

GAFFERS LOG



ISSUE NO. 93 MARCH 2017

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NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING



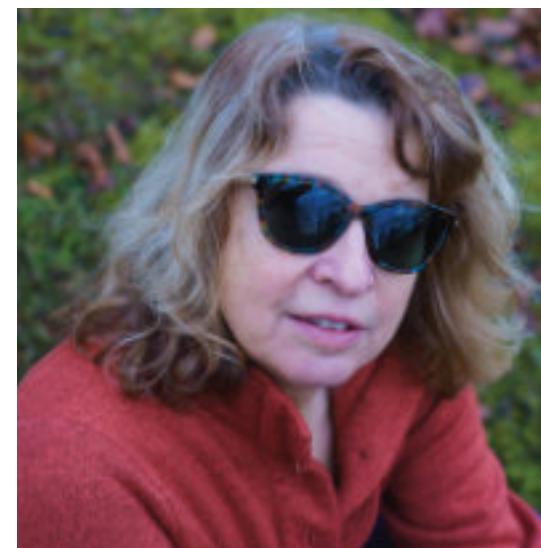
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Photo Competition 'Life at Sea' (top left)
 2nd Prize 'Balancing on the bowsprit'
 Barbara Runnalls, Solent Area
 Judges' comments: 'A neat capture of that awkward moment, flicking a line under the bobstay. A slower shutter speed could have given more movement blur to the line.'

Photo Competition 'Sailing Gaffers' (cover image)
 2nd Prize 'Close Quarters' Julian Cable, East Coast Area
 Judges' comments: 'Three hookers having a duel in nil wind. Strong light and reflections give an intense feel to the image and the bowsprit frames the action on the middle boat. Well exposed in difficult lighting.'

Foreword



Putting together this issue of Gaffers Log, as I start my second term of office, made me look back to the first one I produced in March 2014. Both the quality and quantity of contributions has increased considerably since that A5, 60 page issue. We now have a bigger format with up to 72 pages. My thanks go to everyone who makes this possible by sending me their contributions. Keep them coming, and don't wait for a reminder!

The website complements the Log and, of course, may be updated at any time. Do please think about sending in a report or news item while it's fresh in your mind to keep the website up-to-date as we all enjoy the first part of the sailing season.

After the usual business section of this issue with AGM Minutes and Accounts, the centre section is packed with Notices of Events and a Calendar covering all our Areas. Large-scale plans include a joint venture of the Irish Sea Group at Campbeltown, Portaferry Sails & Sounds and a Cruise in Company 'South by South West'. We're also looking ahead to our 55th Anniversary, 2018.

A new feature in this issue is a Book Review, submitted by Dick Dawson. We'd like to do more, so volunteer reviewers are most welcome. Get in touch!

Apart from sailing, many members are working hard on their boats (p.50). We carry several reports of progress with projects from a complete restoration to a new build Golant Gaffer. Look out for Tales from the Boatyards in the next issue, with a few projects nearing completion, and keep your Editor updated.

On p.44 there are a few photos from the archive, just a tiny representative of the large collection awaiting digitisation. Do consider joining the group to help us put more of the paper record online for all to see.

I hope you enjoy this issue, and find plenty of interest. It certainly looks like we have another great sailing season in store for 2017 all around the Areas.

Beverley Daley-Yates, Editor (Log and online)

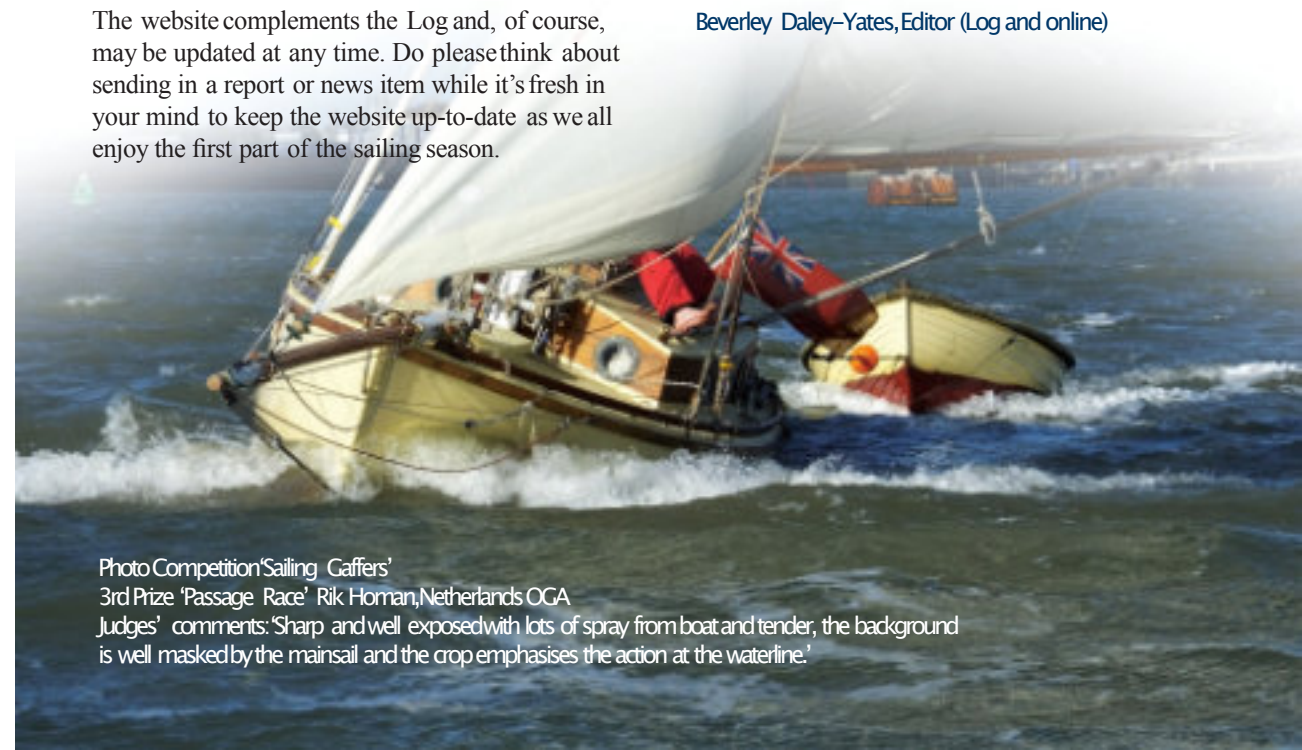


Photo Competition 'Sailing Gaffers'
 3rd Prize 'Passage Race' Rik Homan, Netherlands OGA
 Judges' comments: 'Sharp and well exposed with lots of spray from boat and tender, the background is well masked by the mainsail and the crop emphasises the action at the waterline.'

ISSUE 93 | MARCH 2017

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Please submit material for the
 Summer issue by 23 June 2017

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From the Quarterdeck

I am writing this my first article to introduce myself as the new President of the OGA having been elected at the AGM in January when I stood down as Membership Secretary. I would like to start by thanking my predecessor Sean Walsh for his guidance over the past three years.

It was late 2005 when I was considering buying a boat and who better to ask advice from than my Uncle Bruce Mackenzie who had sailed all his life and owned his latest old gaffer for 42 years which I had sailed on when I was 17. To my surprise I found that because of his failing eyesight he had already put 'Witch' up for sale and I took a complete leap in the dark and bought her in early 2006. This introduced me to the world of gaffing and the clear idea that once you are custodian of such a vessel one of your underlying concerns will always be to find someone to pass her on to when the time comes.

I found myself welcomed into the East Coast gaffers, albeit with the sobriquet of 'an addition to the Mackenzie shipping line', as my cousins Clare and Tessa already had their own boats. I had a sharp learning curve as my yachting had all been on modern boats and I was a windsurf instructor before that. The joy of sailing a boat that then was 108 years old was astonishing as I looked ahead from the helm, realising that what I was seeing and feeling was the same as everyone had experienced since 'Witch' was built as a one-off in Scotland for the Laird of Gigha. Deep draft, heavy and long keel do not make for the fastest boat but there is marvellous reassurance in being in the sea not bobbing on it.

Over the years since then I have become increasingly involved with the OGA, including taking part in the Round Britain, 2013 and in helping to run the Association. My experience leads me to agree with the key idea that Sean Walsh voiced which is that of the Association being a fellowship. The welcome and inclusion of new members is crucial if they are to stay with us for the long run and it is with Area events that we stand or fall.

This year I will be trying to get to events in as many Areas as I can (by land I'm afraid) although I think it will take a couple of years to get to everyone because of the inevitable clash of dates. I also aim to take 'Witch' to the Dutch Classic Yacht Regatta to renew friendships in the Netherlands.

Next year will see us celebrating our 55th birthday at Cowes and I urge you all to think ahead as we are trying to make



it possible for members from all Areas to attend, even if it means chartering a pilot cutter or two. This sort of planning requires early commitment so please talk to your Area Secretaries and get the dates (16-19 August 2018) in your diaries.

Alistair Randall, OGA President



'Witch' parading at Douarnenez, 2016
Photo: Yves Breton

Notices from the General Management Committee (GMC)

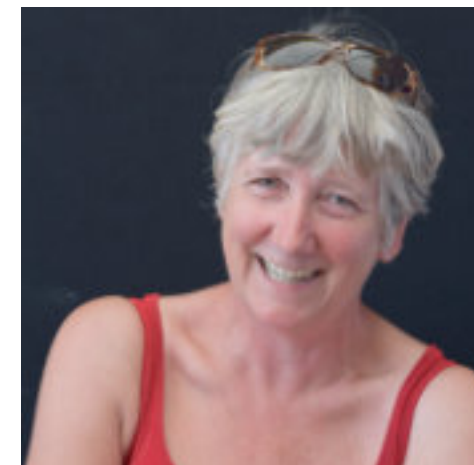
A new OGAClass dinghy!

The best thing to come out of an OGA AGM for years, or so some have said. You may have your own view on that and you may be keen to see what it looks like but you'll have to be patient for a while longer. The Association Committee gave the go ahead to proceed with designs for a new OGA class dinghy for you to buy or build, and once we have more to tell you we'll do so here in the Log, in your Area and on the website. We'll also be telling 'the world' because we believe that this initiative will help to attract new members to the OGA.

For more of what was covered at the January Association meetings see overleaf.

