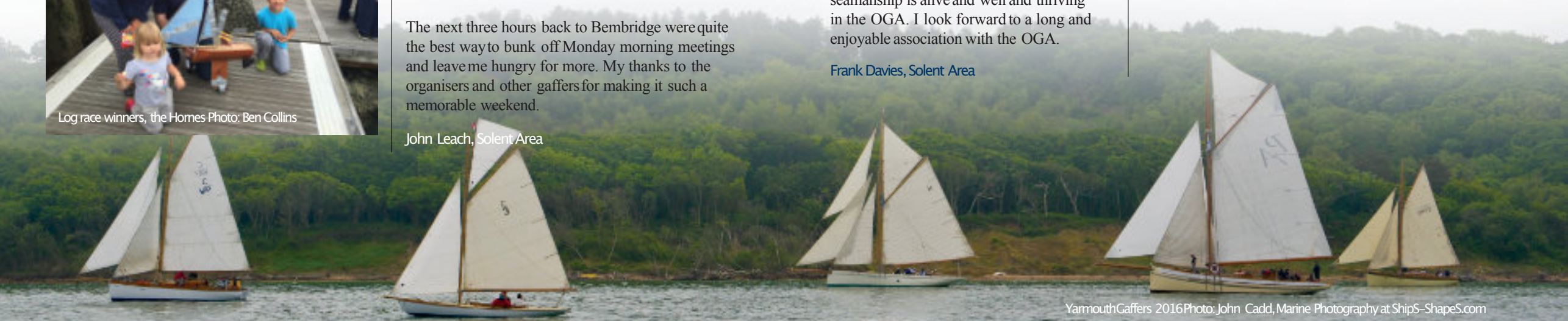
Frank Davies, Solent Area



A boat full of log boats Photo: Ben Collins



Gaffers in Yarmouth Photo: Steve Mitchell



Yarmouthfeedback...

Email messages

Just a quick note to thank you and all the others involved in the Yarmouth extravaganza. My brother and I had a brilliant time and will be back. Julian, new member

For us, the best of the fun of previous Yarmouth events was retained and the more intimate atmosphere increased the opportunities to catch up with others and meet new people. Victor and AnnMarie

Yarmouth Sailing Club is such a jolly club, welcoming and with that view of the Yar which is such a surprise. Mike

Despite it being made to look easy, I know the pressures organising such a smoothly run event demands. Ben

And finally, from the Skipper of 'Superyacht Miss Ningi' and his lowly crew:

Several people have asked which of the now two different events we preferred and our answer is they are different but both brilliant. No need to compare. Have a good summer on the high seas.

Feedback summary

Using a table in the harbour office lounge to distribute the welcome packs works very well

The Thursday evening BBQ was very well supported by RSYC

Dinner at the yacht club was super

The opportunity to be entertained by the Dance Preachers was a pleasure

Good mix of activities, pity about the racing but we cannot control the wind and tide

..... missed the plant & craft tents which would have been nice to keep



'Miss Ningi' and 'Hester' Photo: Richard Jacobs



'Gwenili' in Yarmouth Harbour Photo: Miles Atherton

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'Rainbow' 1897

OGA Photography competition, 2016

OGA Photo competition 2016 categories

Sailing Gaffers

Photographs of gaffers in any situation: at work, rest or play.

Life at Sea

Photographs focussing on the human story, situation or atmosphere.

Young Photographer (under-25)

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

Sailing Gaffers



Title: Racing 'Grayhound'

Caption: 'Grayhound' at the Brixham Heritage Regatta, 2016



Title: 'To float, or not to float'

Caption: Mischief's launch day at Frogmore

Life at Sea



Title: 'Dusk Patrol'

Caption: Oystercatchers, Loch Scaig, Skye

Rules and submission

Photos must have been taken between 1 January and 31 December 2016.

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

All entries must be submitted via the OGA website, available from 30 June to the closing date 31 December, 2016.

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

Prizes will be from a selection of superb nautical books, announced and presented at the AGM, January 2017.

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

www.oga.org.uk/trophies/photo-competition-2016

Stand up and be counted!

Entry numbers have improved in recent years, but we would still like more . . . A quick look at the 2015 OGA Yearbook shows 1179 members. How many of you have entered the photo competition?

Please submit in your entries. They are all appreciated and considered. Who knows, you may win one of the prizes.

Entries are judged, in part, on the quality of the short, engaging title and informative caption. Consider the choice of caption and title for these examples:

Title: 'Tinny Time'

Caption: Celebrating arrival at Bay of Islands, NZ



The Snipe Trophy, a new prize

Elder Gaffer, Mike Peyton, reflects on the tragic story behind the new 'Snipe Trophy' to be awarded as first prize in Class 2a at the EC Race, 2016. The 18' gaff cutter 'Snipe', was lost off the Kentish coast in 1963.

It is ironic that the three men who went down with 'Snipe' survived the war. John Barstow was in the navy as a midshipman on a carrier, Tom Bolton was a sapper in the Royal Engineers in Europe and Jack Worsley was an Infantry sergeant in Burma. John and Jack had crewed for me in the first Old Gaffers race and Tom was my neighbour. I had towed the old smack 'Maria' that he had resurrected from Tollesbury to our home creek on the Crouch. He had paid £2 for her and made a profit from selling the eels that he found in the bilges.

John bought 'Snipe', a small 18' double-ended gaff cutter from Gordon Hamilton in 1963. She was recorded as having been launched on the day of Queen Victoria's Jubilee, which was in 1887, so was well over 60 years old. She had once belonged to the well-known yachting journalist Francis B Cooke who founded the Farnbridge Yacht Club on the River Crouch and John was taking her back to keep her there. So, full circle, one could say.

She was lying in Ramsgate and John and Jack were fitting her out in the harbour. I sailed over from the Crouch to accompany them on their voyage home across the Thames estuary. My crew consisted of Kath my wife, two brothers called Young and Tom Bolton. The three men all wanted to sail back on 'Snipe' and drew cards to decide who would be the lucky one. Tom Bolton drew the fatal card.

In Ramsgate we lay on the same pontoon as 'Snipe', while they were stepping the mast. They had no bottle screws and they had bought a hank of natural fibre rope (before synthetic rope was the norm) with which they proposed to step the mast. The rope was fed to the eye at the end of the shroud and taken through the eye on the chainplate half a dozen times or more, then tied off. This was repeated on all four shrouds.

'Snipe' had no engine and my boat 'Sugar Creek', a 30' gaff cutter, had a 7hp petrol/paraffin Sleipner engine. With this I towed 'Snipe' out of the harbour at around about midnight when the tide served. The plan was to take the flood tide up the Kentish shore to Whitstable, then the ebb tide across the estuary to the Essex shore.



In the engineless boats of the day, this was normal procedure for the passage

I anchored off Whitstable and we turned in, but come daylight there was no sign of 'Snipe' at our rendezvous. We could see most of the empty Kentish shore with no sign of 'Snipe' and I started worrying. I went ashore and told the Whitstable harbour master of my fears and he passed them on to the coastguard. They called up the plane from Manston to make a search but there were no results, so we realised 'Snipe' was missing.

I had to go to work in London so left 'Sugar Creek' in Whitstable and Kath went home with the task of telling Tom's wife he had gone missing. She told me later that she went into Tom's kitchen and without turning round from the sink his wife said, "Oh Tom, thank goodness, you're home. Your dog started howling in the middle of the night and has never stopped since. She's driving me mad." This is inexplicable: the dog knowing that its master was drowning some 50 miles away, but that is the truth. It later had to be put down.

Later in the day we heard that Jack's body had been found, and Snipe's hull, broken into two complete halves. This made me realise it must have happened quickly. One minute a sea-going vessel and the next minute two halves of the same. My theory is that the physical law that natural fibre ropes shrink when they get wet caused the mast to be forced through the bottom of the old boat. Neither John's nor Tom's bodies were ever found.

We attended the inquest a few weeks later where it was assumed that 'Snipe' had hit the Margate Sands and broken up. It was remarked upon that they had no flares or safety equipment, but we knew that John would supply all that during the fitting out.

This was a sad and tragic end for three great shipmates and a fine little boat.

Mike Peyton, Elder Gaffer, East Coast Area

EC Race, RTIR and France: July 2016

East Coast Race: 30 July 2016

Entries are being accepted until 22 July

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

This year there are new classes and sub classes with prizes for the top three boats in each class/sub class, as well as some of the traditional EC Race prizes

Handicapping will be the OGAT(H)CF system with amendments per EC OGA Handicapping Committee. Each class will be split between high (fast) and low (slow) handicap boats dependent on entries.

The Commodore's Pennant for the overall winner will be awarded to fastest boat, based on corrected speed, so can be won by any of the Gaff rigged boats.

Prize giving will be Saturday at the Colne Yacht Club, where you can book dinner at time of entry to race.



Photo: Sue Lewis

Brest and Douarnenez, 2016

As you're reading this, our joint fleet of OGAGaffers from the UK, Holland and France will already have departed to join this festival extravaganza, starting on 13 July in France, p.33.

Keep an eye on the OGA website, Sailing by and Members' blogs for updates from participating boats and some 'historical tales of sail'.

www.org.uk/news | www.sailing-by.org.uk

www.oga.org.uk/about/members-blogs



Image: Ben Collins

Round the Island Race: 2 July 2016

OGA members regularly take part in this classic event, when over a thousand boats race round the Isle of Wight.

At the time of writing there's 20 entries in the Gaffer classes.

Check out the Solent OGA website for up-to-date reports from this year's event, and look at some archive video footage on Sailing By:

www.sailing-by.org.uk

www.oga.org.uk/solent



Photo: Louise Jacobs



Portaferry Sails and Sounds

17 – 19 June, 2016

We have participated in another chapter in Portaferry's illustrious maritime history this weekend. As President of the OGA, I speak on behalf of our members here, in paying tribute to Gary and Sheila Lyons, their organising team, plus the Portaferry Sailing Club, who together have organised this superbly titled 'Portaferry Sails and Sounds Festival', re-capturing the musical and maritime essence of the famous Portaferry Galway Hooker regattas of yesteryear. It's been truly wonderful to be here to witness and to participate in this outstanding NIOGA event, thank you!

Extract from closing speech by Sean Walsh, OGA President

Gary Lyons, NIOGA President, gets this report and photos to your Editor just before we go to press! Congratulations, Gary, and all the team, on the inaugural 'Portaferry Sails and Sounds' event and for writing it all up and sending photos so promptly!

In September 2015 'Portaferry Sails and Sounds' did not exist. It was merely an idea in my mind; a traditional sailing event in Portaferry Narrows reminiscent of the 'Galway Hooker Regatta' which ran famously for 20 years, but sadly faded away in the early 2000s. I wanted the cream of the Irish Sea fleet to attend, I wanted the annual NIOGA race to be encompassed, I wanted to get the NIOGA back on the map by returning us to the glory days of 'Carrick Classic Regatta' and 'Bangor Traditional Sail' and with overtones of the ever popular 'Ardglass at Anchor', our uber-relaxed end of season chill out sadly no longer in existence (for now).

How do you achieve this? In truth, I didn't know! I used the 'Lyons genes' supplied to me by ex-NIOGA President and elder Gaffer Peter Lyons, I got my elbows out and set

about assembling a team of skilled experts from within the ranks of the NIOGA. When I needed to, I set about coercing a team of skilled experts into the NIOGA, then I 'persuaded them into my team' using the same genes and elbows aforementioned!

Shoot forward 10 months and I am standing in front of Portaferry Sailing Club, early morning on Saturday with their Commodore and sailing guru, Mr John McAlea being interviewed for BBC Radio Ulster. There is an impressive fleet of almost 30 classic yachts and motor boats using every available berth in both Portaferry and Strangford Harbour across the narrows. The sun is blazing, the hundred or so crew members are inside eating breakfast in anticipation of the regatta ahead, and I'm slightly nervously wondering, "How did all this happen?"

The Team

In no particular order, from the NIOGA: Adrian Spence, Jonathan Mitchell, Conor Haslett, Sheila Lyons, John Ferguson, and from Portaferry SC: John McAlea, Lennie Lawson and star fixer and main woman Moira Ritchie made up the committee which glued this event's constituent parts together. I thank them all for their time, their efforts and their commitment to making the first ever 'Portaferry Sails and Sounds' a rip-roaring, full blast, better than I'd ever hoped, skull-bashing success!

Our Sponsors

I need to mention our Sponsors, as without them it would have been a lot less of an event! Many thanks to our main sponsor Ards and North Down Borough Council. I also need to mention Portaferry Regeneration Partnership for all their help.

Thanks also to www.airphoneuk.com for their generosity. Lastly, but by no means least Ferguson & Company Solicitors.

Additionally I also would like to thank the OGA for their assistance in getting this project off the ground back at the beginning.

So what happened?

The sun shone, the wind was light, the scenery was stunning. Racing was in fairness an exercise in cheating with engines, water fights, boarding parties, theft, aimless drifting and radio banter. But whilst the sailing was not very successful in 1 knot of breeze, the show was almost perfect. Crowds ashore got to watch the fleet pass by in 3-4 knots of tide, fully rigged from the whirlpool of the 'Routen Wheel' far up into the Lough and vaguely towards the racing marks within and back again! I'm glad to report both Adrian and I can indeed read a tide table.

We held music events all over the town enjoyed by the visiting crews and crowds, we had stalls and kids' projects all over the town, we had lifeboat displays, skiff rowing races, the first ever NIOGA Youth Project (p.36). The crowning glory on the music side was a fantastic concert by the famous 'McPeake Band' and Brian Kennedy, which was a suitably glorious end to a Saturday of 'Sails and Sounds'! Sunday's weather put paid to most of the programme, but we had a truly fascinating illustrated talk on the sinking of the 'Lusitania' by Cormac Lowth from Dublin which went down extremely well, and our thanks extend to him for the time and effort he put in on our behalf.

Prizegiving and Thankyous

The traditional NIOGA prizegiving ceremony was held in a packed out Portaferry SC immediately

before a superb display of Irish dancing by The McKenna School of Irish Dance. It was MC'd by our infamous Mr Adrian Spence who with a fair hand and in equal measure abused our sailing friends, me, the mayor of Ards and North Down, all the guests, the Commodore of PSC, the members of PSC, some people who happened to wander in by accident, and I'm fairly sure at one stage the entire EU! Between diatribes he paused briefly to abuse the winners and give them stunning prizes made by and donated by NIOGA's Dr Carol Laird. Congratulations to the lucky winners of the event's broad and inclusive categories.

1st Gaff Rig: 'Swan Y Mor'
Warren & Jill Scott (Scotland OGA)

2nd Gaff Rig: 'Golden Nomad'
Alan & Irene Aston (NIOGA)

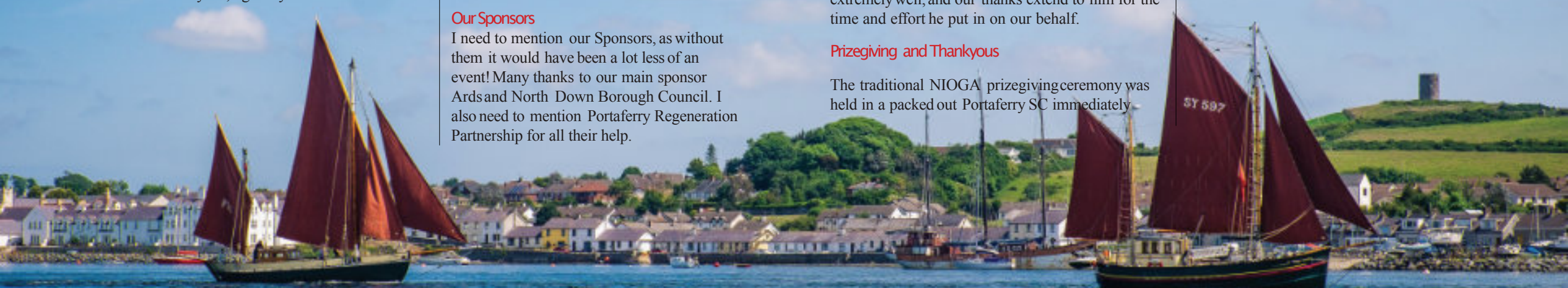
1st Classic Boat: 'Ainmara' (cover photo)
Dickie Gomes (Gnomes) (NIOGA)

2nd Classic Boat: 'Dream Twister'
Richard Tomalin (NIOGA)

Furthest Traveled Boat: 'Moya'
Doug Smith (N Wales OGA)

White Heather Trophy (presented to any boat which has left Peel IOM to get to Portaferry in 2016 for the first time in many years): 'White Heather' Mike Clark (NIOGA)

The Vilma Youth Trophy: 'Vilma'
Scott & Ruth Metcalfe (N Wales OGA)
See p.35 for full Youth Project report.



Portaferry Sails and Sounds (cont.)

‘Richard of the Weekend’ was also presented to Mike Clark, ‘White Heather’ for skills in adding air conditioning to his beautiful yacht’s coachroof using only an Ardglass strawler and his own bowsprit. Not something for the averagemuppet to attempt.

Dr Carol Laird was presented with a small token for her contribution of time and artistic skills for the benefit of ‘Portaferry Sails and Sounds’. Our thanks extend to her for all the help, words are not enough, so we used Buckfast.

I personally thanked My oul’ Da’ Elder Gaffer Peter Lyons, for his help, his advice and for donating hours worth of prizes turned by him as presentation gifts for all of our dancers and rowers over the entire weekend.

Huge thanks must also go to our partners in crime and co-hosts Portaferry SC, famous for their welcome, their skills and their ability to make any event they host something special for all who attend, thanks to John and his team of volunteers who ran ragged for four days to make it all happen. I would especially commend the ferry drivers who transferred our crews to and fro from Strangford to Portaferry early morning to the wee small hours with ease, always smiling and we are indebted to them all.



Skiffie racing at Portaferry Sails and Sounds, 2016 Photo: Neil Ritchie/Sheila Lyons

If I (on behalf of all involved) may also take the opportunity to give an honourable mention to NIOGA’s Jonathan Mitchell, new member, IT wizard, all round good bloke and definitely deserving of praise for the effort he put in until all hours each day co-ordinating the volunteers throughout the town and on the water. Thanks Jonny, fantastic job. Visit our new websites:

www.portaferrysailsandsounds.co.uk

www.oldgaffers.com

Participating boats and crews

Vilma, Dream Twister, Ocean Dove, Swyn y Mor, El Paradiso, Trevora, Connemara Dawn, Mitigator, Marie Louise, Jaynor, Waif, Annie O, Eagle Wing, Lady Beag, Scotch Lass, White Heather, Ainmara, Jorodetta, Swift, Verve, Golden Nomad, Tantina II, Gance, Blue Dove, Seawitch, Moya, Don Carlos, Watercolour, Cuan Mist attended in ‘person’. As a result of the usual issues, sadly Beatrice B, Naomh Cronan, Tir Na nOg, La Madeleine, Celtic Mist, Kaju II, Nanette, Brother Jack, Bridget, Genesta II, Soteria and Master Frank could not attend, but many crews from these vessels jumped aboard other boats, hitch-hiked, walked, swam, stole cars and drove up from Dublin or simply teleported in to ensure they took part in our event.

Big Rik Janssen, skipper of ‘Cine Mare’, and his beautiful partner Celeste flew from Holland to attend, and this got me thinking . . .

Time to reflect and think about 2017

The weather was spectacular, the scenery breathtaking, the attending vessels jaw dropping, and the event itself, well it ran like a well oiled machine, but was that why so many people went to so much trouble to attend?

I don’t honestly think it was. When you come to it the OGA is really a group of friends, we don’t all know each other personally, but we all share common ground. We all love boats, gaff rig, traditional sailing, music, beer, fun, craic, but there’s definitely more to it than that.

There is a brotherhood between us, and we help each other, we want each other to succeed, we enjoy our fellow Gaffer’s success possibly more than we enjoy our own, we will go miles to assist a fellow Gaffer without thought of reward or thanks.

This is what the OGA is about, yes we love boats, baggywrinkle, bilges and beer, but what we all really



‘Vilma’ at Windmill Hill Photo: Neil Ritchie/Sheila Lyons

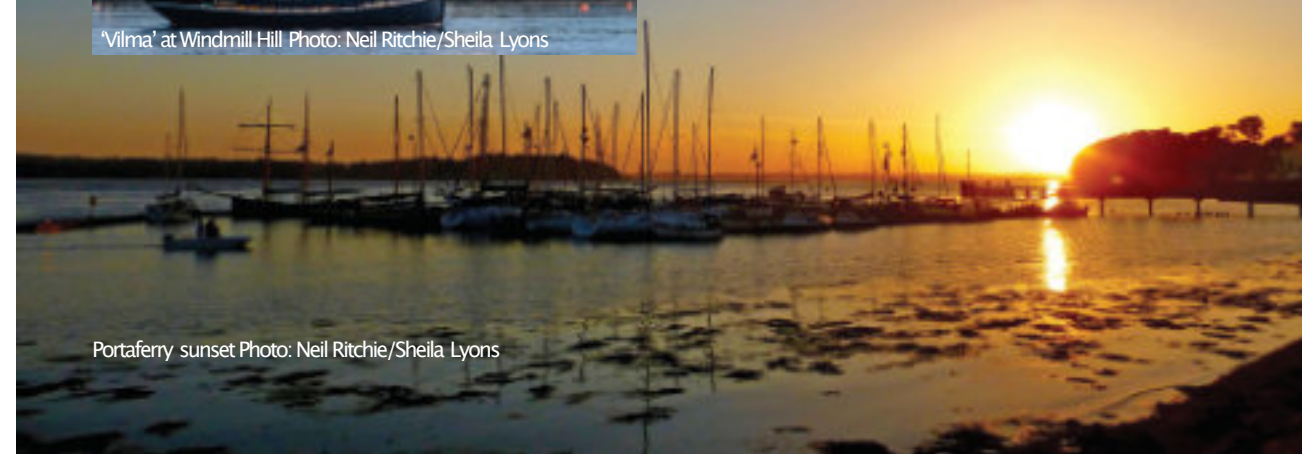


desire is to see our brothers and sisters succeed and be happy, and I am immensely proud to be a small part of that.

My thanks go to each and every person who helped, attended, watched on Facebook across the world, brought their kids to get their faces painted, sailed into the fleet from the local ports, just to get involved, gaff rigged or not; those who sailed from far away ports with huge effort and lastly to my wife Sheila, without whom I would neither be NIOGA President, proud owner of ‘Ocean Dove’, father of two beautiful kids, nor co-organiser of ‘Portaferry Sails and Sounds’ the latest successful incarnation of the NIOGA’s annual regatta, and something of which I am truly honoured by and also justifiably proud!

Thanks to you all, next year will be bigger, better and even more fun, so if you missed it this year, take heed, June 2017 ‘Portaferry Sails and Sounds’! Get along by boat preferably, but Johnny Wedick will lend you his teleporter if you ask him nicely.

Gary Lyons, NIOGA President



Portaferry sunset Photo: Neil Ritchie/Sheila Lyons

Rescuing 'Essex Melody'

John Rogers, East Coast OGA member and training officer at Maldon Little Ship Club (MLSC), found a classic Maldon-built 23-footer 'Essex Melody' in 2008. She was in a very dilapidated state, her covers blown off, sitting on an old trailer near Newark. The full story of her history and remarkable connection with the OGA, despite her Bermudan rig, may be found in Practical Boat Owner, June 2016. A few extracts and photos from the article are published here, with permission from PBO, who are offering OGA Members discounted rates on subscriptions, see p.60. Members may also purchase the single article: <http://marinedirectory.ybw.com/reprints/results1.jsp>

We were taken aback by the passion the current owners had for 'Essex Melody'. She had obviously given them hours of pleasure around the Trent, the Wash and north Norfolk. They told us she was built by John Scarlett along the lines of the first JOG (Junior Offshore Group) yacht 'Sopranino', and launched at Maldon in 1959. They also informed us John was a member of MLSC and connected with the OGA, which confused us somewhat as she is Bermudan-rigged!

John Scarlett documented every hour spent building 'Essex Melody', and took pictures at each stage of her construction. Finally, in September 1959, after 3,581 hours' work, she was launched from Dan Webb and Feesey's yard in the presence of Eric Payne, Commodore of Marconi Sailing Club.

With her extensive heritage background, 'Essex Melody' was a compelling case for a full restoration. We built a boatshed around her in our garden in Maldon and she became our heritage project and a great source of local interest. After 18 months of hard work and the help of many friends, 'Essex Melody' was taken to MarineStore and relaunched in the same place where she was first launched in 1959. To celebrate, on 16 April, 2011, John Scarlett's daughter and grandchildren poured champagne over the figurehead in the presence of around 100 people.

'Essex Melody' is a unique example of a JOG yacht: she certainly is a head-turner, and John Scarlett, first Secretary of the OGA in 1963, seems to have got it right first time!

John Rogers, East Coast Area
PBO is offering a discount on subscriptions, for full details see p.60.



Obituary: Pat and Paul Heighway



Paul Heighway. 19 September 1942–31 May 2016

Paul Heighway died on 31 May, 2016 at Torbay Hospital, following a fall. He was 73. Paul was an inspirational architect and Partner at Heighway Field Associates in Exeter. His legacy will live on through his work throughout the South West and his beloved 6-metre 'Muriel', which he kept on The Dart near Dittisham for 40 years.

The family moved to the West Country in 1976 after Paul 'spotted' Dartmouth on return from the Fastnet race with Christopher Waddington on his classic yacht 'Moya'. Prior to this 'Muriel' was kept at Wicor Marine in Fareham, where the family would 'weekend' from their London base.



'Muriel', built in 1905 of pitch pine on oak was 'rebuilt' twice under the ownership of Paul and his wife Pat. In the 1970s she was converted into a Bermudan cutter with large coachroof for safe sailing with their children Jonathan, now 47, an architect, and his sister Penny, 46, a lawyer.

In the 1990s she was re-fastened, re-decked and re-rigged as a gaff cutter with large sail area. She did however stay faithful to Paul's choice of colour, red.

Paul was a member of the OGA for over 30 years and he regularly entered in the Start Bay Race and Dartmouth Regatta. Sadly he hasn't been able to enter her in recent years, but we are glad that Jonathan continued the family tradition with his Heard 23 'Annie-Kay' (formerly 'Mary Hay'). Paul never was a fan of 'plastic' and Jonathan promised Paul that he would take 'Muriel' on, much to the approval and delight of his father.

Jonathan has confirmed that a refit is planned for the autumn and that a new hollow mast will be made and fitted in memory of Paul. Jonathan said, "Dad always promised to make 'Muriel' a hollow mast but unfortunately this is one project that he never got around to. I plan to have 'Muriel' sailing again for the 2017 South Coast circuit."

Paul was supported in everything that he did by his wife of nearly 50 years, Pat. Pat sadly died just a few days after Paul on 18 June, 2016. She was 71.

"Mum could always be found sanding, scraping, filling, varnishing and painting 'Muriel'. Dad always said that mum got the best finish on her topsides and he trusted no one else with this task."

Jonathan said, "I will miss my dad, best mate, inspiration as an architect and sailing buddy. I will miss our jaunts to Brixham, The Yealm and Fowey."

The couple were laid to rest at their home in Dittisham on the banks of the River Dart on 30 June.



'Muriel'



Maritime heritage: North Holland

A dozen Friends from the Norfolk Hunter Heritage Fleet set out for Holland to stay aboard 'Noordvaarder' pictured below. She is a 100 year old 100' steel sailing barge based at Harlingen, Waddenzee on the tidal side of the IJsselmeer.

About 70 of these steel barges, under their tan sails cross the Waddenzee to the islands of Texel, Vlieland and Terschelling where there is a European designated wildfowl area. They also lock into the IJsselmeer to visit the old ports there.

This was Sneek Classic Regatta Week in Friesland and every port was filled as far as the eye could see with traditional craft in immaculate condition - both wood and steel.

We sailed 'Noordvaarder' out to Terschelling in glorious sunshine and a stiff breeze, mooring alongside in the harbour. A retired salvagetug, looked after by another Trust, took us out to show off her paces and we visited divers who had dredged up various cannon from the north coast of the island, a notorious shipwreck coast.

At another shipwreck museum we saw the remains of the 800 piece Baccarat crystal glass table setting en route from Paris to the Tsar of Russia in 1912 when the ship foundered.

These islands are the Dutch end of the German chain written about by Erskine Childers in his thrilling book 'The Riddle of the Sands' and the mysterious atmosphere of the sands is exactly as he describes, with unexpected shallows drying out at half tide and hidden short cuts known only to local helmsmen like our owner/skipper on 'Noordvaarder'.



There is also a Barents Museum, of Barents Sea fame, as he was a Terschelling native. His exploits in the 1600s reflected those of Shackleton generations later. A replica of his ship is now being built in Harlingen. Caught in the ice and hoping to save her, the men built shacks on the ice from timber floating down from Russia. Eventually the ship broke up and in the spring they pulled the two ships' boats over the ice to open water north of Spitzbergen and although Barents himself did not survive the ordeal, over half his men did, and lived to tell the tale.