Irish Sea Big Bash: Celtic Craic! Join us in Campbeltown, May 2017

Each year the OGA Areas on and near the Irish Sea will get together at one nominated event for a combined knees-up, and the venue this year is . . . Campbeltown Classics 19 - 21 May (p.28)



Sue Lewis, Secretary

The GMC is keen to hear your views on any OGAmatters. Contact me by email: secretary@oga.org.uk

OGA55 next year

We're looking ahead to 2018 for our 55th Anniversary. An initial draft programme and how to join in even if you're not based nearby is all explained on page 37. Once you've read about the plans, please go to the website to fill in a brief 'Expression of interest' form to help your Area to plan ahead. It commits you to nothing but will be hugely helpful to organisers in all the OGA Areas.

www.oga.org.uk/events/oga55

Volunteers please!

We've been delighted with the success of appealing for volunteers in these pages, and we have some great new blood in our organisation.

But there's always room for more.

Boat Register

Editor Pat Dawson will be standing down at the end of her term of office in two years' time so if you think you might take this on, or perhaps volunteer to help a new Editor with the task, then now is the time for you to start finding out about it. A team is needed to continue Pat's good work and we're starting to build that team now.

Contact the Secretary: secretary@oga.org.uk

Facebook

Are you Facebook savvy? Even just a little bit? If you have your own Facebook page and you post and share items occasionally then you can help us. We'd like to add some 'page managers' in all our Areas to help us to keep up a good flow of news stories and pictures on our various Facebook pages.

Contact the Secretary: secretary@oga.org.uk

Advertising in the Gaffers Log

We've got a great little magazine now in the Gaffers Log and we reckon there's more potential for advertising which is relevant and useful to members. Can you help with this? We need someone to manage the advertising side by side with Editor Beverley Daley-Yates. It's only three times a year and many advertisers, once on board, will book all three and generally renew annually.

Contact the Editor: log@oga.org.uk



Minutes of the OGAAGM

London, 14 January 2017

Held at The Ledger Building, London on Saturday 14 January, 2017 at 4pm

Present

Sean Walsh (President), Sue Lewis (Secretary), Tony Kiddle (Treasurer), Alistair Randall (Membership Secretary), Pete Thomas (Sailing Secretary), Pat Dawson (Boat Register Editor), Beverley Daley-Yates (Editor Log and Online) and 58 members including members of the Association Committee.

1. President's Welcome

Sean Walsh welcomed everyone to the meeting. He spoke of a positive Association Committee meeting (ACM) during the afternoon and declared the membership to be stable, systems to be in good order, finances healthy, and the Gaffers Log and website flourishing.

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

3. Approval of the minutes of the AGM held on Saturday 16 January, 2016

Proposed: Pat Dawson. Seconded: Ben Collins. Approved unanimously.

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

5. Treasurer's report: Tony Kiddle

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

Tony explained that as agreed last year the surplus, from increase in membership subs and decrease in Log costs, has been put into an 'Events Fund' which, by the end of the next financial year, might be as high as £16,000 to be used for subsidising events, in particular participation from smaller Areas in the 55th Anniversary event, 2018 (see item 10 below and p.37).

A question was asked about Gaffers Log printing which appears with no figure for 2015. Tony explained that he now separates printing costs from pre-press and production.

The accounts were unanimously approved. Proposed: Jim Bell Seconded: Marion Shirley.

6. Review of subscription charges: There is no proposal to increase subs again in January 2018.

7. Secretary's report: Sue Lewis

New members of GMC

Sue introduced two volunteers who came forward when the vacant post of Membership Secretary was advertised (the current incumbent Alistair Randall is sole candidate for President). Mary Gibbs (North Wales Area) will take over the role and we hope she will stand for election at the AGM, 2018. Patrick Vyvyan-Robinson (Bristol Channel Area) will join the GMC in a role to be finalised. Both are particularly welcome as they add variety of Area representation to the GMC.

Youth Fund

The Fund is dwindling as we spend more than we raise but we hope to address this. Areas have run several successful youth events as reported in previous issues of the Log and online.

Maritime Heritage Trust

Sue thanked Brian Corbett for taking on the role of OGA Trustee on the MHT Board and said we look forward to more updates in the Log and online (p.8).

News from OGA overseas

OGA NL have presented us with a copy of their splendid book of boats which is being used to add more boats to our online register. The book was available for members to view.

OGA Western Australia continue to enjoy events (always in the sunshine, always with blue skies). They are setting up a Boat Register and will use our form as a model to aid future collaboration.

OGA Canada is sadly no longer running but thanks and good wishes have been sent to Colin Ming for all his work to promote gaffrig and the OGA in North America.

8. Membership Secretary's report: Alistair Randall

Alistair explained that we give Members until the end of March to renew so we don't know the full story until then. Total membership was 1,188 in October 2016 compared to 1,229 in October 2015. We have gained 89 new members during the year so about 7.5% of our membership is new.

Alistair reported that our membership system is becoming outdated and no longer does everything we need it to do. It is to be replaced with a new one which Tony Kiddle's company will design for us free of charge.

9. Boat Register Editor's report: Pat Dawson

Pat reported that the OGA Online Boat Register was made available to view by the public in April, 2016. This has been successful in encouraging more members to update their boat records and add photos (though more are still needed) and the Boats for Sale section is the busiest part of our website.

Volunteers are needed to help scan and upload data and images from the paper archives.

10. Events

South b' SouWest 22 July -6 August, 2017

Ben Collins invited members from all Areas to join in this Cruise in Company to the Scilly Isles inspired by previous cruises in company to NL, St Malo, Irish Sea and Brest. Members should register interest on our website to receive updates by email and information is also available in the Log (p.32).

55th Anniversary event: 16 -19 August, 2018

Tony Kiddle outlined the framework of a second OGA National Rally in 2018. All Areas are to be involved, so he encouraged members to make plans early so that vessels and coaches can be chartered, accommodation can be arranged and activities planned. Area Secretaries will co-ordinate. See p.37 for more details.

11. OGAClass Dinghy

Tony Kiddle announced plans for an OGA Class Dinghy which had been given the go-ahead in the afternoon's AC meeting as a way to fulfil our stated mission to promote gaffrig. He said it would attract new members and encourage more youngsters to sail gaffers. He presented a design by Andrew Wolstenholme for a gaff rigged dinghy approx 13' 6" (Enterprise size), big enough for family sailing but not too big to tow. Designed to be 'pretty' but fairly easy and inexpensive to build with an asymmetric spinnaker and retractable bowsprit for exciting performance. Cost to build as yet unconfirmed but this will be fully researched. Areas will encourage groups to build a hull and show it off in Areas. Longer term, Areas will organise events for the class.

Andrew Wolstenholme has done the work so far at no cost and he has offered to complete the design for the OGA with no fee, only royalties on each build (as yet unspecified). In order to finish the work on the plans he asks for £2,500 of royalties in advance and this outlay had been approved by the AC.

12. Vote on proposed Rule Changes

Two proposals for rule changes were notified in the December 2016 Log.

Rule 4 membership a new paragraph to be added to Rule 4 as follows:

4(b) Use of personal data

Membership of the Association and acceptance of these Rules by a member will be deemed to constitute consent to the holding of relevant personal data for the purpose of the Data Protection Act 1998 or any statutory amendment for the time being in force, for the publication of a member's address and other contact details in the Yearbook, and also for the use of the member's email address for communications on Association business from time to time. A member who wishes any of his or her data not so to be published or used must notify the Membership Secretary in writing, *including email*.

Proposed: Alistair Randall (Membership Secretary) Seconded: Sue Lewis (Secretary)

An amendment to the Rule Change as published was proposed by Brian Skinner and seconded by Julian Cable to add the words 'including email' as shown above in italics.

Both the amendment and the Rule Change as amended were carried unanimously.

Rule 8 Racing Rules to be amended as follows:

Current wording: Where possible at least one race for gaff rigged boats shall be held in each Area each year under the Racing Rules of Sailing (2009-2012) or subsequent amendments thereto or replacements thereof, Association Prescriptions and Local Area Race Instructions.

To be amended to: Where possible at least one race for gaff rigged boats shall be held in each Area each year under the prevailing version of the Racing Rules of Sailing [remove wording: *or subsequent amendments thereto or replacements thereof*] Association Prescriptions and Local Area Race Instructions.

Proposed: Peter Thomas (Sailing Chair) Seconded: Sue Pennison (Solent Area Race Officer)

An amendment to the Rule Change as published was proposed by David Bewick and seconded by Tim Dodwell to delete the words 'or subsequent amendments thereto or replacements thereof' as shown above in italics. Both the amendment and the Rule Change as amended were carried unanimously.

Minutes of the OGAAGM, 2017

13. Election of Officers

Sean Walsh having reached the end of his three-year term of office as President, an election took place.

Sole candidate was Alistair Randall proposed by Sean Walsh (Dublin Bay) and seconded by Gary Lyons (Northern Ireland). Alistair was elected unanimously and Sean handed over the OGA gavel and quit the chair. Alistair thanked Sean for his years of wise and gentle leadership and told the meeting that Sean had been presented earlier in the day with a painted portrait of his boat by Claudia Myatt as a token of the gratitude from the Association for his work.

Beverley Daley-Yates had agreed to stand for a further term in both her roles:

As Gaffers Log Editor, proposed by Ben Collins (Solent) and seconded by Jim Bell (North East).

As Online Editor (in OGA Rules as Webmaster), proposed by Jessica Warren (Solent) and seconded by John Gallagher (SW).

In both roles Beverley was elected unanimously.

14 Members' Questions

Brain Skinner, Solent Member, asked if any members would be interested in supporting a new 'East Channel' Area which he proposes to set up. The Secretary reported that the GMC has said that it will not take such a decision lightly as considerable support and organisational infrastructure is needed to run an Area by OGA Rules.

Those interested to email Brian:
brianjimskinner@gmail.com

Marion Shirley, Solent Area Secretary pointed out that a lunch is planned in the proposed Area which will help in assessing the level of support. [Editor's note, see p.31]

Pat Dawson announced that this term as Boat Register Editor will be her last. With two years to go the Association needs to be on the lookout for a suitable replacement. Pat also proposed a vote of thanks to the GMC for their work during the preceding year.

There being no further questions the meeting closed.

Sue Lewis, OGASecretary, 25 January 2017

Maritime Heritage Trust report



The Maritime Heritage Trust (MHT) AGM was held at the Hermitage Community Moorings on Saturday, 18 February, 2017. This is a cooperative of about 20 historic vessels, sail and power, on the River Thames, just downstream from Tower Bridge and St Katherine Docks on the Wapping bank. The facility, a successful MHT project, is for live-aboard, recreational and visiting historic vessels. It is a fascinating collection, well illustrated in the website and I recommend that OGA Members look out for open days that are held regularly.

www.heritagemoorings.com

It was agreed that during my classic regatta travels with 'Winifred', I would visit traditional wooden boatbuilders and amateur classic boat projects, to encourage their membership of the MHT. In turn the MHT will provide assistance with business plans and business models to ease some of the

onerous administration and to make available valuable experience from all genres of transport heritage.

After the AGM business, a presentation was given on the 'Robin', the oldest complete steam coaster, which is going to be put on display at Trinity Buoy Wharf near the mouth of the river Lee. The 'Anglo Saxon Ship Expedition' was then presented. This consists of building replicas of the vessels which brought the Saxons, Angles and Jutes across the North Sea during the period 410 to 450 CE.

Further efforts are to be made to lobby government to introduce the sort of assistance given to the owners of historic vessels in France and Holland.

Brian Corbett, OGATrustee, Maritime Heritage Trust & Chairman, MBSA Board

The hidden role of External Liaison



Funny old world. Here we are, the country having voted on Brexit, and me still holding the role of the OGA's External Liaison person (I was going to type 'Officer' but that sounds far too official). Having taken on the role all those years ago, and the EU at that time barely out of its nappies – correction! Still in it's nappies! I find I am still in post!

The OGA at that time was one of four bodies working together wrestling with the absurdities of the European Recreational Craft Directive. Who remembers that? One thing I do remember is, some years later, a quick visit to our local recycling centre (well that is what it is called today) where the resulting boxes of paperwork were duly 'filed'.

Come completion of Brexit I do not foresee any changes. I anticipate still having the CE marking and the four categories of craft, entirely in the interests of UK/EU trade of course. Besides ourselves the other three participants were the Cruising Association, The Multihull Offshore Cruising and Racing Association and the RYA.

Since those early days we, the OGA, have taken part in a few consultations before it all went quiet for a bit. Now it is all wind farms and Marine Conservation Zones. By happy coincidence, much of this operates out of my home town of Ramsgate. Better by far to be consulting face to face at presentations and meetings, with the familiar faces of the local fishermen's association and London District Pilotage Services, among many others.

A new project hereabouts is Project NEMO. This is an electricity exchange cable that will run between Belgium and the UK. This is planned to come ashore not three miles from where I am typing this. Due to actually start in a short while, their latest Notice to Mariners is about exploring for unexploded ordnance(!) along the cable route. Aside from the cable laying phase there should be nothing to concern the OGA. Unlike the wind farms whose highly visible footprint (flipper print perhaps?) cover vast areas of sea.

Very much a back stage role, 'External Liaison' has it's moments, but above all it promotes the presence of the OGA to a wider public. While I not infrequently have to socialise and engage with people, trying hard not to get too animated with a coffee in one hand and a plate of cakes in the other is not easy – but someone has to do it. Pass a napkin please...

Robert Holden, Elder Gaffer, External Liaison, East Coast member

Photo competition 'Life at Sea' 3rd Prize
'Lonely Moorings' Alison Cable, East Coast Area

Judges' comments: 'Peace and space with the beauty of Clare Island showing that there is room on the west coast of Ireland. Ideally 'Robinetta' should be facing into the picture and not out.'

OGAAccounts: 2016

Income and expenditure account for year ended 30 September 2016

Income	2016	2015
Membership Subscriptions	36031	32730
Merchandise Sales	540	1732
Advertising Revenue	780	1150
Bank Interest	224	213
Donations	654	771
Youth Fund	307	388
Total	38536	36983
Expenditure		2015
Youth Fund Expenditure	1856	500
Gaffers Log Pre-Press & Production	1750	6583
Gaffers Log Printing	3988	
Yearbook	1618	1677
Log and Yearbook Postage	4865	5803
Beale Park	370	370
Merchandise Purchases & Postage	14	1616
Website Hosting	981	520
Website Development	750	2250
GMC Meeting Expenses	274	404
AGM/ACM meeting costs	4324	3333
Area Funding	4986	4670
Insurance	1152	1101
Subscriptions	275	120
Bank Charges	729	455
Accountancy	365	
PR Literature & Brochures	0	677
Miscellaneous expenses	430	521
Postage	260	302
Total	28987	30902
Surplus / Deficit	9549	6081

Notes

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

Balance sheet for year ended 30 September 2016

	2016 £	2016 €	2015 £	2015 €
Stock	2370			
Current Account	5533		10831	
Youth Fund	3108		4207	
Euro Account €		3648		2472
OGA 60	30140			
Event Fund	6574		208	
NW Area Funds	323			
Paypal	1090			
Postage Float	0		49	
Surplus Funds	49138	3648	39366	2472

Photo competition 'Sailing Gaffers' Highly Commended
'Pilot Cutter Agnes' Viv Head, Bristol Channel Area

Judges' comments: 'A good action shot with spray, lee rail under and full sail, but the impact is reduced by the distracting background.'



Awards and Trophy winners, 2016

Dave Percival announced the winners of eight Association Trophies at the AGM in London. Three of the awards were presented at an event in the South West Area. Full details of all awards are on the website.

www.oga.org.uk/trophies

Alan Hidden & Cape Horn Trophies:

Finbar and Jo-Jo Pickering, South West Area

Awarded the Alan Hidden Trophy, Finbar Pickering was aged just 15 when he embarked from Falmouth to cross the Bay of Biscay on the gaffer 'Island Swift'. The skipper, Finbar's Mum Jo-Jo Pickering, was awarded the Cape Horn Trophy for undertaking the challenge of a return transatlantic crossing with novice crew. Find extracts from the 'Island Swift' blog on p.54. *"The crew's success in such a small boat navigating with a sextant is testimony to Jojos Pickering's courage, and seamanship. 'Island Swift' finally made it back in Falmouth, July 2016."*

David Cade Memorial Trophy:

Jessica & Mike Warren, Solent Area

This prestigious award was made to long-standing stalwarts of the OGA, Solent Area members Jessica and Mike Warren.

Gaffers Globe: Marion Shirley, Solent Area

Marion follows the tradition of single-handed sailors receiving this award, winning the trophy for her solo passage to Brest in 'East Breeze'.

Gaffers Tales and Janty Cup: Paul Baker, Solent Area and Sheila Lyons, Northern Ireland OGA

Another transatlantic crossing was the subject of the contribution which won another Solent Area member, Paul Baker of 'Zeb', the Gaffers Tales. The Janty Cup was awarded to Shelia Lyons for her report on the Northern Ireland Youth Event.

Grumpy II Cups: John & Tibby Owles, East Coast Area

John and Tibby Owles took the Grumpy II Cups for their exploits in the open boat 'Summer'.

Jolie Brise Trophy: Roger Dongray, South West Area

Roger was awarded this trophy for his contribution to the development of gaff rig.

South West Gaffers present three Association awards at Mylor

Roger Dongray, a yacht designer from Lostwithiel and responsible for many of the Crabber designs including the Shrimper, received the Jolie Brise Trophy for his significant contribution to the development of gaff rigged boat design. Roger follows in the footsteps of the late Ed Burnett, Nigel Irens and Andrew Wolstenholme who have also received this award.

The Cape Horn Trophy, a beautifully presented belaying pin from 'Endeavour II', was presented to Jo-Jo Pickering of Penzance. Jo-Jo skippered the family gaff cutter 'Island Swift' on a 10,000 mile journey from Falmouth to the Azores, across to Martinique and back to Falmouth. Her crew were her two boys and husband, all three very inexperienced. Jo-Jo's son Finbar was awarded the Alan Hidden Trophy for an outstanding performance by a young person under 25. He sailed with his family across the Atlantic. At the start of the voyage he had little experience of sailing but soon developed into an invaluable crew member.

Read extracts from the 'Island Swift' blog on p.54.

The awards were made on behalf of the Association by South West Area President Peter Crook. Peter said *"Three of the eight Association trophies were awarded in 2017 to South West sailors, this is a great achievement and says much for the interest in traditionally rigged craft in the region."*

David Bewick, SW Area Secretary



Roger Dongray accepts the Jolie Brise Trophy

OGA Photography competition 2016



Photo Competition 'Life at Sea' 1st Prize
'Slack Nav.' Rory Howlett, East Coast Area

Judges' comment:
'Slack' indeed but it makes a good whimsical portrait with plenty of room for discussion.'

Prizes for the 2016 annual OGA Photography competition were announced at the OGA AGM by organiser, Mike Garlick. Winners receive a prize from the selection of stunning nautical publications supplied by Adlard Coles.

Visit the website to see a slideshow of all submissions and full list of winners.

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

Sailing Gaffers

Highly Commended

'Brothers in Arms' Bob Aylott, Solent (p.18)

'Pilot Cutter Agnes' Viv Head, BCA (p.11)

3rd 'Passage Race' Rik Homan, NL (p.3)

2nd 'Close Quarters' Julian Cable, EC (cover)

1st 'Good Morning Peggy' Bob Aylott, Solent (p.30)

Life at Sea

Highly Commended

'Hardy's Tender' Mary Gibbs, NWA (p.32)

'The Perfect View' Florence Meganck, NL (p.49)

3rd 'Lonely Moorings' Alison Cable, EC (p.9)

2nd 'Balancing on the bowsprit'
Barbara Runnalls, Solent (p.2)

1st 'Slack Nav.' Rory Howlett, East Coast (left)

Young Photographer

Highly Commended

'Heading for Home' Haydn Lipsett, Solent (p.36)

First Prize

'Waiting to Kedge' Fyn Mitchell, Solent (p.31)

Mike Peyton: 1921 – 2017

Mike did not show too much emotion, but seeing you all here to commemorate his life he would have been as proud as punch. Having a cup of tea with Kath I asked if, during her nearly seventy years of knowing Mike, was he ever given to show emotion. Kath said no, never, save when ‘Touchstone’ reached over seven knots under sail, when he was ecstatic.

The same morning whilst shopping in the local supermarket I met a very old sailing friend and told him of Mike’s passing. He did not know Mike very well but gave his condolences with the parting comment, “Mike Peyton, yes, he WAS the East Coast.”