We also visited the 300 year old boatyard at Workum, run by a Trust to repair and restore traditional Dutch wooden boats and botters. We watched Skutjes racing on the Sloterveer. Each town enters a boat and with all their local supporters out on the water it has the atmosphere of a Victorian water frolic!

Our trip ended with a short visit to the ancient university city of Leiden and another old city, once on an island, Dordrecht, which stands at the confluence of the Oude Maas and the Neder Rhein with other canals forming a crossroads. Here vast European barges, en route to Baseland Central Europe, thunder past day and night carrying enormous cargoes of containers inland from Europoort at Rotterdam.

Holland has preserved its remarkable heritage of c.16th and c.17th city centre buildings by permitting development only outside tightly controlled ring roads and canals. Inside these ring roads and canals the city centres are traffic free zones, with residents' parking only, so that everyone else walks or cycles creating a people friendly environment and returning these city centres to the residents and visitors.

I think we could learn much from this approach in conserving our own old market town centres.

Jayne Tracey, East Coast Area



Extracts from Members' blogs

We report on Members' activity in Gaffers Log on a regular basis, but for more up-to-date accounts of what's going on, why not visit some of the OGA members' blogs and other online records of restoration projects, racing and cruising activities? They are listed on the OGA website: www.oga.org.uk/about/members-blogs

Do you have a blog or online tale to share? Contact the Editor to add your links to the list and comment on our Members' blogs.

From this Issue on, extracts from Members' blogs will be published in Gaffers Log.

Widdershins around Ireland: extract from the online Log of 'Robinetta', 2016
www.robinetta-log.blogspot.co.uk

East Coast boat 'Robinetta' overwintered in Scotland and was launched at Fairlie in April, with plans to sail around the west coast of Ireland before returning up the Irish Sea to Holyhead in time for the OGA Traditional Boat Festival in September. In penning their plans, Julian notes, "Of course, if the weather intervenes, we might not get round at all. Wherever we end up, I'm sure it will be wonderful." We bring an extract from the Log as Alison and Alex make passage from Bangor to Ballycastle. Latest news, as we go to press, is that 'Robinetta' is in the Dingle.



After 'Robinetta' was launched in April Julian and I set off from Largs, heading for Ireland. A week later we were trapped in Ardglass by northerly winds for three weeks and went home. In mid May it looked as though there was a weather window. I flew over with Alex who does not like sailing, but is happy to put the kettle on and take the helm in calm conditions. We sailed from Ardglass to Bangor simply enough, but the next day came the challenging bit.

Getting the tides right to go from Bangor to Ballycastle is an interesting exercise in a boat that only does 4 knots under motor in calm conditions. I worked out that leaving Bangor two and a half hours before high water should get 'Robinetta' round Fair Head at low water slack and let us pick up a back eddy on the other side to help us in to Ballycastle. That was the theory. For it to work we needed the right wind and swell. According to Bangor Marina, Tuesday 17 May was a good day to try, with light winds from the South. The coastguard was slightly worrying, predicting F5 which would raise the swell. It was still in a good direction though, and we could always stop at Glenarm, or anchor in one of the bays on the way.

I put the route into our chart plotter in Bangor at 0700, and it forecast an arrival in Ballycastle at 1645. We would be going round Fair Head at the end of low tide slack water, so very little room for error. The sea was calm as we crossed Belfast Lough towards Black Head, with light wind right behind us. I raised the staysail (it makes us more visible if nothing else) and there was just enough wind for it to fly, but the ensign and pennant hung limp. The day was grey and overcast, I could just see Black Head to aim at. We were doing the necessary four knots to stay on our arrival time.

I closed on Black Head and followed the coast closely along the Gubbins. NIOGA Peter Lyons had advised me to do this. I certainly appreciated the extra knot from the back eddy, let alone the great view of the cliffs and newly installed walkway! A flight of guillemots came past 'Robinetta' and there were gulls and fulmars too.

I had to stop hugging the coast to go outside the Isle of Muck, and was surprised to find wind over tide popples on the water at its south end. A couple of minutes of 6 knots made a welcome addition to the average speed! Half way along Muck the sun even came out, a fleeting spot of brightness. By the time we were passing the entrance to Larne we were back to a day of grey. The tide was with us

Widdershins around Ireland:

though, and our speed was up to a steady 5 knots. I tried flying the jib alongside the staysail, managing to keep it goosewinged for a few minutes, but there was barely enough wind, so I ended up furling it again.

After Larne the swell got up, and visibility closed down. As I passed each headland the amount of swell increased, and only the line on the chartplotter told me where to steer next. I could not see Tornamoney Point from Garron Point, so ended up hugging the coast a bit longer than intended; following a chart plotter course can be difficult with nothing to aim at. We were making good time, and I did not feel tired despite five hours on the helm, so stopping at Glenarm did not appeal. I carried on across Carnough Bay.

The swell was getting up now, with occasional larger ones rolling 'Robinetta' uncomfortably. The staysail kept flopping from side to side on its club foot, and the main boom did too, so I tied it against the back stay to keep it still.

Every now and then it would rain; for a mercifully brief time the drops were bouncing off the sea and helming was not much fun. The sea state was too challenging for a novice helmsman like Alex, so I was stuck with it. He was good at providing food and drink though, which made an invaluable contribution! We were making good time, a steady 5 knots with the tide under us and the engine not quite on full revs.

I closed with the coast again to try to reduce the swell, and it worked. As I followed the coast along Cushendun Bay I got a little too blasé about the following sea though! A dollop of water landed in the cockpit, swirled the pilot book off the deck and into the well by my feet before it drained into

the bilges. The automatic bilge pump took care of it, but it was a warning to keep an eye behind as well as in front. Our dinghy 'Worm', towing along behind, never took a drop.

As we neared the final bay before Fair Head I thought we had lost the battle to make the tide gate. We were suddenly only doing 2 knots, and our arrival time at Ballycastle crashed to after 6pm. That would put us in the middle of the tide flooding out of Rathlin Sound at Fair Head and 'Robinetta' might well be stuck going nowhere. Then the speed picked up to 3.5 knots. We must have been in a back eddy before, but the tide had definitely stopped helping us.

I looked at anchoring to wait out the tide, but we were so close to Fair Head that I decided to press on. Following Peter's advice we went right up to the cliffs, passing

about 100 metres off them which gave us a wonderful view with their alternating limestone and basalt bedding, and huge boulders tumbled to the shoreline. 200m to starboard I could see obvious breaking overfalls, but we were in calm water, with only a little swell.

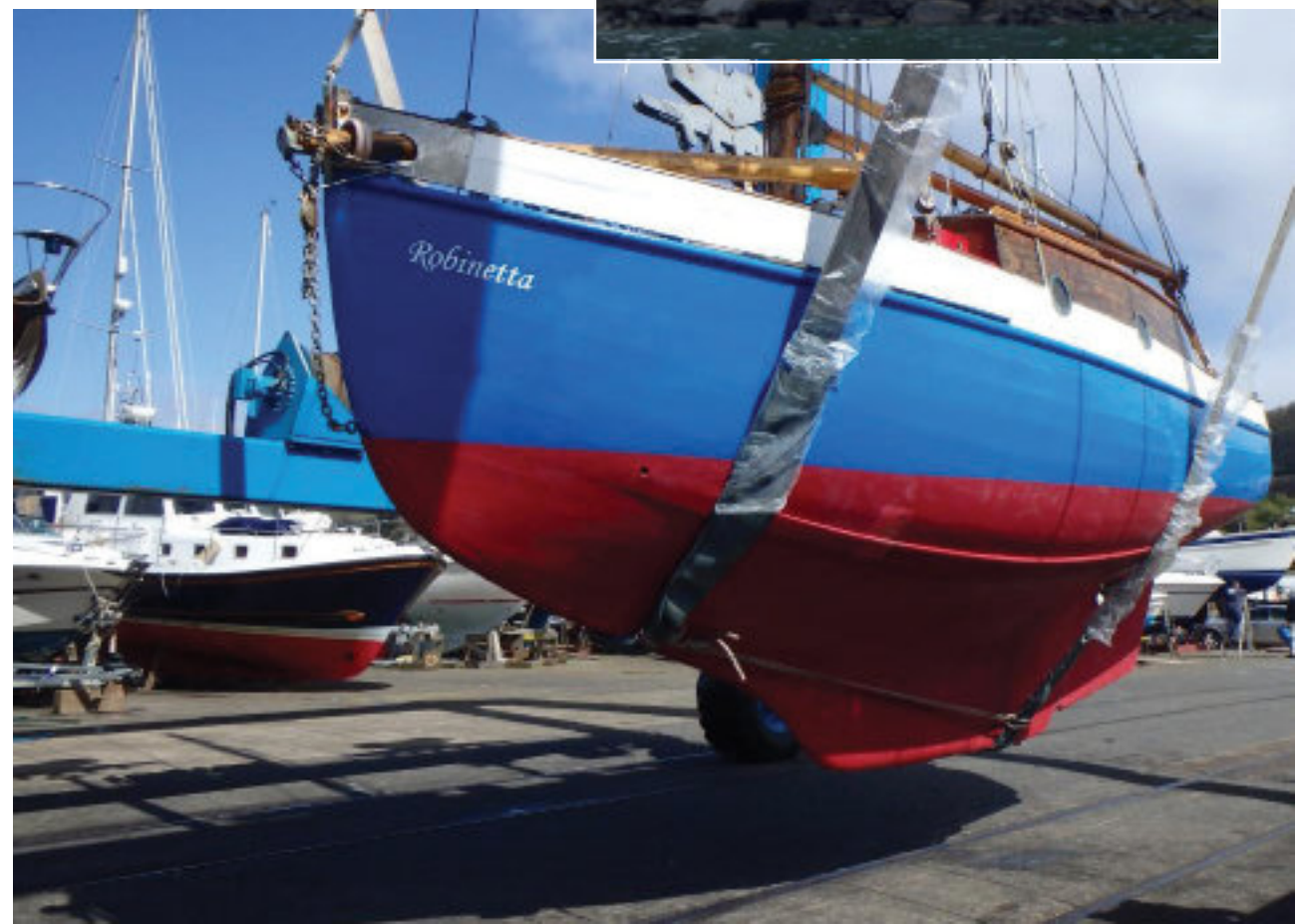
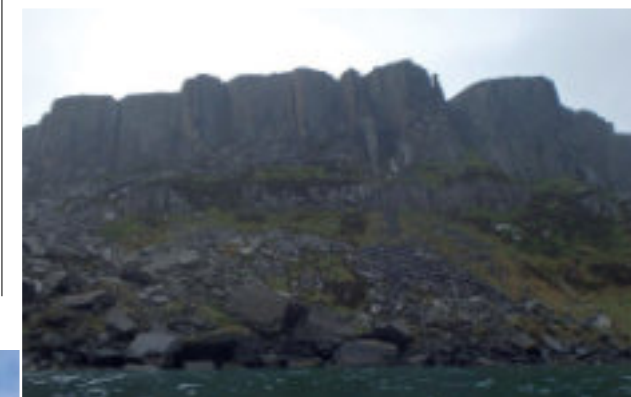
On the far side of Fair Head the overfalls came within 100m of the cliff, and we just skirted the edge of them. Watching the short steep standing waves from 20 yards away was a sobering experience as we crept clear of Fair Head at under 2 knots against the tide, with the engine on full throttle.

We never found the back eddy that should have helped us towards Ballycastle, but the wind came ahead of us, at least F4, so the jib came out to help the staysail and engine and we were soon making 3.5 knots, in seas

calm enough for Alex to take the helm while I called up the marina. They were very welcoming, with an assistant harbour master on the pontoons to show us where to moor and take our lines.

We made the 42 miles from Bangor to Ballycastle in ten hours, a fast passage for a 22' gaffer towing a dinghy. Some bits were enjoyable, parts rather challenging, but I would not hesitate to do it again!

Photos and Log entries by Alison Cable, East Coast Member



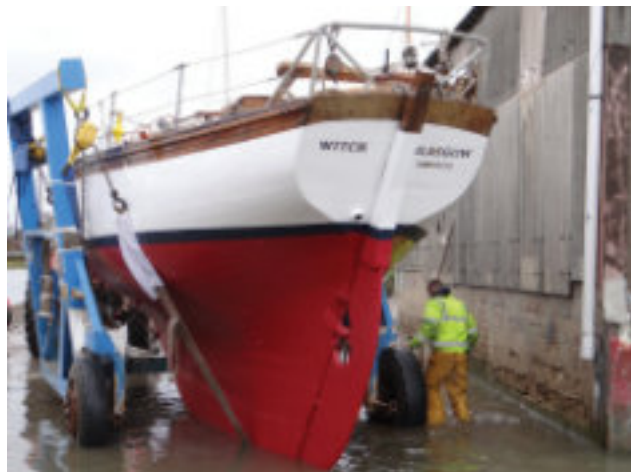
Members' blogs: a few snippets

Intrigued by this picture and the extract? Take a look at OGA Secretary Sue Lewis' blog for the unfolding story: www.victoria1897.blogspot.co.uk

"Now here's a difficult phototo make sense of: the first set of wheels belong to our red, white and blue Anglo-French lorry, the second set with green bars belong to Victoria's trailer which in this picture has been lifted onto the lorry for transportation to the boat yard. Anything else around is just random farm machinery."



'Witch' went into the water at the end of April, and Alistair took her for a shakedown sail. He's planning to take her to the Brest and Douarnenez Festivals. Follow his blog at: www.witch1898.blogspot.co.uk



June 20th, 2016: This week is the final rush of last minute preparation. I went down to Walton on Saturday evening to get on board ready to bring 'Witch' up to the boatyard on Sunday to scrub her bottom. I got her alongside the quay and Trevor from the yard kindly came over to help get her

ready to settle. This involves a pile of iron weights on the deck closest to the quay and a tackle rigged up the mast to encourage her to lean towards the quay. I also moved the boom across to that side. All of this gave her a distinct list and she settled down nicely although she sits nose down and so I had to sleep on a slant on Sunday night.

Extract from 'Building a Golant Gaffer': www.golantgaffer134.blogspot.co.uk

Not all the blogs are about cruising. Solent member, David Pennison, is building a Golant Gaffer and making good progress.

21 February 2016: Another milestone reached today as we managed to round up enough friends to turn the hull the right way up. The manoeuvre involved removing the hull from the 'shed', resting one side on trestles and lowering the other down onto an old mattress, then setting up a restraining rope through the keel bolt holes and attached to an obliging tree via a block and tackle.

The hull was then pushed over and shuffled a bit and carefully lowered onto the deadwood. Ropes placed underneath were then used to lift the boat back into the shed where the old building frame was taken out and new supports put in. It all went pretty smoothly with nine people involved. We know it has been done with six people but eight to ten makes it quite easy. The team the retired for beers and lunch.