When asked to do part of the eulogy for Mike I felt very humble and honoured. Mike is one of the most astonishing adventurers through life. I can truly say he is one of the most interesting people I have ever met, and this of course includes Kath who has been his loving soul-mate throughout. And one important point you must remember is that Mike for many years was a man of very little means, yet he still managed marvellous and successful adventures. The moral here is that you don’t have to be wealthy to travel the world and reach your dreams.

Mike was born in 1921 in the small coal mining of Houghton-le-Spring just south of Sunderland. His father worked down the mines, even though he had a gammy leg after being wounded in Flanders in WW1. Money was tight and when Mike was very young in his pram Thomas his elder step-brother, would push him along the farmers’ lanes picking up dropped turnips, potatoes and onions and hiding them underneath Mike and his blankets.

Miners’ wages were being cut to the bone and Mike’s father decided to decamp south to Manchester, to the mill town of Radcliffe where Mike then grew up. He went to the local Catholic school where one day his class was asked to draw the owl and the pussy cat. Mike’s drawing was so good he was accused of cheating, but his mother soon put a stop to his punishment. At that early age he had a talent for drawing.

When Mike left school he worked as a labourer, saved enough money to buy an old bicycle, joined a cycle club and fell in love with the open road. Most weekends they did a hundred miles plus, and slept out in barns and hostels.



He had an uncle called John who was in the Northumberland Fusiliers and had many tales of travel and adventure with which to regale his nephew. He talked a lot of London, so Mike sold his bike and promptly hitch-hiked to London. He was arrested by the police at Hammersmith. Being a youngster from the North with the name of Mick he had to convince them he had no dealings with the IRA and he was released. He returned home but took to roaming the moors alone and sleeping out at night.

When war was declared he tried to join the navy but was failed by poor eyesight. So at the age of nineteen he enlisted into the Northumberland Fusiliers, the family regiment, and after training was shipped out to North Africa to join the war against Rommel. Here his skills were recognised and he was taken on to an intelligence division, drawing maps for the CO, until in a battle in which they ran out of ammunition and fell asleep over their guns he was taken prisoner and dispatched to Germany. Once a prisoner he worked out the best way to escape --- generally when the British planes came over and their guards all tumbled in the nearest ditch --- he just kept running. He was recaptured twice but the third time managed to get away properly with his close friend Bomber, and together they made their

way eastward towards the approaching Russian army which took them into its ranks. When they found out that the war was over, they appropriated a German troop transporter and drove to the safety of the American lines.

When he was demobbed he applied for a grant to study at Manchester Art School, and here he met his wife to be, a girl of seventeen hopelessly adrift amongst the influx of exhausted soldiers, sailors and airmen who were trying to come to terms with civilian life. One day he met Kath in the museum where for homework they had to produce drawings of influential textile designs through the ages. Kath did a very ornate French brocade and got A plus and Mike did the polka dot and got B minus. They became friendly through Kath finding out that Mike spent all his spare time walking over the moors with excursions in the holidays to Scotland and Skye and Wales and later the Alps and Norway. Having lately moved North with her family from London Kath was already entranced by the surroundings moors;

her new house had a view of Kinder Scout from her bedroom window. She started walking alone over the moors every weekend, and when Mick (as he was called then) was pointed out to her as some one who did the same thing, the life-long friendship started.

Mike was not a wow with Kath’s mother who was hoping for a doctor or a bank manager for a son-in-law, but when Kath reached twenty-one she stole her birth certificate from her mother’s desk and raced down to London where Mike was now studying, and they got married in Russell Square registrar’s office with two witnesses off the street to make it legal. The following day they set off for their honeymoon in Mike’s proud possession, a double-seater canoe, into the Medway and heading south towards the Mediterranean. The first night they slept out on the seawall with the lights of Chatham winking at them from across the river. They left the canoe where the water ran out and hitch hiked to Paris and then to the Mediterranean and Italy, sleeping out wherever they could find. They arrived home just in time for



Mike Peyton cont.

Christmas where they got jobs with the Post Office and Woolworths and they lived with Mike's parents for a year while Kath went back to the art school for a year to get her degree. She then got a job teaching in Northampton and Mike started seriously to get his freelance career under way. In three years time he had cracked it and - of course! - had to cart Kath off to Canada to canoe through the backwoods of Ontario and climb in the Rockies, a fantastic year before 'settling down'. Kath wanted to settle down and have a baby but Mike didn't, so after they had bought a barely habitable wreck of a cottage for £700 and Mike had bought a boat for £400, they managed to both do their own thing, Kath having the baby and Mike learning how to sail (the hard way: he ran out of the Crouch before the wind and landed up in Mersea a few hours later, but it took him three weeks to get home). Mike thought sailing would take the place of walking in mountains (they had to live near London for his work) but Kath never came to terms with it as Mike did. Later they were compulsorily purchased out of their dear cottage in South Woodham to make way for the new town, but were very fortunate in finding their present home in North Fambridge where they have lived ever since.

Mike was a founding member of the Old Gaffers Association and took part in their first race to Harwich, when five boats finished in the small hours of the next day, leaving the 40 places for dinner in the Pier Hotel unattended. Kath remembers being sick off the Naze. Mike learned to be an excellent sailor and navigator, (before the days of GPS) and although he sailed to Spain and the Mediterranean and to the Baltic he never thought anywhere touched the Essex coast for interest.

He became the top yachting cartoonist in the world (the only one, so easy to be top) and found most of his humour through chartering his boat just about full-time. His charterers always came back, because he sailed them non-stop and let them make all their own mistakes, hardly ever taking the helm himself. He never shouted (even when his own wife put him aground on an ebbing tide on the way out for a weekend away). All grist for the cartoons. He published 20 books and was commissioned as

an illustrator by the New Scientist for many years, inveigling the whole editorship of the magazine into sailing so that sometimes if things hadn't gone right there would have been no publication that week. Kath kept on writing for he was away sailing most of the time and she had her own life with her horses: it was an entirely satisfactory way of life for both of them. No regrets.

Last year Mike organised his own wake as he didn't want to miss it, having enjoyed so much other people's. Robert Hill played the bagpipes, Mike's favourite lament which he always remembered being played at night after a battle in North Africa (it always haunted his memory) and a magnificent coffin (empty) was burnt on a huge bonfire. The coffin had once been the star of a Monty Python show. That was an evening to remember. At around the same time Mike was awarded the trophy for a lifetime achievement by the Yachting Journalists' Association at Trinity House, and received a standing ovation from all the great and the good of the sailing world: that was also a day to remember.

Mike and I, even when he was blind, had many adventures. He was always excellent company. I can still remember every story he told in the small cabin of my 19ft gaffer, Greensleeves, after supper. Early one morning sailing towards Harwich Brian Hammett asked over the VHF who was my crew. When I told him it was Mike he said obviously it's the blind leading the blind. We had the last laugh as we actually won the race which was the OGA Two Rivers Race. Mike's last sail was in my gaff Dragon. Mike was 95 and it was a short race in calm conditions. We all enjoyed that afternoon immensely and had tea back at Rookery Cottage.

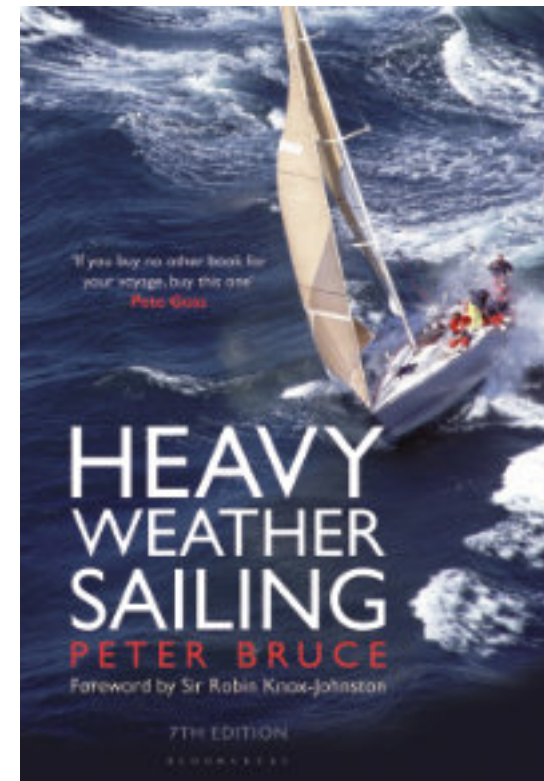
And to finish, Mike actually wrote his own obituary, a poem which was published in the Gaffers Log of September 2015. It ended with his entrance to the harbour of heaven as the lock gates opened and he came to lie alongside all his old sailing pals and friends who had made the trip earlier.

Mike, may you lie to a peaceful anchor.

Mike's passing has left a very large void in my life. Men like Mike you feel will live forever.

In deepest sympathy, from Roy Hart and all his friends along the river bank.

Book Review



'Heavy Weather Sailing' 7th Edition: July 2016
Hardback or eBook 320 pages
Colour photos and diagrams throughout
Adlard Coles, Bloomsbury Publishing

Our reviewer recently participated in the Atlantic Rally for Cruisers in a modern yacht, having previously sailed a traditionally built gaff cutter down to the Canary Isles. Musing on the book's contention that little has been learned from the 1979 Fastnet disaster, he wonders 'Will it take a major storm in the ARC to make the industry think again?'

When Adlard Coles wrote 'Heavy Weather Sailing' in 1967 I doubt he expected it to become the definitive work on the topic, nor that it would remain in print, through several editions and with the help of Peter Bruce, for 50 years.

Since the 1960s yacht ownership has grown rapidly and services and facilities that support yachting have grown to match. With the advent of new materials yachts can be made lighter and stronger and advances in communications mean no-one need ever be out of touch. Harbour and marina developments mean that, at least in our waters, many parts of the coastline have safe havens where none existed before and RNLI and independent lifeboats use modern technology to reach casualties at sea faster than ever. Yachting is not a dangerous pastime.

However, wind and wave are potentially as dangerous as ever and it behoves us all to face the fact that one day our ability to cope

may make the difference between life and death. This is why we should all study this book.

Peter Bruce, author of many practical sailing books and a hugely experienced racing and cruising sailor, took charge of the book at the fourth edition and the latest, just published, is the seventh. Adlard Coles' original drew strongly from the author's experiences, as well as those of others, and Bruce's book takes a similar approach.

The first section gives expert advice on yacht design, construction and seaworthiness, meteorology and the behaviour of waves. Preparation of boat and crew does not neglect seasickness and aspects of staying at sea or seeking shelter are considered. The first part of the book concludes with heavy weather tactics for RIBs, powerboats and multihulls as well as monohulls. For this section alone, copiously illustrated with photographs and graphics, it is worth buying this book.

The icing on the cake is the second section, which includes many accounts of heavy weather written by experienced sailors. They describe conditions all of us would choose to avoid, but as so often happens at sea there is no possibility of getting off - one just has to cope. The clarity and objectivity of the writing is remarkable as is the courage and resourcefulness of the writers. Each account is followed by the author's comments, which draw out the pertinent points for the reader to consider. What is abundantly clear is that those who coped best knew their boats well and prepared them and their crews with care.

In Adlard Coles' time, yachts were predominantly heavy displacement and long keeled and would heave-to well. In extremis they could run under bare poles or lie a-hull and take the punishment. Lighter displacement and shorter keels mean that many modern boats handle quite differently and heaving-to or running may not be the best option. Sailing to windward under flat-cut storm jib or trysail is a possibility rarely considered in earlier days.

Sadly, Bruce concludes that many lessons from the disastrous 1979 Fastnet Race, in which some boats more suited to racing around the cans were found inadequate in a storm which saw 18 fatalities, have not been learned. Some modern yachts may be found wanting not only in areas of stability and hull integrity, but also with dangerous positioning of mainsheets and accommodation more suitable for cruising in sheltered waters than open ocean passages.

Even if you have an earlier copy of this book in your library, you would do well to acquire this latest edition. Modern gaffers have evolved in the same way as other yachts and even owners of defiantly traditional boats will find many new ideas to aid survival in heavy weather.

Dick Dawson, Elder Gaffer, Solent Area

Peter Bruce

Peter Bruce, sailor and author, has represented Britain seven times, cruised to Newfoundland and the Scottish and Irish coasts, sailed to the Netherlands and through the Canal du Midi to the Mediterranean, visiting Malta and the Turkish coast. Find out more about his cruising experiences and extracts from his writing online: www.peter-bruce.com

Twocrewing opportunities . . .

A Viking Cruise

Overseas OGA member, Luc le Carlier invites members to join him on 'Nelly Mathilde' for her maiden cruise following a six year renovation: www.nelly-mathilde.fr

The old gaffer 'Nelly Mathilde' is urgently in need of blue water. Owner/skipper, Luc Carlier, is planning a five month maiden voyage for 2017 following a very general outline. The aim and conception of this Viking Cruise are to keep away from any competition but to enjoy sailing with as many stopovers as needed. This will enable easy changes of crew and visits to charming, interesting and typical spots. Departing from her mooring in Argeles-Sur-Mer (south of France, Mediterranean) in mid-May, the plan is to head to the North Sea via Gibraltar, then to the Baltic Sea via the Kiel Canal and up to the East Coast of Sweden. Transit via the Göta Canal to the West Coast, Göteborg. From there via the Skagerak back return to the North Sea and sail the coast of Scotland. Cross Scotland via the Caledonian Canal to the Irish Sea and return to the Mediterranean via Madeira.



Luc is now looking for experienced and motivated crew members. Those who are interested to join him for one or more legs should contact Luc by email: luclecarlier@free.fr

Luc Carlier, Overseas member



Photo competition 'Sailing Gaffers' Highly Commended
'Brothers in Arms' Bob Aylott, Solent Area

Judges' comments: 'Myfanway', 1897, caught mid tack in light airs, Rob and John Mason in mirror image ducking under the boom give a gentle symmetry to a timeless scene.'

and a mooring!

Vic and Edna's odyssey

Vic Love, South West OGA member, is offering his mooring on the Yealm, and/or the chance to join him in his passage to the Mediterranean. Read on for details.

Having almost reached the age of 66 and in the position now to be able to reduce my working time I have finally given myself permission to take the summer off to indulge myself in what I have dubbed my Odyssey. So in May this year I am planning to take 'Edna', my little Gaff Cutter (Golant Gaffer 18'9") from Salcombe to the Mediterranean.

I have been sailing 'Edna' for just four years, firstly from Weir Quay on the Tamar and for the last two years from the beautiful river Yealm. So far my cruising has only been as far as Brixham in the East and the Helford river in the West. I have managed a few Classic Boat Rallies (Brixham, Falmouth & Plymouth) always hopelessly behind in the racing but immensely proud (and very surprised) to be awarded second prize in the Concours d'Elegance at Brixham! Although quite new to it all and in a very modest little boat I have always been made very welcome by the classic boaters.

Having looked at the options I have decided to cross the Channel from Salcombe to Guernsey which I am hoping to achieve mainly in the daylight with perhaps a start a few hours before dawn. Then Jersey and St. Malo. From here I plan to cut off the Pig's nose of Brittany so up the Rance to Dinan. Here step the mast and motor down the Ille et Rance Canal to the Villaine River and Arzal. Mast up to sail down the Atlantic coast in day hops via St. Nazaire, La Rochelle. Mast down again at Royan. Then up the Gironde to Bordeaux, the river Garonne to meet the Canal Lateral a la Garonne and join the Canal du Midi at Toulouse. Then downhill to the Med. via vineyards, patisseries and sunshine.

With a draft of just 2' 9" I hope 'Edna' will be suited to the French canals. I know life will be very cramped in her tiny cabin but I think I'll be fine. I have made a support to hold the mast at boom height and will hopefully be able to rig the cockpit tent to give a little extra room if it rains or I need

to keep out of the sun. Extra fenders and a nice big bow fender should hopefully protect the hull from the abuse in the locks and canal banks.

I'm hoping to have company for most of the way to help with locks etc. Plans for sailing for a few weeks in the Med. are still pretty vague. I'm thinking of turning left and heading to Marseilles, maybe Cassis. Hopefully I will find somewhere to leave 'Edna' over winter and spend a few more weeks in Spring 2018 in the Med. before retracing my steps (or I could trailer her home).

So if anyone is interested in the most beautiful mooring on the river Yealm for 2017, and maybe 2018 or if you fancy a few days crewing, please do get in touch with me as soon as possible.

viclove777@gmail.com

Vic Love, South West Area





OGA Youth Fund

Youth Fund update

Patrick Vyvan-Robinson (BCA member and newly co-opted to the GMC) has agreed to take on leadership of the Youth Fund. The new OGA President, Alistair Randall, has stated his firm intention not to let the Fund wither on the vine and Patrick will be injecting new life into the project. He will be canvassing opinion around the Association and putting together a strategy for fund-raising as well as for making grants to youth events.

Experiences on the smack sailing day: East Coast OGARace, 2016

The Essex smack, 'Sallie' featured on the front cover of the December issue of Gaffers Log, crewed by members of West Mersea Sea Scouts and Richard Titchener from SeaChange Sailing Trust. We have received three reports from young crew members during the East Coast Race, July 2016.

On Saturday 30 July, having just completed Mersea cadet week, I got up early and my parents and Buster the dog got me to East Mersea point where I met up with other Sea Scout members. It was chilly and a little misty but soon heard the sound of oars rowing towards us. A small dingy took us and our day kits to the beautiful smack. I was very excited as my great grandad used to work on the barges and smacks all through the war ferrying ammunition from Scotland to London. When we boarded the Smack we were taken to the Galley and told what was going to happen and what we needed to do to stay safe, join in and enjoy the experience also have a cup of tea. Tea was an important part

of the whole day. The kettle was always on!! I had a go at lots of different things on the smack. Unfortunately there was no wind to start with so we didn't make a lot of progress but all the other smacks were at a stand still also. We had to wait for a big horn and then we were in a race against lots of other smacks of all different sizes. Later on in the day the wind got up and we made good progress and I think we came in second or third in the race. It was so much fun and I would love to do this again.

Joe Ward

It was fun and exciting to be in the race, it was 15 miles then got chopped down to 9 miles. I got to helm which was so cool. I was nervous to start but was glad I went as I would have missed out on a great opportunity. I will remember this when I have a chance to do other things and it will remind me to have a go.

Grace Phillips-Pearce

When the opportunity came up to sail on the Sallie I jumped at the chance because of the long history of the boat. It was a unique experience to race on a smack. The guys on board were very friendly and had a lot of knowledge to pass on, they soon put us at ease and put us to work! Racing as part of a team helped us all to work together to reach our goal. I would highly recommend to the other sea scouts and young leaders to take part in this sailing if it is organised again, and would look forward to going again myself if I could!

Harrison Phillips Pearce

West Mersea Sea Scouts aboard Essex smack 'Sallie': www.oga.org.uk/boat/sallie

Richard Titchener, SeaChange Sailing Trust, 2nd from right, Joe Ward 2nd from left, Harrison left of Richard, and his sister Grace next to him.



My first overnight sail: August, 2016

Helene made her first overnight sail on 'Grace' last summer, making passage from Audierne to Belle Isle with skipper Barry Healas. The experience prompted her to submit this poem and photographs for the Gaffers Log. Your Editor looks forward to receiving more sailing reports from Members for the next issue!

We set off on a rising tide, leaving Audierne, I am excited at first, anticipating my first night ahead at sea, there are hours before sunset and soon the intensity of being cut off from land or soil is overwhelming.

I feel panic stirring in me at the thought of the depths below,
When new friends arrive, dolphins,
rolling, diving, nosing the bow, teasing, by
disappearing and reappearing, so that I am
constantly checking the sea for a little splash,
a sign they wanted our company.

I so long for theirs, they felt like a living anchor.

Gradually the clouds part and the crepuscular rays blurred by sea-mist, spread out like a fan, like angular spectres leaning in to whisper to each other, hatching a plan for the night.

I start to become used to the pillowing,
billowing waves, and prepare my camera to
catch the sun warming,
the shapely curves of the cumulus underbelly
as it sinks, while vivid scenes pass across the horizon.

My notebook is fetched and I start a poem,
about three little witches with pointy noses,
riding on a long purple broomstick; wearing
jagged hats and long dresses;
a bird's head and bill, like a swan, staring
down, with an eye rolling for a long time, its
body coming and going in clouds.

I look at the depth sounder, nothing registers,
the sea-bed is too deep below.

I go down to the the saloon to check the
navigation chart.

No need for sail on the still mill-pond, but down here
the engine is noisy, grinding and groaning. The deep hull is
curling and swirling black water, but I imagine the pulling of
chains, scraping jagged rocks, fathoms of water over wrecks.