OGAfleet on passage for France

As we go to press, 28 June, a message arrives from Ben Collins, OGA co-ordinator for the Brest and Douarnenez Festivals, 2016. For regular updates, visit Members' blogs and the OGA website, but here is an extract from Ben's update 'for the record' in print.

Three boats send news of their early departures for France, with Solent OGA single-hander, 'East Breeze' reporting her arrival in Guernsey via Facebook. East Coast member, 'Gwenili', based at Greenwich on the Thames is pictured p.17 at the Yarmouth Rally and has been reporting various positions along the South West coast, poised for a crossing to Roscoff.

Out in the Atlantic 'Island Swift' reports on her journey from the Caribbean (yet another transatlantic tale to tell). Currently positioned in the Azores 'Island Swift' will surely get the OGA badge of honour for coming the greatest distance!

Eight boats are making preparations for leaving from Yarmouth, Isle of Wight, 1 - 3 July, 2016 with plans to join the French OGA at their Brittany rallying point to start their 'rolling snowball' fleet from Roscoff on 9 July.

The Breton coast is a spectacular one, and the currents are strong. When conditions are good, their help is a real boost, but when winds are strong and against it's another story. There are plenty of beautiful harbours and creeks to retreat to however. In the end it's about a bit of luck of the gods and careful navigation.

We expect over 30 boats from the UK, Ireland and Netherlands to join the French OGA in Brest for the festival.

Ben Collins, sailing to Brest on 'Carlotta'



Photo: Helen of Cones



Venice Raid

“The Venice Raid was perfect, sublime and beautiful. Could any Raid be better even on say the Broads or Lake District (I have sailed the seven seas, but never done a Raid before)?”

John Cadd, Solent member and maritime photographer

Many members of the OGA Trailer Section will be familiar with Raids (p.30, March 2016 Gaffers Log) but very few will have attended the VelaRaid which takes place in the Venetian lagoon every two years. The Henley Whalers with ‘Molly’, their modern replica of a New Bedford Whaleboat, have been attending the VelaRaid since 2008 and it is now a ‘must-do’ event when planning our sailing calendar. Thanks to the extraordinary co-operation of the Raid organisers, we are also able to attend the Vogalonga, the legendary 30km rowing event involving some 1800 boats and 7000 participants, beforehand and the Velalonga, a 10km sailing race involving some 200 boats immediately after the end of the Raid. All within a 10-day period.

The VelaRaid is organised by members of the Circolo Velico Casanova, a sailing club based in Mestre (on the mainland) with premises directly facing Venice. As the organisers put it, “It’s a boat tour in 5 days, wandering around the Venice Lagoon, between water and land, discovering the quietest and most poetic spots not normally seen by tourists, uncontaminated by roaring engines.”

The popularity of the VelaRaid has grown so much that this year the organisers split the entries into two fleets, each of about 25 boats. The two fleets started together, met twice for lunch (freshly cooked aboard the barge ‘Paradiso’) and joined together on the last day for a Regatta finishing back at the Club; a magnificent sight of 50 boats sailing alongside the causeway that carries the road and rail traffic to Venice from the mainland.

The Venetian lagoon covers approx. 550sq.km (220 sq.m), varies enormously in depth and is criss-crossed by marked channels. Some of these are deep enough to take cruise ships whilst at other times one can sail past a family who have set up a picnic table in the shallow water. Contrary to popular belief it does have tides with some surprisingly strong tidal streams.

The organisers specify that boats should have a max. draft of 40-50cm (centreboard up) and this year a Nigel Irens-designed Romilly successfully took part. Participating boats are typically a mixture of traditional Venetian boats, modern micro-cruisers, traditional looking Raid boats and examples from the Swallow Boats range.

Geoff Probert, ‘Molly’, Trailer Section

Further information:

www.velaraid.it/eng

www.raidengland.org

www.henleywhalers.org.uk

We are grateful to John Cadd, Solent member and maritime photographer for permission to use his photos. For more information visit: www.ShipS-ShapeS.com



Fastest boat gets the best place for lunch
Photo: Geoff Probert



‘Molly’ Photo: John Cadd



Traditional boat under sail Photo: Geoff Probert



No wind and no engine Photo: Geoff Probert



If you can't wait until 2018 the English Raid takes place in Scotland(!) this year 8-12 August 2016 www.raidengland.org

Northern Ireland

On Saturday 16 January 2016 at the Old Gaffers AGM in London, a recurring idea that has popped up in my mind many's a time whilst attending OGA events cropped up again at the mention of Youth Project funding. An encouraging discussion with President Sean Walsh and a wonderfully brief phone call to Scott Metcalf, owner and skipper of 'Vilma' the beautiful topsail schooner, and the first ever NIOGA Youth Project was born.

The venue was to be 'Portaferry Sails and Sounds' Classic Boat and Music Festival. The date, Saturday 18 June 2016. Generously funded by the OGA Youth Project, I pushed ahead and pulled together a day's itinerary aboard 'Vilma' offering six pupils from the local secondary school in Portaferry a day's sailing experience on a gaff rigged vessel.

Principal of St Columba's College, Mr Michael Breen, was in full support of the project and only too keen to work with us. After a presentation to year 10, pupils were invited to submit in writing, why they should be picked. I was delighted by their response! Five boys and one girl were selected and they attended a half day introductory sailing

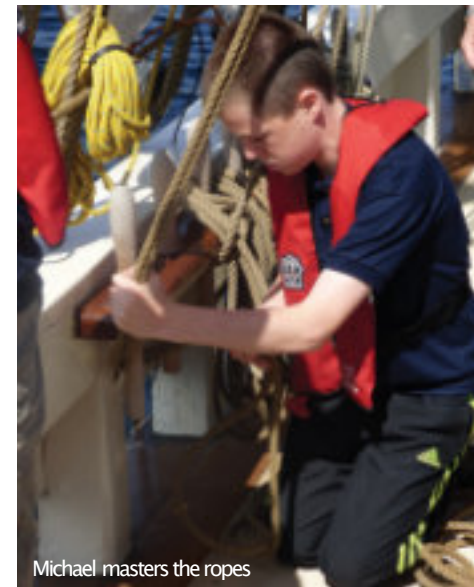
session, where myself and newbie NIOGA member, Cpt Mike Meharg, RYA Instructor, went over the basics of sailing, health & safety and acceptable etiquette aboard a sailing vessel.

Our day began with a hearty breakfast in Portaferry SC. This was followed by an introductory tour of 'Vilma', the obligatory press photos and then we were ready to set sail. We were blessed with beautiful blue skies and sunshine all day Saturday but only the slightest breath of wind. This did not stop Scott and his crew setting the students to work tending sails, adjusting the running rigging, steering the boat, keeping watch and performing all duties asked with gusto. The students were soon working in pairs, on tasks as allocated, sailing 'Vilma' along the beautiful shores of Strangford Lough. We were joined on board by Scott's wife, Ruth, Sue and Pete Farrer and Tom Rowlands with his beautiful dog Penny! A special thanks must go to RNIYC's number one RYA instructor Mr Andrew Vaughan, who kindly volunteered his time on the day as the NIOGA's official sailing instructor to the cadets.

Students were entertained by Tom, and what can only be described as his impressive acrobatics, climbing the rigging and performing his party trick by swinging from 'Vilma' to any nearby vessel and returning with a plundered souvenir! On this occasion, the 'victim' craft was 'Scotch Lass', who



Water fight between 'Vilma' and 'Scotch Lass'



Michael masters the ropes

returned fire in proper order, and a water fight began. Much laughter and fun was had by both crews. It certainly drew a bit of attention from passing competitors and photographers in the area!

After all the hard work, decks were dried, pots, pans, buckets and other means of throwing water at 'Scotch Lass' tidied away, and we enjoyed lunch on deck, in peaceful surroundings, basking in the sun.

Safely back on the pontoon, with sails, ropes and gear safely stowed, Scott gave the students an opportunity to climb the rigging. They took to it with enthusiasm! A presentation of certificates for each student was made at Portaferry SC, hosts of 'Portaferry Sails and Sounds', by OGA President Sean Walsh and NIOGA President Gary Lyons. Our students returned home, tired from the sea air, but happy and full of enthusiasm and appreciation for sailing after such a beautiful day on a beautiful craft through a truly wonderful day.

The weather was kind to us. All participants, students and instructors, have a fantastic

OGA Youth Project

memory of a day they will never forget, with one student saying, "it was the best experience of their life so far, and they wish they could do it all over again".

I would like to extend my gratitude for their support to Scott and Ruth for making the trip all the way over from The Menai Straits, to Sue, Pete, Tom and Andrew for their patience with the students on the day, and to Mike Meharg for his assistance in the preliminary stages of this project

Everyone spoke very highly of the pupils and were impressed by their behaviour and attention, given all the instructions they received on the day. A huge thank you also goes to Michael Breen and St Columba's College for participating in this project and of course, special thanks to Sean Walsh and the OGA for their encouragement and words of support helping to bring this project into existence.

Finally I have to thank Gary Lyons, NIOGA President, for having the confidence in me to take this project and run with it. I have thoroughly enjoyed the whole experience and look forward to doing next year's project. The question is, how to we top a square rigged topsail schooner, in the sun, in Portaferry Narrows, during 'Sails and Sounds'? I'm thinking next year we get the cannon out . . .

Sheila Lyons, NIOGA Youth Project Coordinator
Photos: Neil Ritchie



Students get ready to set sail, from front to back: Ryan, Michael, Oran, Gerhard, Niamh, Conor and Mr Breen

A new member jogs your memories

Lynn joined the OGA after seeing a Facebook post about 'Shamrock'. She's hoping to find out more about other boats from her childhood as well. If you're interested in tracing the history of some of our boats, or have stories to share, contact the Editor:

I don't remember much of this myself, as I was only a year and a half old. My cousin Mags and I seemed to be very interested though. I know that my parents Tom and Rene took me on a trip round the East Coast in 'Mascotte III', I am not sure if it was after the launch or the following year.

After that we moved to Lewes in Sussex where my father was a librarian. Then we moved again to Netley Abbey near Southampton where my father found an old clinker boat named 'Mahala'. The south coast never really appealed to us.

During this period my mother, trailing round boatyards, was getting down a ladder when she stepped on a nail which went right through her foot. This put her off boats completely. However, we later acquired another. When I was five we moved to Colchester, but after a couple of years we moved again to Kingston-upon-Thames, and it was here, on the river, that my father was able to keep a boat. He bought a 16' Dauntless, the 'Sophia', which he found in a boatyard somewhere on the east coast.

Lynn Lawton, East Coast member



Submit your nominations for OGATrophies, 2016

Nominations are invited for six of the Association trophies. Full details are on the website: www.oga.org.uk/trophies

If you have any ideas for members who might be worthy recipients this year, for great feats of derring-do or for modest acts of significance, please let our trophy man, Dave Percival, know.

We don't need a great written screed, just your nomination and the reasons why before the end of October, 2016: daveperci@aol.com



Welcome aboard!

AREA NO.	BOAT	MEMBERS' NAMES	POSTAL ADDRESS
EC	6051	Dr Christine Kell	46 Springfield Avenue Sheffield S7 2GA
EC	6058 TAJ	Mr Richard Berthoud	Quay House The Quay St Osyth Essex CO16 8EZ
EC	6059	Mr Ashmole Faire-Ring	Rainbow Cottage Burnham Overy Staithe PE31 8JD
EC	6063 Primrose	Mr Josh Danziger	The Arboretum, Burnham Overy Staithe PE31 8FE
EC	6072	Ms Lynn Lawton	2 Rose Cottage Shamley Green Guildford GU5 0RS
EC	6074 Dusmarie	Mr Richard Howe	The Barn Alderton Woodbridge Suffolk IP12 3DB
EC	6076	Mr Will Thomas	Green Farm Barn Barham Green Ipswich IP6 0QF
NE	6057	Mr Steve Swallow	Woodleigh Hall Farm Rawdon Leeds LS19 6JT
NE	6071	Mr Jack Milnes	19 Church Close Goole DN14 5YN
N	6055	Mr Jonathan Cully	3 Carriffvale Dublin Road Newry BT35 8TS
N	6056	Mr Allan Black	27 Glenmachan Drive Belfast BT4 2RE
N	6070	Ms Celia Spouncer	8-12 Shore Road Portaferry BT22 1JY
NW	6079	Mr Clive Winstanley	30 Delamere Ave Widnes Cheshire WA8 7UY
OS	6066	Mr Sybrand Van Breda & Mrs Saskia Van Breda-Dik	Lsangebrug 19 Leiden 2311tg Netherlands
SCO	6068	Dr Robin Drysdale	8 Chapelton Avenue Bearsden Glasgow G61 2RE
SOL	6049 Janty	Mr Brian Skinner	9 The Grove Newhaven BN9 0QY
SOL	6053	Mr Bob Aylott	36 High Street Fareham PO16 7AD
SOL	6054 Plugger	Mr Dominic Stevens & Mrs Jenny Stevens	16 Thirlmere Ave Tilehurst RG30 6XW
SOL	6061 Lyra	Mr Julian Hicks & Mrs Jane Hicks	Old Orchard 122 High Street Bembridge Isle of Wight PO35 5SQ
SOL	6062	Brig Alex Potts	Connaught House Kitchener Road Aldershot, GU11 2LN
SOL	6064 Katrina	Mr Haydn Lipsett	2 Lower Blandford St Mary, , Blandford, Dorset, DT11 9ND
SOL	6065	Lady Suzanne King & Mr William King	Ye Olde Bluebell Cottage Cotswold Corner The Banks Sibley Loughborough LE12 7RD
SOL	6073	Mr & Mrs Jon Home	Farne House Armstrong Road Brockenhurst SO42 7TA
SOL	6077	Mr Michael Nicholson	Nobles Upper Easebourne Midhurst W Sussex GU29 0BQ
SOL	6078	Miss Jeannie Liddington	Sandpipers Viney Road Lymington SO41 8FF
SW	6050 Lapwing, Swallow	Mr Robert Green & Mrs Elaine Green	Drovers Zion Hill Oakhill Radstock Somerset BA3 5AN
SW	6052	Mr Stephen Hodgkinson & Mrs Angela Hodgkinson	3 Torrels Hill common Taunton Somerset TA4 1DZ
SW	6060 Elfor	Mr Roger Wickham	Strawberry Hill Dunsford Exeter EX6 7HE
SW	6067	Mr Robert Read	8 Westwood Avenue Plymouth PL6 7HS
SW	6069	Mr Neil Hargreaves	Castle Hill House Northgate Totnes TQ9 5NX
SW	6075 Scala Nimbata	Mr Patrick Hobbs	4 Bayliss Road Wargrave Berkshire RG10 8DR
SW	6080 Little Millie	Mr Paul Elliott	St Michaels Corner House Fore Street Marazion TR17 0AD



What it takes to become an Old Gaffer:

In this issue we publish the first instalment of a report by Paul Baker, Solent member, who recounts the delivery passage of his 45' gaffer, 'Zeb', in the summer 2015. Look out for the second instalment in the Autumn issue of Gaffers Log. To find out about their mid-Atlantic encounter, visit the OGA website.