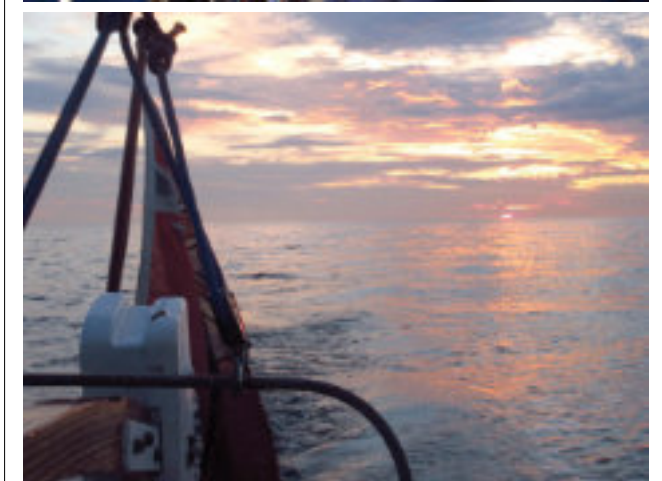
I must believe we are safe, forging our way towards Belle Isle.

Hurrying back up on deck, I find
the almost-full moon is just up. The light is eerie on the dark
sea mass, unreal but beautiful.

I feel as though I'm inside a painting.

Then there's a sudden flash and splash close by:
the dolphins have returned, leaping, joyous, gleaming,
streaming, playing and following, running the prow,
chuckling below.

Helene Shovlar, Solent Area





Reflections on the Swale Match:

Roy Hart, longstanding member of the East Coast OGA, reflects on the annual Swale Match, usually held on the second week in August, but this year at the end of July. All boats are welcome and there are no handicaps. This article was first published in Eastcoaster, March 2017.

I find it very hard to relax and meander in life as there is always a project under way, mainly business, local politics and prosecutions. Time is precious but the Swale and Harty Ferry bring back many fond memories over the last 50 years; wonderful sunsets, parties, great races, walking into Faversham with pushchairs and three young children, out and back in the pouring rain.

Usually the second week of August, in many of the trips to the Kentish shores for the match, I would leave Burnham-on-Crouch around 6pm on Wednesday, anchoring in Yokefleet, the first inlet to port up the River Roach, and go through the Havengore Bridge early on the Thursday morning. I would sneak across Maplin Sands with an inch of water under the keel, and, if making good time, cut across Leysdown Flats to enter the River Swale NE of Sheilness anchoring in the drying channel off Harty. No phone noise, only Radio 4. Nothing to do except sleep, swim, scrub off, fish and that wonderful feeling of the clean Kentish sand and clean estuary water running through one's toes, a pleasure which cannot be bought. In the evenings, around 7pm, a few pints in The Ferry and a good meal followed by a peaceful night's sleep in my bunk.

Friday. I love watching old friends coming in on the tide, usually with a good afternoon breeze. 6pm. Sailing up to the Shipwrights Arms and the boatyard for the race briefing, another couple of Shepherds & Neams and a meal.

The start Saturday morning. It's always neap tides, ebb out and flood back. The match normally starts quite early with lightish fair wind to the Spaniard and the wind picks up to Herne Bay and Whitstable Street buoy, then quite often it's a full romp back up the Swale to the finish. This is the time for photos of smacks, bawleys and Thames barges with great bones in their teeth. Taut weather rigging and clouds of billowing canvas. Also, joy of joys, steam tugs and Vic's belching clouds of black smoke, parades of Dutch barges and working vessels, sometimes a very large gentleman's yacht called 'Lilian' complete with a butler serving tea on the half deck. What wonderful days!

After a relaxing hour or two after the race, it's the Pilgrimage to the Prizegiving in the Tester's Family boatyard with hog roast, oyster stalls, beer tent, 7-piece band and prizegiving traditions. I well remember one year the landlord of the Shipwrights Arms smiled, but this was only unreliable folklore.

From around 5.30-8.30pm a wonderful atmosphere hangs as an aura over the whole evening. It's the only time I meet with friends going back over a lifetime of sailing and then it comes all comes to an end, like someone switching off a light. The tide starts to ebb. We all make out of Oar Creek to our moorings in the Swale, and then it's time for the bottle of port, reflections of the day with friends, riding lights and laughter until late, especially over your rivals or our own misfortunes. The breeze stops and the last look out of the hatch before we turn in is likened to a night scene of a Christmas card. Next morning, very early at first light, clank! clank! as the barges weigh and anchor in the stillness of the morn, or a large smack with elm staves leaves around the wooden anchor winch.

why not join us this year, 29 July?

If I'm in my Memory 19' 'Greensleeves', drawing only 1' 6", I too leave at first light to cut across the estuary leaving Ham Gap to port over the sands, on course for Havengore and Burnham-on-Crouch for breakfast. Draft boats like my gaffrig 'Dragon' take the ebb to the Whitaker Beacon, hopefully catching the first of the flood up the Crouch to arrive in time for lunch.

What makes the Swale Match such a success? Well several things. First it's location and secondly Lena Reekie and all the helpers, the committee, the wonderful free magazine with great sea stories and last year's match results including a handmade beer mug for each boat. It's extremely good value for the two days of total enjoyment at only £15.00 including rescue boats, buoyage etc. Last year's numbers were well up with 12 Thames barges and around 50 others. A traditional gathering of all type of boats, some very large, and some very small.

The smaller craft such as barge boats and Tideways have their own races in a more sheltered part of the Swale. It's two days of total enjoyment with a number of classes even for motor barges.

The big difference is there are no handicaps at all. The first boat home wins! There's no dissent over this whatsoever, in fact it's a breath of fresh air. We all try to beat the boat which beat us last year or over many years. Unfortunately, having been a race officer, I

found there is more bad feeling within some clubs over handicaps than over any other subject. In fact, sometimes, it's a race officer's nightmare. Long may the Swale Match, a step back in time, last for generations to come. A sincere fair wind to you all.

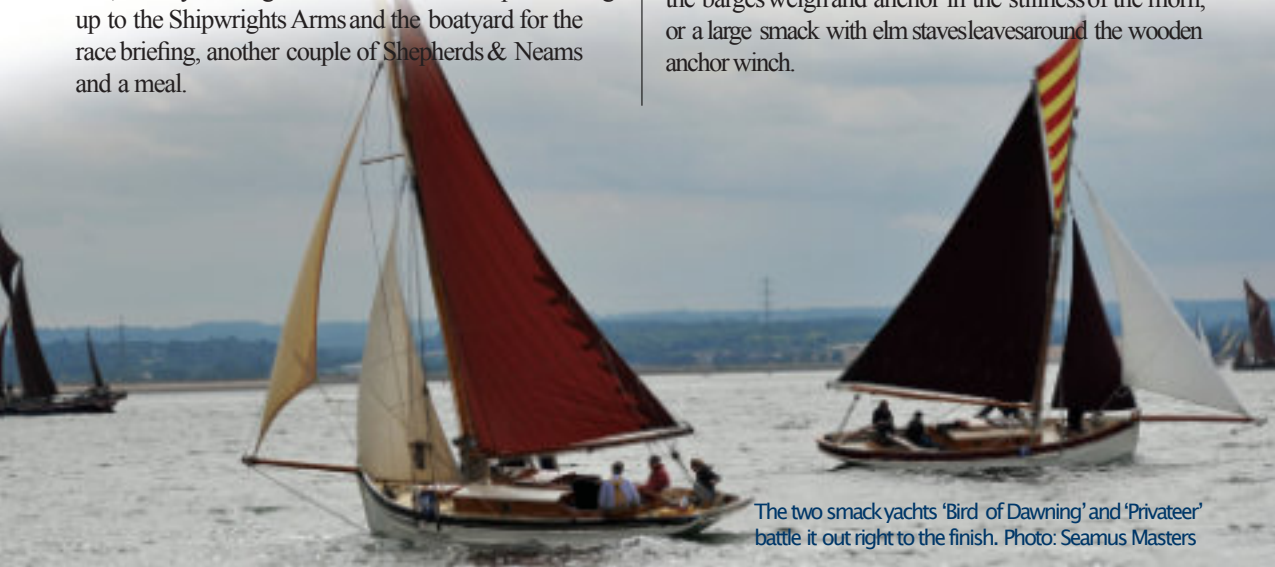
Roy Hart, East Coast OGA, 'Greensleeves' of Battlesbridge

Swale Match: 29 July, 2017

This year's Swale Smack & Sailing Barge Match will be held on 29 July. Of course, not everything is always in a name and OGA members should remember that we have three classes for gaffers: open, under 25' and over 25'. The competition is hotting up as more attend each year. It's an early tide so the start for gaffers will be around 8am.

Last year's Match was a great success, helped by the most benign conditions and more than 60 entries, and a great day was had by all, both on the water and afterwards at Hollowshore for the prizegiving and partying.

We look forward to welcoming you this summer. Keep up to date at our website: www.kentishsail.org or contact our Match Secretary, Lena Reekie. +44 (0)7968 058 398 | lenareekie@talktalk.net



The two smack yachts 'Bird of Dawning' and 'Privateer' battle it out right to the finish. Photo: Seamus Masters



The Whitstable smack 'Emeline' F14 aims to cross the bow of 'Centaur' at last year's Match. Photo: Seamus Masters

The East Coast smacks boat

I was still at school when my mother took me to Maldon to look at the barges on the quay. My mother was mad keen on barges and would have bought us one to live on if she could have persuaded my reluctant father. We looked in to the tumble-down shed and I gawped at the wooden barge boat taking shape within. The elderly gentleman working on the boat invited us in. I can remember his reply when I told him I intended to become a boatbuilder, "It's a satisfying job, but you'll never make a fortune!" He was right.

That was the only time I met Alf Last, builder of the wooden dinghy that the smacks boat mould was taken from. Soon after I met Alf he retired. Cooks Barge Yard took moulds from the 12' smacks boat and the 14' barge boat to enable them to continue to offer customers Alf's dinghies.

Fast forward 15 years. Looking for a replacement for my wonderful but leaky Alf Last wooden tender, I found a second hand smacks boat shell. Fitted out, it became a fantastic tender, relatively light, stable and a good sea boat. I rigged her with a simple unstayed single lugsail and enjoyed sailing her almost as much as our smack.

Five years passed and I kept getting enquiries. Where is the dinghy from? I was fortunate to acquire the mould from Ron Hall. At first people wanted smacks boats as tenders but over the years the smack's boat became a stand-alone sailing dinghy. Some sailors even give up their larger boats in favour of the smacks boat.

The East Coast OGA is the stronghold of the smacks boat. Up to a dozen will turn up for events, and in recent years they can be found as far away as Cornwall. My slightly larger 14' barge boat is rigged with a jib on a short bumkin. An excellent sailing boat and a true 'East Coaster'.

My latest dinghy project is a light two person rowing skiff based on the famous Whitehall skiffs of New York waterfront. There is some discussion about their origins

and some people think the design originates closer to home on the tidal Thames in the 18th century. In September I completed the Great River Race from Millwall to Ham House near Richmond, in a team of four, covering a distance of 21.5 miles raising money for the Thames Sailing Barge Trust. As one of the smallest boats in the race we were pleased with our time of just under 3 1/2 hours, especially as we were in the over 60 veterans class!

Brian Kennell, East Coast Area



A Crazy Race on the East Coast

George Hutley came up with a great idea for an interesting alternative to the usual racing around the cans during the East Coast August Cruise, 2016. It proved to be very popular.

There was an informal briefing in the bar, with a chance to jot down the rules and courses. The basic rule was to visit each buoy once and return within three and a half hours. Rather than rounding the buoys, the boat scores points by 'bagging' the cans, all of which are assigned a value.

Skippers pored over charts for Harwich Harbour, studying tide tables, checking the weather forecast and mulling over how best to accrue the highest score within the time limit. Boats set off in their own time on their chosen course. Was it to be out into the bay, bagging Guard, Landguard and the top prize of Stone Banks, half way up the Orwell or down the Stour past Holbrook to no.5?

By mid-afternoon, it was clear some skippers were assessing the risks of penalty points . . . getting that last buoy for, say, 20 points, before returning to Shotley may only take you three minutes over, leaving 17 points to add to the total.

Out on the water, were we doing well, compared with other boats in the fleet? There was no way to tell, which added to all the fun of the race. The three winning boats successfully risked accruing penalty points, and represent the range of vessels, skippers and crews in the East Coast fleet:

- 1st: Smack 'Ellen', built 1900 (197 points)
- 2nd: Modern gaffer, 'Dirty Girty', see p.43 (187 points)
- 3rd: Gaff cutter, 'Kestrel', built 1879 (166 points)

Ten more boats took part, and several others cruised the course. Visit the website for a full report and results.

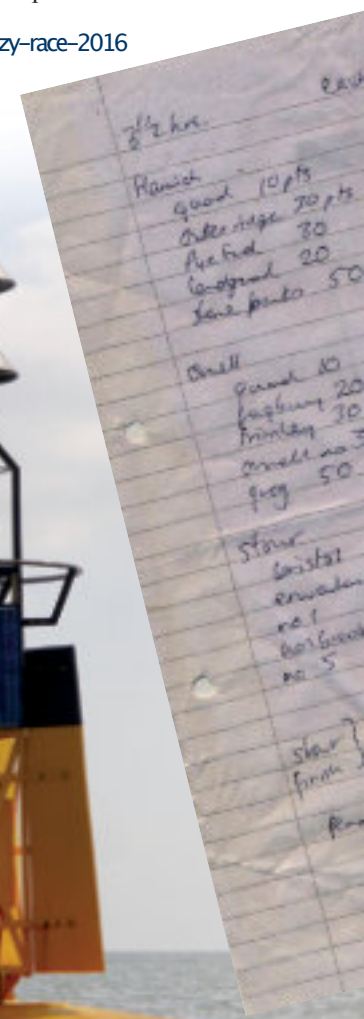
www.oga.org.uk/eastcoast/news/crazy-race-2016



Engineless oyster smack, 'Ethel Alice', built 1897, 4th place (160 points)



Single-hander, Colin, waves encouragement from 'Plum', Heard 23 built 1990





Irish Sea Notices:

Dublin Bay OGA: Invitation to Dún Laoghaire

Dublin Bay Area OGA is very happy to announce its participation in, and support for, two very notable events taking place in Dún Laoghaire Harbour and which will be separated by just the one year.

In July 2017 the Dún Laoghaire Harbour Company will celebrate its Bi-Centenary. The four Dún Laoghaire Yacht Clubs, as part of their bi-annual Volvo Dun Laoghaire Regatta (VDLR), are set to mark the success of the Harbour and will host a series of racing and special events, including a special 'Classics' Programme over four days 6 - 9 July, 2017.

In October, 2018 we will join friends in Holyhead to commemorate the sinking of the 'RMS Leinster'.

Volvo Dun Laoghaire Regatta: 6 - 9 July, 2017

To mark the bi-centenary of Dún Laoghaire Harbour the organising committee has included a dedicated 'Classics' Programme and has formally invited all Areas of the OGA to join them and participate in the Regatta. Dedicated berthing and special discounts will be provided for the OGA on marina pontoons accessible from the Carlisle Pier.

Having learned of the detailed plans for the VDLR, we highly recommend this most varied and interesting event.

We anticipate it will be a fantastic and memorable week and we are sure that an extremely warm welcome will be given by the folks at DL to all visitors. **A Chéad Mile Fáilte** (100,000 welcomes) particularly to our OGA friends and their boats who can make it across to join in the 'craic'. OGA Area Secretaries should already have received an official invitation from the VDLR Committee. The full programme is available on the website.

www.oga.org.uk/events/dun-laoghaire-2017

ADVANCE NOTICE 100 Years Anniversary of the Sinking of 'RMS Leinster' 10 October, 2018

In October 2018 DBOGA will be present in Dún Laoghaire as part of a simultaneous event with friends in Holyhead, at precisely 1000 hrs on 10 October, 2018 to mark the sinking 100 years ago, by U-Boat, of the 'RMS Leinster' on 10 October, 1918 with the loss of 501 lives.

Co-incidentally the Leinster departed Kingstown (Dún Laoghaire) Harbour on the fateful day from the same Carlisle Pier where OGA boats will be berthed during the VDLR this coming July.

David Owens, Dublin Bay Area Secretary

Ireland, Scotland, Wales & North West

North Wales and North West

Peel Traditional Boat Weekend: 4 - 6 August

Gaffers large and small are always most welcome at this great event on the Isle of Man.

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

Conwy River Festival week: 19 - 26 August

Enjoy a week with Nobby Gaffers and Classics racing! sailing@conwyriverfestival.org

Quay Day will be Saturday, 19 or 26 August. This great week is packed with sailing and entertainment, so put the date in your diary to join in the fun.

11th Traditional Sail Festival: 25 - 28 August

Similar format to previous years with fun and enjoyment both on and off the water. Holyhead Lifeboat will hold their open days over the same weekend. This is a weekend not to be missed, more details in the Summer issue of the Gaffers Log.

Sue Farrer, North Wales Area Secretary





Campbeltown Classics: 19 – 21 May

Campbeltown is a natural harbour on the Mull of Kintyre. It can be entered in most weather conditions and height of tide and is well lit at night. Campbeltown Loch is a large expanse of water with little tidal streams when in the loch. It is ideal for racing with several navigation buoys and race marks laid by the sailing club.

The marina was recently extended and updated and offers secure pontoon berthing and toilets and showers on shore. The town has all the facilities needed by visiting sailors and their boats including opportunity to enjoy the products of the local distilleries.

An entry fee for the event will include free berthing for Friday and Saturday nights and for boats arriving early or staying later there will be a discount on the published berthing rates.

Campbeltown Sailing Club is very welcoming to visiting sailors and has a number of visitor moorings. There are areas of the loch where vessels can anchor and it is possible to launch boats brought by road.

Entries are invited from all classic boats, sail or power, including those not members of the OGA. The event is part of the OGA Irish Sea Group which in future years will be organising similar events in other ports around the Irish Sea.

Programme

Friday 19 May: arrive in Campbeltown. Campbeltown Sailing Club will be open for an informal get together with bar and food available.

Saturday 20 May
Midday race and parade of sail in Campbeltown Loch.

1900 assemble at the Sailing Club for evening entertainment, food and drink and live music.

Sunday 21 May: farewells and depart for home port or to further explore the Clyde or 'Round the Mull' for further cruising on the West Coast of Scotland.

Neal Hill, Area Secretary, Scotland
+44 7702 279507 | scotsec@oga.org.uk
www.oga.org.uk/events/campbeltown-classics-2017

Portaferry Sails & Sounds: 22–25 June

We are faced with a difficulty with PSS 2017. Last year we welcomed almost 30 stunning yachts and traditional craft, we had beautiful classic motorboats, we had sunshine, we had zephyrs of wind and a weekend which for a first event was simply magnificent. In truth, we also had rain coming down in stair rods and half a gale, but THAT was on the Sunday and we got away with it!

The difficulty is how do we top PSS2016? It's a nice problem to solve! We had a hugely popular gala concert in the Portaferry Portico, Brian Kennedy no less, and alongside McPeake did not disappoint a sell out crowd. We had street entertainment, music in all the pubs especially Portaferry SC, our partners in running PSS. We had skiff racing and a lifeboat display, and by all accounts a great time was had by all of our participants.

So...? How do we top that? Bigger and better put simply! I hope we can encourage, cajole, bully, persuade and invite an even greater fleet of classic craft to attend our June 22 - 25 event. I hope those who attended 2016 will bring their sister ships and their friends. I hope that our plans to make what was a hugely successful concert even better by having an outdoor gig in the grounds of 'Exploris' the Portaferry Aquarium, and who doesn't like a summer evening listening to live music with a glass of Irish hospitality?

When you arrange two RNLI lifeboats to display at your event, where do you go with that? UP! Literally. We hope to have a full emergency services display with fire-engines, lifeboats, helicopters, the full

works, and everyone in touch with their inner 5-year old is going to want to see that! We hope to double the size of the fleet for the NIOGA Youth project too, plans include two topsail schooners, count 'em, TWO and we shall be taking local school kids out for a sailing experience they'll never forget!

Sailing will be even better, I hope we can dispose of the half a gale, stair rods rain and encourage some skiff racing in and amongst the classic fleet for racing and parading of sail on both Saturday and Sunday. We will get a chance to see Mr Adrian Spence's 'El Paradiso - the Love Boat' put through her paces with some wind, as in 2016 he could only manage 7 knots (without an engine, he swears it) in 2 knots of breeze, so in 10 knots, she should truly fly!