"Lizzie, have a look at this! Could be the one!" It was well gone 10pm on a cold March evening and I was once again browsing the web vaguely eyeing up boats that took my fancy.

"Oh," she said, "will it do all the things you want to do?" "Well it's been across the Atlantic three times, was built the same year I was and is made of wood! It has a rather interesting sail plan too and seems to be going for a song." "Where about's is it?" "Somewhere called SXM. Not sure where that is. Sounds a bit odd."

And so Lizzie, Ella and I found ourselves bound for St Martin on Tuesday 12 May, 2015 having negotiated a deal by phone and email with the Canadian owner, Nik. We arrived on the Wednesday to find chaos in a boatyard called TimeOut in Marigot. Not much that I had asked to be done had been done. Nik seemed to be preoccupied in fitting a jumper strut to the mizzen. On top of that the surveyors report was not up to much. I threatened to pull out.

Nik rallied and by the following week we launched, but were far from ocean ready. Lizzie and Ella were returning home and my ocean crew were flying out 27 May with the aim of leaving on the 29th. The girls got stuck in and between us we somehow dragged the boat to near seaworthy readiness including a complete clean through, water tanks clean out, fuel and victuals, engine service, new liferaft, charts, flares, first aid box, pots and pans etc. I am still staggered at how they just got on with anything I threw at them. We should also remember the temperature was constantly around 35°C!

The final coup de grace was a new starter motor. How and where I found an appropriate one I can not tell you in so short a time, but find one I did!

Loving farewells and "see you soon on the other side of the pond" were quickly replaced by big hellos as Angus and Max arrived. Angus is one of my longest standing friends and his father John was a real mentor to me in my early days of sailing. I can say without any doubt that without John's influence I would be nowhere near the sailor I am now. Max is Angus' 18 year old son so the trinity was complete.

After a final refuel and victual we slipped our lines and headed for Bermuda, 29 May, leaving Marigot at exactly 1200. Despite the chaos, dogged hard work and frustrations I had really fallen for Marigot and its people, so mixed feelings for me. However duty beckoned and courses plotted and steered to take us clear of Anguilla and out into the ocean. Desperate fatigue hit me hard. My first night afloat in my new boat was hell. Rain and squalls lashed us hard and I succumbed to sea sickness and even hallucinations as I struggled with my watch. Angus was brilliant and took the strain.

Soon we were romping along under mizzen, mizzen staysail, and fore staysail in about 15 knots of breeze, shorts and tee-shirts. "More sail" we all agreed so up went the huge main trysail. Speed went from a gentle 5 knots to nearer 8 and we all grinned. The breeze picked up as did our speed and we were careening along at 10.5 knots. Grinning became grimacing and we rushed to take the main down but the track had buckled. The sail stood fast! Frantic heaving, swearing and muttering finally persuaded the beast to lower, but only by increments but we prevailed. A glance up the track showed the steel flat bar had pulled itself off the back of the mast and distorted horribly.

"Bloody useless" or something similar was howled at the manner of its fabrication and another job was added to the to-do list for Bermuda. We fully unfurled the huge headsail and off we went again. As expected the sea manner of 'Zeb', (re-named after the nickname I called my sister) was more ship than yacht. At 15 tonnes on a waterline of 33' she kept her way robustly and just thundered through whatever was in her way. Magnificent, glorious and thoroughly enjoyable, 'Zeb' just kept roaring along. However she was noisy in my cabin up forward and even at the end of the voyage I had not quite got used to the din when we really got going, although it was a useful

gauge when off watch as to her speed etc.

Out went the fishing lines and in came the fish; Mahi-Mahi and tuna mainly. Angus took it upon himself to be duty chef and just smothered everything in chilli in the mistaken belief that that is what fine cuisine was about. His bouts in the galley, accompanied by loud and ready swearing, kept us hugely amused. I asserted my captain's prerogative and knocked up a delicately spiced kedgerree. "Ah" said Angus, "I see what you mean now. Yes, rather good."

With full bellies we flirted with the notion of hoisting the spinnaker, but instead set about stitching up torn and worn sails. But resistance can only last so long and with Max on the helm, Angus and I sorted out the spinnaker sock and up she went!

With tack hardened down and sheet ready I heaved on the sock lanyard to reveal an unholy mess. Down came the kite, another head scratch and this time a perfect hoist. And off we went again. "7.5 knots and as easy on the helm as you like", piped up Max.

So the nature of the sailing qualities of 'Zeb' revealed themselves, boat speed equals easy steering. To make steering even easier we rigged up a block and tackle to windward and bungee to leeward. Perhaps I should mention we had no self steering at all, just an 8' tiller. But as I prophetically mentioned

on several occasions, RKJ had sailed round the world in a similar boat for most of the way in similar fashion on his own!

900 and something miles, six and a half days out, Bermuda hove into view. It was very early morning, choppy sea and rain squalls. What is it about departures and landfalls! I gunned the engine to both charge the batteries and get us there in a falling wind and plotted course for Spit Cardinal off St George's Town. "Allhands please. We're nearly there." It was 0300 and we were fully oilskinned up. "Max on the helm please, Angus can you get warps and fenders rigged for starboard. I'm going to check our position, course and details of the entrance. I believe it can be quite tricky. Let me know when we are abreast of the Cardinal." A few minutes later and "cardinal abreast".

"Well done. OK make 260 please and remember the lateral lights here are US coastguard, red right return. Standby to lower sail."

And with that the engine stopped! "Fuel" we cried collectively. I grabbed a jerry can, Angus opened the fuel cap and I sloshed fuel somewhere in the general direction of the funnel. Crank, crank and crank again but no engine. I flung open the cockpit floor and pumped the fuel pump hard. By this time we were well into the marked channel, Max doing a splendid job in keeping us sailing. Crank, crank and vroom. Oh what a beauty! "Well done and thank you. OK sails down and let's get in". St Georges town quay at 0400 is a baffling place but the coastguard was brilliant in guiding us to Ordnance Quay and Customs House. We came alongside, moored up and presented ourselves to the authorities both tired and wet through. Nothing seemed to be a problem for them and we were soon cleared and gently caressed into 'Bermuda time'.

Paul Baker, Solent Area

Look out for the next instalment of the Atlantic crossing in the Autumn issue of Gaffers Log. Read about the mid-Atlantic rendezvous between 'Zeb' and 'Ocean Valour' on the OGA website: www.oga.org.uk/news/mid-atlantic-encounter



'Dusmarie'

handing over stewardship

Richard Howe, current custodian of 'Dusmarie', shares memories of his long-standing connection with the boat. He has decided, reluctantly, to put her up for sale (p.63). As with many other older boats in the OGA Boat Register, there are fascinating tales to be told

My association with 'Dusmarie' goes back to 1961, when I was asked with my friend Brian Copping, another Woodbridge School boy, to go to Carcassonne to help Cmdr. Dixon bring 'Dusmarie' through the Canal du Midi to Bordeaux and back to England. 147 locks . . . then Royal Bordeaux Yacht Club for re-stepping the masts and rigging her for the journey back to England. Both boys fell in love with 'Dusmarie' and were in awe of Cmdr. Dixon, "Call me Skipper and stop calling me Sir - I am not your bloody housemaster."

40 years later, back in Suffolk and recently retired, I learned by chance that 'Dusmarie' was looking for a new owner; I met John Crossman on board at Ramsholt; John got the blessing of Astrid for me to buy her. Thus young Richard Howe, the unskilled deckhand and A level student of 1961 became the proud owner of this unique piece of British maritime tradition. A love affair of 55 years. But sadly, and inevitably however, the advancing years of myself and of those those who have helped me to sail her and care for her during my stewardship (I

am still pretty much the unskilled deckhand) mean it is time to hand her over, however reluctantly, to another safe pair of hands. Now read on . . .

'Dusmarie' was built in Brightlingsea, 1884, by Aldous & Sons and worked as an oyster smack, 'Daisy' CK12, until 1932 when she was bought by Douglas and Mary Dixon from then owner Zebedee Milgate. The Dixons converted her to a sailing cruiser, renaming her 'Dusmarie', at their wedding ceremony held on board at the Greenwich Meridian at midday on Midsummers Day, 1933.

They sailed her extensively until WW2 broke out and Douglas was recalled, obliging the Dixons to abandon her in Sweden for the duration. They returned in 1946 to find her in desperate shape. The ensuing re-fit added 3' to her overall length and included a raised poop deck and a mizzen mast, making her, technically, a yawl. She was relaunched in May 1947.

She remained in the Dixon family until 1990 when John Crossman (also RN Rtd.) bought her from Astrid Dixon, 60 years in the same family. John did

much work on her, including a new deck, before he sold her to me in 2001.

In the last 15 years she has been kept in the best possible condition as confirmed by her 2006 survey "a fine example of her type". As recently as 2015 all masts and spars were removed and, with all the brightwork, rubbed down to the wood, oiled and re-varnished. The 30hp Lister diesel was removed and fully serviced, as were the heads.

'Dusmarie' features on the National Register of Historic Vessels and is placed at 23 in the Classic Boat Magazine list of the top 250 British Classics. Her rich history is recorded by the Dixons in many books and articles, notably 'Sail to Lapland' (1933-1939) and 'Sail to Gallipoli' (1955-1961). Here are a few of the highlights:

1933: third place in the Channel Race (the silver rose bowl is included in the sale);

1935: present at Spithead Fleet review for George V silver Jubilee;

1937-8 Gulf of Bothnia, the Dixons wintering with the Lapp reindeer herders;

1947-52, five 'Manno' sail training expeditions;

1954 winner, West Mersea smack race (Mulhauser Cup);

1958 at Gallipoli for Anzac Day (Douglas Dixon was awarded the DSC and two bars for his heroism in the 1915 Gallipoli campaign and all before his 16th birthday);

1974-85 eight Tall Ships Races skippered by Astrid Dixon, often with an all female crew.

Emily Harris Photography:
www.emilyharrisphotography.co.uk



Doug Dixon ('Dusmarie' archive)

The highlights for me of my stewardship of 'Dusmarie' are many, but two stand out: the 2006 Pin Mill Smack and Bawley race where Astrid Dixon, John Crossman and I were all on board with skipper Stewie White, and we came last. moored at Ramsholt on 25 April 2015, the 100th anniversary of the Anzac Cove landings at Gallipoli, the Last Post being played precisely at dawn, from Dusmarie's foredeck, by the Woodbridge School CCF bugler, Jake Popay, in honour of Douglas Dixon, DSC, and all those of both armies who perished at Gallipoli.

Richard Howe, East Coast Area



Bristol Channel

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Secretary: David J. Owens
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Solent

President: Tim Aspden
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It's been a busy early season for the BC Old Gaffers, though weather in April and May has not been kind to our planned events. Our fitting out supper, held in early April at Cardiff Bay YC, was well supported with over 20 members enjoying an excellent meal. We were delighted to welcome Viv Head back from his extended stay down under.

The final weekend in April saw the annual Bristol Channel Pilot Cutter's race from Barry YC. It was planned that a flotilla of smaller OGA boats would sail from Cardiff to Barry on the Friday, as the Cutters assembled, moor in Barry Harbour overnight, and form a watching fleet at the start of the race on Saturday. Unfortunately, westerly winds in excess of 30 knots kept the smaller craft in Cardiff, but their crews joined the supper at Barry YC on Friday evening and had magnificent views of the race start from the shore on Saturday. Five Cutters competed in the race, won on corrected time by the smallest of the five, 'Dolphin'. Two gaff rigged yachts also completed the round Lundy Island course, including John Leband's 'Working Yacht 1' reported by Viv Head, p.6.



'Charlie' and 'Chloe' leave Cardiff Barrage Locks
Photo: Roger Wallington

The first of our four channel day cruises in company took place on 6 May when we enjoyed sunshine, a fickle wind, and a big spring tide. The fleet of six craft was carried down almost to Hinckley Point before the tide allowed us to turn for home, and engines were restarted at times when the wind deserted us. Adverse weather returned for the Tenby weekend rally though, scheduled for 20-22 May. Strong westerlies all the previous week culminated in a spell of F7 and above as a storm passed through, preventing any of the yachts registered for the event making it to Tenby.

Work has continued on our restoration project 'Charlotte' at the World of Boats, Cardiff. The small band of OGA volunteers has now made templates of all frames that need replacing, and are waiting in anticipation for oak to be brought down to Cardiff from a woodland near Usk. Once it arrives, the job of making new frames can begin.

So, a busy, if at times frustrating start to the season, and we have plenty more to look forward to, including further channel day cruises, a Gaffers Race in Cardiff Bay and the SeaFairHaven event at Milford Haven that commences as I write.

Charlie Harris, Acting Commodore
Bristol Channel Area



Pilot cutters approach the start of the Cock o' the Channel Race
Photo: Charlie Harris

"A trip to a coast on a blustery, windswept day? As good a way as any for a winterised mariner to rekindle the spirit in anticipation of the coming season."

So wrote Solent member Ben Collins who kindly organised our March trip to Hurst Castle. "Thirty OGA members (with seven dogs) from as far afield as the east coast, gathered in their gloves and winter hats at Keyhaven Yacht Club, huddled aboard the little ferry and set forth, weaving through the marshes to our hidden destination on the distant headland. We pitched camp around the glowing embers of the castle keeper's BBQ fire box, where burgers and sausages were soon sizzling. As the sun came out, gaffers dispersed to explore the castle. The views from the high battlements give a full panorama of the Needles, Solent and Christchurch Bay above the grey-green waters of the Hurst narrows. The ferry was at hand, but those with a sailor's eye for the wind and weather chose the long walk back along the shingles with a fresh breeze on their starboard quarter."

Our early May rally to Chichester, with a fitting out supper in the beautiful surrounds of Chichester Yacht Club, attracted 35 gaffers. It was good to see three boats. The crew of 'Hester' had a great day out, 'Toucando' arrived via Ryde Sands and the crew of 'Polly Agatha', too deep drafted to fit into the marina, were last seen rowing into the gloom; something to do with a lost kill cord. The quality and quantity of the food in the club was excellent. We are grateful to Simon Darcy for his organisation with the marina and the club caterers.



The long walk back along the shingle Photo: Jessica Warren

At the time of writing a tremendously successful Yarmouth Gaffers Regatta (fully reported in this issue p.12) has just ended. The 90 boats attending included Brixham Trawler 'Provident' and East Coast 'Gwenili', delayed by weather. She arrived from Dover at 0500 hours and turned out to race at 1000. The event featured three races including our version of the Dutch "Gaffel" race from the rally at Wemeldinge in 2014. Windless days put paid to anything much in the way of results. Some gaffers went walking and there was eating and cavorting aplenty with over £500 being raised by raffle in support of the Ellen MacArthur Cancer Trust.

By the time you read this, I expect that a number of Solent boats will be enjoying the Brest Festival whilst others will be preparing for Cowes Classics Week. Our Bembridge Rally will have happened and we will be looking forward to Beaulieu in August and our Annual Race and Rally in September.

Marion Shirley, Solent Area Secretary



'Hester' Photo: Keith Allso

Trailer Section

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



The season's opener at Lechlade seems to have been a success once again. The weather gods smiled and the weather was stunning for the first of our bi-annual wanders up and down the River Thames from the Trout Inn by St John's Bridge. This year the event was tinged with sadness, following the untimely passing of Bob Warren just before Christmas.

Beale Park Boat Show

The following weekend the Trailer Section made its annual trip to the Beale Park Boat Show. It was a slightly smaller affair this year with fewer craft and ancillary stands present, but a good time was had by one and all. The Trailer Section had 15 or so boats there, all of different designs, shapes and sizes. We do a sailing display on the lake on both days with a commentary provided by Pete Farrer (North Wales Area). It's unfortunate the trip boats try and share the water with us as we do our demo.

The Rev. Chris in 'Catherine Charlotte' had a bit of a coming together with 'Consuta' the Thames Rowing Umpire's Launch, when she tried to go between two gaffers as they were tacking. Fortunately not too much damage done. 'Consuta' is steam driven and certainly the longest boat on the lake, but possibly also with the narrowest beam. There was also a 16' tug boat that seemed to be doing its best to drown out Pete's commentary.

We also heard the most original excuse ever for not attending a sailing event. Steve Griffiths' crew, Nigel, couldn't make Beale Park because he was doing a 'Quilting Course'! So if you have 'quilting requirements, Nigel's your man!

OGA One Class Dinghy

Look out for the new One Class OGA dinghy being proposed by the GMC through Tony Kiddle. Andrew Wolstenholme has done a preliminary design and there is a discussion document planned. While at Beale Park we had a discussion with Andrew and touched based with the people from the IBTC in Boathouse4, Portsmouth who seem very enthusiastic about being involved and identified a possible customer in the Portsmouth area.

June and July

The East Coast Swallows and Amazons weekend followed by the Norfolk Gathering will have been and gone by the time you're reading this. See reports on the OGA website.

We managed to do a recce of the Rutland Water event venue. It looks like a perfect spot and the people at the Anglia Water's Sailing Centre, Whitwell are being exemplary hosts. The sailing looks great, the scenery stunning (with 15 or so ospreys nest around the lake) and the camping close to the lake and all the facilities. Join us at Rutland Water for the weekend 15 - 17 July!

Keith Mosley, Trailer Section Secretary



Ian McBride in 'Bluebottle' Photo: Keith Mosley

Ullswater Rally: 18 - 19 September

After missing a year we are putting on a Trailer Section event in the Lake District. Visit the website for full details. The Trailer Section was born from an event which was put on at Derwent Water. It was such a resounding success that the OGA decided to start a 'Trailer Section'. Mike Stevens became Secretary and general organiser and the rest, as they say, is history (Gaffers Log no.85, Dec.2014 p.32).

The Ullswater event became a fixture in the OGA calendar and for many years was successfully run out of the Glenridding Sailing Centre by Barry Healas and his team. To capitalize on this we will be running an event there 18 - 19 September. Please try and make this one of the Trailer Section events you attend in 2016.

The scenery is stunning, the sailing wonderful and the venue perfect for trailer sailing. Glenridding SC is right at the foot of Ullswater and though badly effected by the winter flooding is back up and running as strongly as ever.

18 - 19 September is also the weekend of Bart's Bash the biggest sailing participation event in the world. So we will be racing, though, as usual with the Trailer Section, this will be quite gentle and fun governed by the collision regulations rather RYA Racing Rules. There will be Trophies, but not necessarily just for winning!

Camping will be at the Gillside Camp Site. There is no need to book though please let me know if you need an electric hook-up. Even if you are only thinking of going at this stage, please let me know so we can get some idea of numbers.

The weekend will be quite busy. To help celebrate the 'International Speak Like a Pirate Day' (actually on Monday 19th), Glenridding will be running a Pirate Sailing Day on Sunday.



I would suggest we join in the celebration by dressing our boats (and ourselves) in pirate paraphernalia.



David Bewick in 'Aberare' Photo: Keith Mosley

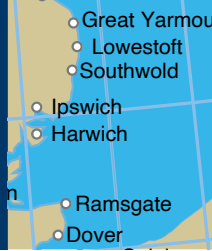
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Regatta 2016

Joe Pennington, in his always recognisable Jolly Green Giant, 'Master Frank' was first to make it to Poolbeg YBC mid-afternoon on Friday. This time not sailing single-handed but with a young lad Billy for company on the 12 hour journey from Peel. John was followed by 'Spence' in his magnificent new boat 'El Paradiso' replacing for the famous and sorely missed Bristol Channel Pilot Cutter 'Madcap', recently collected and sailed home by a volunteer crew from Crete. We had our usual wine and cheese reception (pints) on Friday followed by (a few more pints) and ssharevalschpeeches... we all had a pause for a... c'mon make a guess... ah... c'mon guess! No! No! You're wrong, so wrong, not a drink! Actually some fine music. Well, with an odd libation to lubricate the larynx and freshen the pharynx, just to keep ourselves in good voice. However, with some ambitious sober types having half an eye on winning the Leinster Plate Race, most of us were exaggerating and sneakily pouring drinks into strategically positioned potted plants, trying to sucker these sober sagacious sailors into a false sense of security. We all turned in at the crack of 1 o'clock just to spite them. Yeah right!

The Leinster Plate

On the morrow we all had a fine full Irish (English, Welsh, Scottish, Manx or whatever) courtesy of the good folks and excellent staff (Eileen and Katie) of Poolbeg YBC. The day was magnificent with gorgeous clear blue skies and dark blue sea echoing the Dublin Gaelic football's team's distinctive and historic colours (sky blue shirts with navy shorts). Owing to light airs we decided to shorten the course so we didn't actually get to follow the course of the ill-fated RMS Leinster as planned.

We used our staggered start (apt you might say) formula which had been so successful the previous year whereby we delayed the faster boats by 5 minutes and the even faster boats by

a further 5 with a further 10 minute delay for the Poolbeg Bermudans who were joining in again. This allows for a lot more excitement as the faster boats try, and usually succeed, in overhauling the slower, heavier boats.

I can't really recall who rounded the mark first but it was most likely between Sean Walsh in 'Tir na nÓg' (skipped and crewed by his sons) Dennis Aylmer in 'Móna' ably assisted by Mark Sweetnam and Dick Tulloch (sage strategist) or Joe in 'Master Frank' ably assisted by the 14 year old Billy. Also in the mix were Darryl Hughes' magnificent 'Maybird', Paul Holden's 'Chickpea' and 'Verve' the classic Bermudan. On board 'Naomh Cronán' we were pleased enough with the course Skipper Paul was following. As the afternoon wore on, this dispersion of the fleet was maintained and became reminiscent of the scattering of the Spanish Armada. Certain creeping, crawling confusion and doubts began to enter our minds. 'Why are they way over there eh?' 'I dunno, maybe the mark is over there or they are searching for a breeze, or maybe we're missing something?' 'Should we head over there?' 'No, definitely not, we are on the right track.' 'Are you sure?' 'Yeah, well actually I dunno.' 'Stick that boathook out there and we'll gull-wing her a bit might coax another half a knot.' Just then the starter, the redoubtable John Alvey on the radio, confirmed the line of the shorter course and the final mark. Lo and behold we in 'Naomh Cronán' were in the running for a 'podium finish'! Dennis Aylmer and his crack team in the Cornish Crabber won for the second year running with 'Naomh Cronán' a creditable second.

And the big winner was? Why all of us of course! We lucky few, we privileged few, we Band of Brothers, blessed enough to have taken part in such a race, sailing such beautiful vessels, on a really glorious day and sailing on such a magnificent bay. And those of them at home abed will count themselves accursed that they were not with us on this day. Ah isn't life beautiful?

We headed into Saturday evening for the barbecue, prize-giving and music. Dennis was delighted to show off the fantastic silver Plate again! 'Verve' took first place for classic Bermudan. The music and craic were grand.

David Owens, DBOGA Secretary

Film nights at Pin Mill SC are a regular event in the ECOGA off-season calendar. This year it was 'factual' from East Anglian Film Archive; a travelogue featuring 1950s boating on the Norfolk Broads and highlights of the August Cruise, 2004. Cathy Abbott, pillar of PMSC supplied supper and around 30 people enjoyed fish pie or chill and rice followed by apple strudel with custard. Thanks to PMSC for the loan of their Club and equipment.

Captain Richard Woodman came to the Nottage Institute to give a talk followed by cold supper. His theme was 'My Life at Sea', and what a life it has been! Sailing to China before the Cultural Revolution on the Blue Funnel Line, working for the Met. Office on an ex-naval corvette, providing weather monitoring and rescue services in the Atlantic, jumping onto navigation buoys in F9 gales with a box of matches to relight the pilot flame for acetylene lamps... His successful career culminated in becoming an Elder of Trinity House. He hardly touched on his parallel work as an author. There are plenty of ways a career at sea can progress, and Richard gave us an insight into many of them!

We gathered for a much more formal affair at the Royal Burnham YC a fortnight later. 51 members sat down in a beautifully decorated dining room, with individually named placemats, for a four course feast. Mike Peyton allowed us to use his cartoons on the place mats, and presented the new Snipe Trophy (see p.20).

Royal Harwich YC hosted our Fitting Out Supper treating 28 gaffers to a really enjoyable meal. Colin Stroud, skipper of 'Plum', and experienced member of the Coastguard Rescue Service, provided the after dinner talk on the work of the Coastguard. There was the chance to share tales of fitting out, new boats and plans for the season. Everything you could wish for in a fitting out supper!

After a fitting out supper the next event has to be on the water! The Tollesbury Rally provided an excellent 'shake down' race for Class 5 boats, with shake down being the operative word. See p.8 for full report.

Alison & Julian Cable, Eastcoaster and EC website Editors

Crouch Rally: 28-30 May

The end of May is our first 'big boat' event. The smack 'Sunbeam' arrived from Tollesbury with Tony Judd sailing 'Diamond' single handed from Alresford. Andy Abraham decided not to go to Ostend, a very wise move as it turned out! 'Crow' with Robert and Lena from Faversham, joined us with John and Jody sailing up from Burnham in 'William'. The smack 'Ellen', with possibly the youngest crew member to attend the Crouch Rally and Roy Hart from Battlesbridge in 'Greensleeves' completed the fleet.

Sunday dawned nice and bright with a good sailing breeze, but before Elaine could get breakfast going two boats started for home and who could blame them considering the weather forecast? Still, we had enough to race in excellent conditions. On corrected time it was: 1st 'Crow', 2nd 'Greensleeves', 3rd 'Sunbeam' and 4th 'Diamond'.

In the evening it was barbecue with all the trimmings done by our chef and time for a chat over glasses of wine and beer. So ended another Rally. I would like to say a big thank you to all who turned up, and to the North Fambridge YC for use of their premises. See the EC website for the full report.

Trevor Rawlinson, EC OGA





Conwy River Festival: 17 – 24 July

The Gaffers race is on Saturday 23 July in conjunction with the Nobby Race.

Contact: +44 (0)1492 596253

sailing@conwyriverfestival.org

10th Holyhead Sail Festival: 2 – 4 September

This year we celebrate our 10th Traditional Sail Festival in Holyhead. As in previous years, it is supported by Holyhead Marina, Holyhead Town Council, Stena Line Port and Irish Ferries. Hosted by Holyhead Sailing Club, the Holyhead Lifeboat will hopefully lead our parade of sail on Sunday to include the usual Battle of Holyhead guns and cannon being fired in the harbour making, as much noise as possible!

North Wales Area AGM: 22 October

N Wales Area AGM will be held on Saturday, 22 October 2016 at Holyhead SC followed by our annual dinner. Please contact Sue Farrer for more information. This event is always well attended, so please make sure you book your place early.

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

Sue Farrer, North Wales Area Secretary



A tranquil evening over the dock Photo: John Cave

Penrhyn Boat Shed Party: starry, starry night

Once again an excellent party. 'Turnpike' entertained well over 70 people with thanks to Scott for use of one of his workshops. Kevin Goulding reports on the event.

Saturday night 9 April saw the North Wales Old Gaffers clan gather together for something of a shindig. Hosted by N. Wales OGA President Scott Metcalfe and his good lady Ruth in their traditional boat building workshop at Porth Penrhyn, that's it then, a Boat Shed Party. Fantastically organised by elder gaffers Sue & Peter Farrer and supporting crew, it was really good on a crisp evening to feel the warmth of not only the forge but the friendly gathering of sea folk catching up on gossip and plans for the forthcoming season.

Cottage pie and pudding along with a few beers, wine and the odd nip of rum warmed the cockles of the heart as fine music played by the folk group 'Turnpike' kept everyone stomping their feet. More than 70 turned out on one of the chilliest evenings of the year to enjoy each others company. It was good to see the Holyhead traditional boat festival and marina teams along with boat owners turn out in a splendid number.

With the evening in full swing, the stars stood out of a clear sky and embellished the beautiful waxing crescent of the moon. The boats in Porth Penrhyn glistened in the starlight beckoning us seafarers towards hopefully a good summers sailing. What a great way to get the new season started. Many thanks to all who made it such a memorable night.

Kevin & Frances Goulding, NW Area



Photo: John Cave

Beale Park and Thames Boat Show: 3–5 June

Mike Stevens organised the OGA stand at Beale Park which once again was a huge success. 13 members brought along boats to put on displays both on and off the water. Our stand was in a superb position, more or less at the top of the launching slip where everyone gathered. Displays took place on the water with Peter Farrer giving the usual commentary. The weather improved to a brilliantly hot sunny Sunday. We had many enquiries from people who sailed boats as youngsters but looking up boats in the online Boat Register or OGA Yearbook proved to be of little help.



Photo: Sue Farrer

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www.watercraft-magazine.com



Once more (is this tempting providence?) there is good news from the North East! The sun is out. The wind has backed and dropped a bit. Perhaps summer has arrived?

The NE OGA 'Small Ships & Tall Ships' initiative was launched at the RYA NE Cruising Conference in March. Our modest display attracted considerable interest, no doubt in great part due to our distinguished speaker, Tom Cunliffe. An encouraging consequence has been a considerable rise in enquiries (we ran out of leaflets) with a small and steady increase in membership.

We continue to support the Blyth Tall Ship 'Williams' expedition project being closely involved in crew selection, recruitment and traditional sail training. A real 'high point' was the visit of HRH Sophie, Countess of Wessex.

Tall Ships North Sea Regatta

Several members have volunteered for and are presently undergoing training as Ship Liaison Officers. The technical support centre for the event is based at the Blyth Tall Ship Project aboard our now renamed flagship 'Williams II'. The Blyth Community Maritime Festival, the 'shore-based' part of the Regatta, will include a display promoting the OGA.

Thanks in great part to the OGA Jubilee Youth Fund, to which manifold thanks are due, the NE Area has been able to sponsor three trainees aboard the ketch 'Maybe' to sail the Blyth - Gothenburg leg of the Sail Training International North Sea Regatta. They will continue aboard 'Maybe' from Gothenburg to Gosport as a training voyage. It is truly a pleasure to acknowledge the contributions of: OGA Youth Fund; 'Maybe' Sailing; OGA (NE) members; RW Mann Trust & Sir James Knott Memorial Trust, together with the trainees themselves in 'raising the wind' for this trip.

Our three lads are all BTS apprentices. They have undertaken to participate in the BTS/'Williams' crew training by agreeing to 'cascade their knowledge and experiences in traditional sailing to other crew trainees. We're expecting to receive candid and as lurid as allowable reports on their Scandinavian exploits!

Our NE report on p.50 in the March 2016 Gaffers Log includes more photos of the apprentices.

Jim Bell, NE Area Secretary



Two apprentices take a break



Helmsman and engineer

A royal visit

On 29 April 2016 HRH Sophie, Countess of Wessex, visited the Port of Blyth to officiate at the renaming of the Baltic Trader 'Haabet'. On a beautiful sunny morning accompanied by Jane, Duchess of Northumberland and Clive Gray COE of the Blyth Tall ship, HRH renamed the vessel 'Williams II'.

During her short time with us she was introduced to the apprentices of the Blyth Tall ship project who are working on the renovation of 'Williams II' together with the shipwrights and engineers who make up the training staff and volunteers. The OGA was represented by Jim Bell NE Area Secretary and Des O'Meara NE Area President. 'Williams II' is the NE OGA's flagship and will become the base for the NE OGA when she has been renovated.

After the naming ceremony two choirs, the Seaton Sluice first school and Voicemale the North East folk choir, sang specially written songs for 'Williams II' which were enjoyed by everyone at the ceremony.

In August Sail Training International Tall Ships are coming to Blyth to begin a race to Gothenburg. 'Williams II' will be proudly flying the OGA pennant and we will be on the quayside and aboard her to spread the word of the OGA.

Des O'Meara NE Area President
Photos: Ron Dobson



Names boards, designed and carved by apprentice Joe Boothby



HRH Sophie, Countess of Wessex asks questions of Jonnie Bell, senior shipwright (above) and enjoys a joke in the workshop



South West Gaffers held their Fitting-out Lunch on 9 April. This was held at the Royal Western YC in Plymouth. This venue is well located close to the centre of our Area and an interesting place to visit with its serious yachting pedigree including the organisation and start of many long distance ocean races. Not only that, the food is good and the staff are always attentive to our needs. A group of 35 met for our usual early season get-together and were able to have a good chat over lunch and to share our plans for 2016.

After lunch, we were entertained by Jon Welch's talk 'Funny Things happen at Sea'. Since retiring after a distinguished career in the Royal Navy, Jon has obtained his Yachtmaster Offshore commercial 'ticket' for both sail and power vessels. Jon gave us an interesting insight into 'how the other half lives' with stories about his time as the skipper of a 30m powered super-yacht cruising the Mediterranean.

Time only allowed Jon to scratch the surface of the tales that he might have told us, though as he is also one of the skippers of the Brixham Sailing Trawler 'Vigilance' (p.10) and is a Launching Authority with the Torbay lifeboat. Our own boating aspirations might be more modest than those of our guest but we are all looking forward to a busy (and sunny!) season ahead.

David Bewick, South West Area Secretary



'South in the Sound of Mull to Puilladobhrain anchorage' Photo: Neal Hill

Campbeltown Classics was an enjoyable chance to meet up with friends and members of the sailing club, but sadly, only two boats were there, 'Tantina II' and 'Naiaid'. The weather had not been in a good mood. 'Tantina' came out of the Isle of Bute's shelter to be met by a nasty southerly headwind. She turned about and spent a comfortable night in the West Kyle of Bute, setting off the following morning.

To carry the tide through the Sound of Luing, 'Naiaid' left her mooring at 0500 intending to sail towards Gigha and around the Mull of Kintyre. Receiving the weather forecast from Stornoway Coastguard with southerly winds F5-6, occasional 7 and heavy rain forced a change of plan. Heading towards the Dorus Mor, we opted for the Crinan Canal. That most beautiful shortcut is a real pleasure, although more expensive, not only because of Canal dues but also the attraction of enjoying good food and drink ashore. Being on my own, I arranged a pilot to take lines and operate the locks. This can now be organised through 'The Yot Spot' in Ardrishaig, based in the canal buildings with chandlery and facilities for visitors.

Thursday was windy and wet for the Canal passage but with shore assistance not too taxing. A night in the Canal basin at Ardrishaig allowed the wind and rain to clear and we locked out on a fine day with a westerly breeze. We set sails, but by the time we reached the north of Arran the wind died so motored south in Kilbrennan Sound towards Campbeltown.

What of the future for the Campbeltown Classics?

It would be good to see more boats there as in past years. The facilities in the marina are excellent and there is the possibility of the cheaper option by arranging a mooring at the sailing club. Is Campbeltown the best location? It is viable for boats coming from both sides of the Irish Sea and from further up the Clyde? Weather can be a problem for smaller boats and for those having to passage in the North Channel or around the Mull of Kintyre. Could there be another venue that would be more accessible for more boats? If you have any thoughts or suggestions please get in touch with me. It will be a pity if we cannot continue: scotsec@oga.org.uk

Onward from Campbeltown

Neal describes a short cruise from Campbeltown with the west of Scotland at its best, even setting the cruising chute once.

'Naiaid', now with crew, had a week or so after Campbeltown before returning to Oban by rounding two mulls, the Mull of Kintyre and Isle of Mull. Rounding the first Mull is always exciting. We were on spring tides so the streams would be running strongly. With little wind the sea shouldn't be a problem. We carried the west going tide close inshore to keep clear of the worst of the overfalls. 5 knots through the water made over 11 knots over the ground as we cleared the very disturbed water off the head. A fine southerly breeze took us to Islay for a night alongside the pontoon at Port Ellen. From there, a passage through the Sound of Islay is made easy for the navigator by the distilleries having their names in large black letters on white walls; a definite fix.

Loch Tarbert on Jura is the wildest and most remote loch south of Ardnamurchan. It presents challenging pilotage with many above and below water rocks to avoid. With the pilot book in hand and visibility to spot the leading marks it is, however, straightforward. The series of three pairs of leading marks up on the hillsides were established in 1960 by 'Blondie' Hasler for the local estate. Avoiding all rocks and hazards in the approach we passed through the narrow entrance of Cumhann Mor that leads to the Inner Loch where we anchored for the night. Anyone wanting a further pilotage challenge can go from here through Cumhann Beag, although advice from the pilot is to survey first by dinghy. It is narrow and not very deep, with many shoal patches and rocks. Marked by six pairs of beacons put in place when the first survey was carried out in 1960, there are anchorages in Halfway Anchorage the Upper Loch.

A brilliant sail took us past Colonsay and the Torran Rocks, another pilotage challenge until a few years ago when a navigation buoy was established. Over the next few days we visited Tinker's Hole, Sound of Iona, Staffa, Gometra, all in good weather with light and variable breezes. Around the north of Mull we spent time in Loch Sunart at the pontoon at Salen Bay, then south in the Sound of Mull to Puilladobhrain for a night before returning to the mooring in Loch Feochan.

Neal Hill, Area Secretary, Scotland

Noticeboard

FMQs about the Photo competition

FMQs Frequently muttered questions about the OGA Photo competition:

Why can't I send my photo in by post?

Because our competition is run by a hard-working volunteer who only has a small letterbox.

Because we have taken some trouble to automate the system for ease and we think you, and not we, should label, caption and credit your image.

Will I have to resize my image?

Sorry, yes you may have to do this if your camera is set to take really large images, but help is at hand - instructions are provided.

Why do I have to 'log in' to enter?

Simple answer is because it's for members only (though there are no doubt other security reasons why you have to log in to upload images and enter the competition).

Why should I bother getting the hang of this process?

Because you're worth it! Well your photos are. Share your unique view of gaffing in 2016 with other members. They'll form part of our archive and you may see them in print in the Log.

And you may win something! There are brilliant book prizes to be won - carefully chosen to be something you'll be pleased to receive. Just ask last year's winners...

(And by the way also because once you've got the hang of logging in you'll also be able to edit your boat on the Boat Register).

Check out page 19 and the OGA website



Elections for Officers of the Association

Elections will be held at the 2017 AGM for Officers coming to the end of their term of office, namely the President, the Editor of the Gaffers Log and the Online Editor (the latter two positions currently held by the same person).

As per our Rule 7, nominations for the election of Officers may be submitted by any Member of the Association and must be received by the Secretary 10 weeks before the AGM.

The deadline for nominations is therefore Saturday 5 November 2016



Sue Lewis, Secretary

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



Good news for Gaffer Real Ale fans

For the first time, by popular request, the January AGM of the Association is to take place in a Wetherspoons Pub with a selection of real ales on tap. Whilst drinking beer is not the object of the exercise, what could be better after a short meeting to catch up on Association news than a refreshing pint with gaffer friends?

OGA AGM Saturday 14 January 2017
Wetherspoons, The Ledger Building
4 Hertsme Rd, London E14 4AL

Meeting 4pm followed by self-order bar and dinner.

OGA Class dinghy

A proposal is being considered to have our own OGAdass dinghy design, offering members the opportunity to build their own gaff-rigged dinghy and also to participate in class races. We'll have more information about this in the next issue.

Volunteers, can you help?

We are always reminding members of the importance of volunteers to the effective running of the Association. Currently volunteers are being sought to help run the Youth Fund, to help set up a good solid list of Members' benefits and to assist Areas with the on-going updating of our Facebook pages. For more information contact: secretary@oga.org.uk

Maritime Heritage Trust

Our new OGA representative on the board of the Maritime Heritage Trust is Brian Corbett pictured sailing 'Winifred' below. The Maritime Heritage Trust was formed from an amalgamation of The Maritime Trust and Heritage Afloat with the aim to preserve Maritime Heritage in the UK: www.maritimeheritage.org.uk

The OGA is a member of the Trust and at our AGM in January the OGA reinforced our commitment to supporting this organisation and we appealed for a volunteer to take over from Mike Warren, Solent member, who for many years has represented us on its board. Brian Corbett, who participates in the OGA in North Wales, Scotland and Solent Areas, has kindly agreed to take over this role and we look forward to reports from him on issues and initiatives that touch on traditional rig sailing, our particular heritage interest. A heartfelt thank you to Mike Warren for the work he has done on behalf of the OGA in this role. It is only thanks to members volunteering to take on these tasks that the OGA can thrive as it does.



Noticeboard

55th Anniversary 16-18 August 2018

For our 55th anniversary we are planning a big gathering on and around the Isle of Wight. Not a Festival as we did in 2013 but this time a sailing event for all Areas to join in.

All Areas have been challenged to look at how they can encourage participation from their Members whether it be by sea in their own cruising boat, by road with their trailable boat, by organising to charter a gaffer in the Area for Members, or to come and stay in the area (in reasonably priced accommodation) and make use of some of the boats which will be available for sailing.

You won't have your 2018 diary yet, but make a note of the date: 16 - 18 August 2018.

Ask your Area committee what they are proposing - or contribute your own ideas.

Youth Fund update

The NIOGA Youth event at Portaferry was a huge success. See the report on p36.

We have received two new applications for funding.

The NE Area has been granted a contribution of £510 from the Youth Fund towards a 14 day training voyage for 3 young apprentices (aged 24 - 27) as part of the Blyth 'Small Ships and Tall Ships' initiative. Detailed costings were presented showing contribution to funding by the NE Area, bursaries from the James Myatt Trust and contributions from the trainees. The vessel concerned is 'TS Maybe', a 1929 gaff-rigged sailing ketch and NEOGA member run by Maybe Sailing, a non-profit sail training organisation.

The EC Area has been granted a contribution of £160 from the Youth Fund towards a taster sailing day for 4 Sea Scouts on 'Sallie', a 1907 gaff rigged fishing smack and ECOGA member run by the Sea-Change Sailing Trust. Participants will be from the West Mersea Sea Scouts and will be nominated by scout leaders for their suitability. They will participate in the East Coast's annual race on 30 July. Detailed costings were provided including match funding of £160 being provided by Teamac Paints sponsors of this year's East Coast Youth Sailing Programme (of which this event is the first).

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: £16, Ladies: £15, Children's: £12

100% cotton polos

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

Fleeces

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

Smocks

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

Baseball caps

Colours as for cotton polo shirts: £12

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

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

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



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

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

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Burgees & Flags, Books etc

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+44 (0)1494 783938

OGA burgee (triangular)
12" £16.20
15" £17.56
18" £20.26
24" £22.96
30" £25.66

OGA flag (rectangular)
12" £33.76
15" £40.64
18" £47.62
24" £56.70
30" £68.86

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 be ordered directly from the suppliers. Please use the updated details on the left or on the OGA website. Orders are made as required so you do need to think about them when planning your cruise, rather than just before you leave!

Members outside the UK should order burgees & flags by phone or email, directly from Kirstie.

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

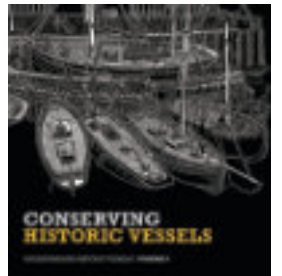
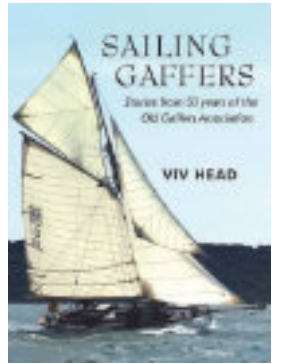
All prices include postage and packing to UK addresses.

Books

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

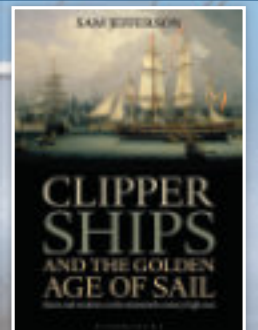
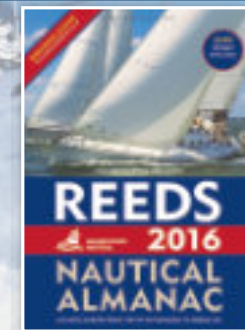
Small items

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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MEMBERS' BOATS FOR SALE: www.oga.org.uk/boats-for-sale

OGAmembers' adverts for boats are also available to browse online. Visit the website for more information about boats advertised here and for more boats not included in Gauffers Log. Advertising online is a benefit of OGAmembership.

White Moth: reduced to £18,000

1903 32' gaff ketch built and owned by Wykeham Martin. This is a unique classic yacht in excellent condition. After 16 years of ownership, a change in family circumstances means that 'White Moth' urgently needs a new owner. 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. Major professional restoration undertaken in 1980s. Lying at Queenborough, Kent.

Graham Mason: +44 (0)1795 662143

Chickpea: €13,500/£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 2679860

Romilda: reduced to £39,950

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

Marie Stocks: 07947615352 | marieossett@gmail.com

Punka: £9,950

'Punka' is one of the last Bursledon built Memories, 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

Reverie M: reduced to £2,500

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. Utile cabin sides, ply deck, epoxy and glass sheathed. Seagull outboard, 1" stern tube fitted but no shaft. Vire 6hp plus two-bladed prop if wanted. Hull taken down to cement and epoxy 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. Ashore Arlesford Creek, Essex.

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



Susan J: £47,500

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'. '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

Petranelle: reduced to £6,750

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 ashore River Vilaine, South Brittany. Vendor can make all arrangements for road transport to UK if required.

Adrian Sharpe: +44 (0)777 1993610 | adriand.sharpe@talktalk.net

Masquerade: reduced to £16,950

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. 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. Navico log/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. In commission, lying afloat Maldon, Essex.

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

Ruby: reduced to £2,950

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 Gowen sails in excellent condition. Raymarine Echosounder. Currently ashore near Colchester on a trailer.

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

Bona

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 10 guests. Standing rigging replaced 2015. Lying Titchmarsh Marina, Essex.

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

**Jaunty: £3,200**

Reluctantly offered for sale due to ill health. Built over a period of ten years by first owner. Oak carvel planking on oak frames and steamed timbers fastened with copper. Many period features including two berth varnished mahogany cabin, gimbed 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 zob radio. Factory reconditioned RCA Dolphin Mark 7 auxillary 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. Smugglers Cove Boatyard Fron Goch Aberdyfi.

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

Morwenna: reduced to £28,000

Heard 28 Falmouth Work Boat. Gaff cutter, built Mylor 1988 GRP 28' LOD, 5' Draught, Lifting Bowsprit, Yanmar 3GM rebuilt 2011. 2 sets of sails, 4 berths, toilet, 2 gas burner hob, grill and oven. Diesel Dickinson gravity fed heater, GPS, VHF depth/speed repeater, solar panel other items. Well maintained. 2013 stripped and repainted deck/top sides, replaced cap rail. Lying Cowes, Isle of Wight.

Richard Baggett: +44 (0)0776 4633688 | richard.baggett@uksa.org

Arriana: £29,000

Tamarisk 29 based on the Falmouth Quay Punt. Three owners since she was built, 1981. Four berths plus a day berth for lounging. Engine Bukh 36 hp three cylinders. New prop and shaft 2008. New mast 2014. Lifting bowsprit. New sails by Mark Butler 2009. Spare main, storm jib, storm main, genoa staysail. Headsails on Wykeham Martin gear. Hot water. Enclosed heads and shower just inside companionway. Gas two ring hob and grill. 240 volt cooker for alongside. 4 anchors. Dinghy. Auto pilot. Based at Swale Marina.

Michael Forward: MichaelForwood@homeatlonglast.fsnet.co.uk

Calypso: £7,500

Winner of Bermudan class OGA Solent 50th celebrations. A beautiful 18' Bermudan cutter, 3/4 rig. Built by Ponsharden Shipyard, Falmouth 1930s, reputedly designed by Warrington Smyth. Carvel construction, pitch pine on oak, copper fastened, lead keel. Draft is 4'2" and she sails like a dream. 12hp Dolphin direct drive engine. SSR registered. Accommodation limited for extended cruising, two berths (one settee, one comfortable pipe cot - both 6 foot) but she's scarried her owners safely over many cruises between Weymouth and Eastbourne. Sale includes everything - right down to the cutlery and crockery - as well as more essential bits like radio, gps, etc.!

Julia Richards: +44 (0)1983 241090 | jrichards@onwight.net

Mrs Mouse: £19,950

Oysterman 22' gaff cutter built 1987 has long keel, hull colour maroon, 2 cylinder Nanni engine, lying in Sutton Harbour Marina, Plymouth.

Graham Kerr: +44 (0)7741 496850 | graham.kerr11@btinternet.com

Dusmarie: any reasonable offers

Oyster smack, built Brightlingsea 1884 by Aldous & Sons. She is much travelled (Baltic, North Sea, Mediterranean and many Tall Ships races) skippered by Astrid Dixon, often with an all-female crew. On the National Register of Historic Vessels, 2006 judged no. 23 of 250 British Classics by Classic Boat Magazine. Current owner reluctantly and because of advancing years and grandchildren, is seeking the next steward to sail and enjoy this unique piece of East Coast maritime history (for more information ref. p.42).

Richard Howe: howerichard@yahoo.com



La Louve: €23,000

A superb little cutter built in Carantec by Sibril, 1963. Her third owner, in common with those before him, have maintained her in superb condition, undertaking excellent restoration work. She needs nothing more than navigation to provide a new owner with great pleasure! Lying Bretagne - Finistère. Full details and photos on Yachts Classiques website.

Contact: gwen-bleiz@laposte.net

Egret: offers invited

A Highlander 18 design by Selway Fisher Design, 2000. She's beautifully built to a very high standard in ply+epoxy, to a slightly modified design, under Paul Fisher's guidance, with a conventional stem, rather than the standard 'blunt' stem, and with the cuddy lowered and shortened for appearance and a raisable cover with sitting headroom. 'Very high standard' includes a barley-twist mast support and a marquetry inlay in the thwart. She sails really well. For sale mostly because we have 'Galatea' and don't need a second boat.

Gordon Scott: gordon@gscott.co.uk

Roma: £15,000 ono

A very pretty gaff cutter, with nice sized cockpit and 2 berths. Since 2002 she has had a new mast, boom and bowsprit, new sails and new inboard Yanmar 10 engine. She is kept on the Hamble River. Phone for more information.

Mike & Jessica Warren: +44 (0)1962 712529 | mwrroma@hotmail.co.uk

TAJ: £3,500 inc. trailer

A beautiful boat, sails like a dream. Fibreglass hull made from mould of original clinker-built dinghy dating back to 1955. Fitted out with wooden trim by master shipwright Alan Williams at St Osyth. Approx. length (excluding bowsprit): 12' Beam: 5'. A standing lug rig, where neither boom nor gaff are rigidly fixed to the mast, but lashed in place. I will give instructions on how to rig the boat if needed. Sails by Jimmy Lawrence at Brightlingsea. Built-in buoyancy tanks fore and aft, plus foam buoyancy under the seats. Sale includes road trailer with lighting assembly (bring your own number plate – or delivery can be arranged), plus odds and ends such as cover, anchor, bailing bucket, paddle and rowlocks. 'TAJ' has recently had some small repairs and a coat of paint.

Richard Berthoud: +44 (0)1255 820878 | berthoudrichard@gmail.com

Boaty bits for sale

Collars Built mast 18 months old built for an Itchen Ferry Smack. 26' 8" long, 11" circ. at mast head, 15" circ. at hounds, 18" circ 3' up from keel and tapers to 4.5" square at keel mortise

Bowsprit - 15' 8" long with 3.75" square

Main Boom - 14' 10" long Gaff Boom - 12' 4" long: £1500 ono

Sails to fit above, Main, Jib and Fore: £500.00 ono

Running rigging with Tufnol blocks if required: price on application

Approx. 500kg lead ballast in handy ingots: price on application Barry

Marshall: +44 (0)2380 444563 | barry.marshall52@talktalk.net

Majala: £45,000 ono

LOA 40', LOD 28', Beam 10', Draft 5', Displacement 8,200 kg. Built 1989, Martin Heard. Heavy displacement, long keel gaff cutter maintained to highest possible standard. Comprehensive professional refit completed 2014, including topsides repainted dark blue and epoxy/copper coat applied to bottom. Raymarine electronics 12" chart plotter, Evo autopilot, new Maxpower CT80 bow thruster, Lofrans Cayman power windlass. Beta 35hp engine, re-caulked teak decks etc. Full rewire, four new batteries, Sterling charger. Fully optimised topsail with Karver furling. Power windlass set up for lifting bowsprit and for bosun chair activity. With self-tail winches and efficient slab reefing, this traditional gaffer can be sailed single handed with confidence. Cockpit converted to self-drain, with sump and auto-pump.

Mike Lucas: +44 (0)7717 885435 | mike@mikelucas.info

**Marie Louise: £14,500 ono**

LOA 22', LOD 16', Beam 6', Draft 3', Displacement 1500kgm, Sail Area working 276 sq.ft., off-wind 490 sq.ft. Designed & built Paul Gartside, 1978. Glued double diagonal mahogany, a beautifully presented Oysterman progressively restored to high standard. Cutter rig with jackyard topsail, Wykeham-Martin furling, slab reefing, all hollow spars, Noble Nanni 10hp diesel (2009) 300hrs as new. Recent tan sails, standing rig SK98 Dyneema, Spectra and Dyneema. Raymarine Plotter, log/echosounder, VHF. Epoxy bottom & encapsulated lead ballast (900kgs). Sprayhood, cockpit cushions, winter cover, sea-legs. Regular winner in OGA events. Set up for single-handed sailing. A joy to sail with impressive light weather performance.

Mike Lucas: +44 (0)7717 885435 | mike@mikelucas.info

Heavy Terylene hand stitched trysail with leather edging: £150

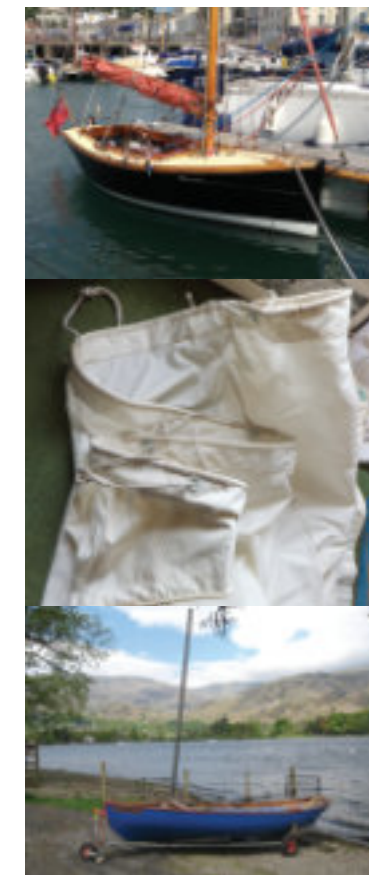
This sail is hand stitched in heavy terylene with leather anti-chafe at eyelets. It was made by my father, a sailmaker at Ratsey and Lapthorn from apprenticeship to retirement. Made for our 30' gaff cutter 'Nerak', it was never used in anger and has been stored in our loft for quite a few years since selling the boat. 13'11" luff, 10'5" foot and 18'3" leech, approx. 73 sq. ft. Eight lacing holes on luff, with eye spliced lanyards. Sail in excellent condition but some marks from storage. Brass eyelets, sound but signs of verdigris.

Tom Richards: +44 (0)1983 241090

Scala Nimbata: £4,750

Length 5m/16' Beam 1.3m/51" Draft 0.2m/8". Komodo class sailing skiff. Single loose footed sail carried on long carbon fibre spar almost like a lateen sail, enabling the boat to be rowed with sail set without the risk of being injured by a boom. Un-stayed mast, designed to fit Thames bridges, also in carbon fibre. Short tacking is practical with the spar remaining to windward of the mast. Construction cedar strip planking plus glass fabric and epoxy coating. Built in buoyancy lockers bow and stern.

Pat Hobbs: +44 (0)1189 402329 | mail@pat-hobbs.co.uk

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Clicking on the anticipated day of your visit brings up the ticket ordering sequence which is straightforward to follow.

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www.sailing-by.org.uk

Contact the Editor

log@oga.org.uk

Contact the Boat Register Editor

boatregister@oga.org.uk

Browse the online Boat Register

www.oga.org.uk/register-home

Logging on to the OGAwebsite

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

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

Advertising: Gaffers Log/online

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

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

Deadlines for contributions

Send copy, photos, for sale items and other articles for the Autumn 2016 Log to the Gaffers Log Editor by 21 October 2016: log@oga.org.uk

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

Boat Register

Since April 2016 when the Boat Register was opened for public browsing there has been much more activity and interest in the boat records. More Members have sent details of boats so they can be included in this unique record of gaffrigged craft. More information and photographs have been added to the boat's records from a range of sources.

Area Committees can find racing handicaps for a boat from another Area joining their race. Find the boat on the Boat Register and select 'Rig and Sails'. If all the data necessary to calculate a handicap has been given, the racing T(H)CF will be displayed. However boats do change. It is worth looking carefully at the data to check the measurements.

I urge you to check your boat's details and let me know if you have difficulty in updating her records. Please let me know if you sell your boat, or if you buy another, so I can keep the ownership records for each boat up to date. Remember it is only OGA members who are logged in that will be able to see ownership details of boats.

Pat Dawson, Boat Register Editor

www.oga.org.uk/register-home

Association and Area websites

The Association and Area websites carry up-to-date information about forthcoming events, including registration forms and contact details for the organisers. There is a new 'Search' option so we hope it's easier to find what you're looking for. Over 1,000 boats are now available for public browsing and there is a growing number of reports and photo galleries from around the Areas. Please help your Editors by sending race results, historic 'snippets' for 'Sailing by', cruising logs and reports. These will be published online to complement the illustrated articles in Gaffers Log. For those who use Facebook, there are several lively pages to follow and 'Like'.

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, EC Area:

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'Working Yacht 1' under way during the Cock o' the Bristol Channel Race, 2016 Photo: Viv Head