I have arranged 28 degrees Celsius and a nice force 3. We have learned from last year's mistakes, we will be delighted to welcome all comers to Portaferry in 2017. Please make the effort! We are but a stunning picturesque setting, with dramatic tides, the best cruising waters on the Irish Sea and a very pretty market town without your good selves and your beautiful boats. But we can promise you a great weekend, with more craic than you could shake a bloody great stick at!

www.portaferrysailsandsounds.co.uk
www.oldgaffers.com
www.facebook.com/Portaferrysailsandsounds
www.facebook.com/NorthernIrelandOldGaffersAssociation

Gary & Sheila Lyons, Northern Ireland Area



'Emerald' at Campbeltown
Photo: Gordon Gamman



Skiffie Race, Portaferry Sails & Sounds, 2016
Photo: Neil Ritchie



Solent & East Coast notices, 2017

Fitting Out Lunch: 29 April Are you east of Selsey Bill?

On 29 April, we invite members to join us for a Fitting Out Lunch in the Sussex YC at Shoreham. The venue was chosen to attract our 'East-Enders'. If you keep your boat east of Selsey Bill, we will stand you a drink. We aim to build support for an event in the area later in 2017.

www.oga.org.uk/solent/events/sussex-yacht-club-2017

Yarmouth Gaffers: 2 - 4 June

The full Yarmouth Old Gaffers Festival is on in 2017, with boats beginning to arrive on Thursday 1 June. We are pleased for our friends in Yarmouth that they have new sponsorship this year and can run the town side of the event with street market, exhibitions and live performance. The boats are organised by Solent Gaffers and there will be racing, music, dancing, eating and fun in the harbour.

If you have recently attended, or you are a member of Solent Gaffers, you will receive an email when registration opens in April.

www.oga.org.uk/solent/events/yarmouth-2017

Contact Marion Shirley, Area Secretary, if you would like to be put on our mailing list:

+44 (0)774 821 8444 | solsec@oga.org.uk

East Coast gaffers start the season early, on the first May Bank Holiday weekend. Do join us, visitors from other Areas are always made welcome. Full details for all our events are on the East Coast website: www.oga.org.uk/eastcoast/events

Tollesbury Rally: 29 April - 1 May

The East Coast Sailing season kicks off with the Tollesbury small boat rally on the weekend of the early May Bank holiday. Always fun!

Crouch Rally: 27 - 29 May

Convivial cruise to the Crouch with racing for those who wish and a jolly social gathering for all. Some interesting non-gaffer old boats to see too.

Battle of Chatham, Medway in flames: 8 - 17 June

The Dutch are well underway with registration of 200 or so vessels coming to the Medway for this historic event. Rik Janssen, OGA NL, is arranging the visit of a small fleet of Gaffers with visitor moorings for East Coast Gaffers to meet up.

Swallows and Amazons: 10 - 11 June

The famous Big Race for Small Boats, in the Walton Backwaters. Sheltered waters for small boats, but challenging tides, current and mud banks.

OGA East Coast Race: 15 July

The East Coast Race is the OGA's Premier event on the East Coast. We would really like to see you there!

Photo competition 'Sailing Gaffers' 1st Prize
'Good Morning Peggy' Bob Aylott, Solent Area
www.oga.org.uk/boat/peggy-bawn

Judges' comments: 'A striking study in wonderful side light showing sculpting in the sails. Perfect composition with the sky trails reflecting the triangulation of the sails and the boom lying on the horizon. High contrast in monochrome gives great atmosphere.'



Tollesbury Rally 2016

Photo: Tony Pickering, East Coast Area
Marine photography: www.tidewayimages.com



Photo competition 'Young Photographer' 1st Prize
'Waiting to Kedge' Fyn Mitchell, Solent Area

Judges' comments: 'An atmospheric scene but the dull light is a challenge to any photographer.'

'South by Southwest' Summer Cruise



Photo Competition 'Life at Sea' Highly Commended
'Hardy's Tender' Mary Gibbs, North Wales Area

Judges' comments: 'A lovely portrait of the unsung hero, forgotten until needed. No clutter but some 'levels' adjustment is needed to bring out the depth of colour.'



Whether you sail out of a port on the Irish Sea, Bristol Channel, Solent or anywhere along the South Coast, or indeed French or Dutch coasts, this cruise could be for you!

An OGArally for all: 22 July – 6 August, 2017

Little or large boats, trailer sailors or ocean cruisers! Join in whatever way you like, for one day or two weeks. The aim is to 'sail in company' to meet up with local OGA members in harbours along the way, stop off at the Plymouth Classics and then cruise onward to the magical Isles of Scilly... weather permitting! We will publish a 'guidance timetable' of harbours along the Devon and Cornish coast to help boats link up. Others coming in groups from the north may wish to do the same.

Interested?

We will keep members posted as plans develop. For now you can 'express interest' online to ensure you get emails with details of timetables and harbour events. Visit the OGA website:

www.oga.org.uk/events/ssw-summer-cruise-2017

Provisional cruising timetable

Solent and other South Coast skippers wanting to 'sail in company' will keep to a rough 'timetable' of key meet-up ports along way. Of course, weather will dictate things, but in outline the plan is:

Saturday 22 July: depart Yarmouth IOW

23 - 24 July: stop off in Weymouth

25 - 26 July: Dartmouth

28 - 30 July: Plymouth Classics

1 August: Falmouth

2 August: Newlyn

4 August: Isles of Scilly

Return trip in groups, by informal arrangements at the time.

Ben Collins, Solent Area

www.oga.org.uk/events/ssw-summer-cruise-2017

Calendar of Events: 2017

This Calendar lists events organised by the OGA and other organisations where OGAmembers' boats are made welcome. Details were confirmed late-February 2017. Contact Area organisers or visit the OGA website for up-to-date information. Please help organisers by registering for events as early as possible.

AREA	DATE	EVENT	LOCATION	MORE DETAILS
SW	01 April	Fitting out lunch & talk: 'Sailing the Tasman Sea' by Mike Garlick	RWYC, Plymouth	www.oga.org.uk/south-west/event/fitting-out-2017
NI	04 April	Talk: 'Silvery Light project' by Gerry Brennan	The Lightship, Ballydom, Co. Down	Peter Lyons gaffer.lyons@icloud.com
NWA	08 April	Boat Shed Party	Port Penrhyn	Sue Farrer nwasec@oga.org.uk
EC	15 April	EC Fitting out supper	Barge 'Victor' Ipswich Dock	Sue Lewis secretary@oga.org.uk
EC	29 April – 01 May	EC Gaffers vs. Tollesbury SB	Tollesbury SC	Alison Cable & Steve Meakin www.oga.org.uk/eastcoast/events
SOL	29 April	Solent Gaffers fitting out lunch	Sussex YC	Marion Shirley solsec@oga.org.uk
BCA	18 – 19 May	Cruise in Company: Cardiff – Portishead	Cardiff	Charlie Harris charlieandsueharris@hotmail.com
SCO	19 – 21 May	Campbeltown Classics	Campbeltown	Neal Hill: neal@naiad.scot
FRA/TS	22 – 28 May	Semaine du Golfe du Morbihan SB *	Golfe du Morbihan, Brittany	www.semainedugolfe.com keith.mosley@btinternet.com
NL	25 – 28 May	Havenfeesten Blankenberge *	Blankenberge	Peter Sabbe: peter@agence.be www.havenfeesten.be
BE	25 – 28 May	Oostende voor Anker *	Oostende	Hubert Rubbens: www.oostendevooranker.be
TS	26 – 28 May	Messing About in Boats SB	Lechlade	Mike Stevens mike.stevens.killay@talktalk.net
SCO	26 – 28 May	Anstruther Harbour Festival *	Anstruther	www.anstrutherharbourfestival.co.uk
EC	27 May	Brightlingsea Town Regatta & Boat Show *	Colne YC	www.brightlingseaboatshow.com
SW	27 – 28 May	Brixham Heritage Sailing Regatta *	Brixham	www.brixhamheritagesailing.org.uk
EC	27 – 29 May	Crouch Rally	Rivers Crouch & Roach	Trevor Rawlinson +44 (0)1621 783969
SCO/TS	27 May – 03 June	Sail Caledonia: The Scottish Raid *	Fort William to Inverness	www.sailcaledonia.org keith.mosley@btinternet.com
EC	28 May	Blessing the Waters, Brightlingsea *	Brightlingsea Hard	@BlessWatersBsea
SOL/TS	01 – 04 June	Yarmouth Old Gaffers Festival: YOGAFF SB	Yarmouth, Isle of Wight	Marion Shirley solsec@oga.org.uk
NE	02 – 04 June	Blyth Maritime Festival *	Blyth	Jim Bell: nwsec@oga.org.uk
TS	02 – 04 June	Beale Park Boat Show *	Pangbourne, Berkshire	Mike Stevens mike.stevens.killay@talktalk.net
DB	02 – 05 June	Dublin Bay Regatta/Riverfest	Poolbeg YBC	Dave Owens: dbsec@oga.org.uk
NW	02 – 05 June	Annual Nobby Race *	Liverpool	www.nobbyowners.co.uk
EC	03 June	Medway Smack and Barge Match *	River Medway	www.sailingbargeassociation.co.uk

SB indicates small boat activities are planned | * indicates the Organiser is not the OGA

AREA	DATE	EVENT	LOCATION	MORE DETAILS
TS	03 – 04 June	La Route du Sable Raid *	Rosnoe, Brittany	www.antreizh.fr/crbst_14.html keith.mosley@btinternet.com
EC/TS	08 – 17 June	Battle of Chatham Anniversary *	River Medway	www.oga.org.uk/events/battle-chatham-anniversary-2017
BCA	9 – 11 June	Cruise in Company: Tenby, Pembrokeshire	Tenby	Patrick Vyvan Robinson patrick@alltybrainfarm.co.uk
SOL	9 – 11 June	Lymington Regatta *	Lymington	www.lymyc.org.uk
EC	10 June	Rowhedge Regatta *	River Colne	nickybaker@aol.com
EC	10 – 11 June	Swallows & Amazons SB	Walton Backwaters	Clive Robertson: www.oga.org.uk/eastcoast/events
SW	16 – 18 June	Falmouth Classics *	Falmouth	www.falmouthclassics.org.uk
EC	17 June	Blackwater Smack & Barge Match *	River Blackwater	www.sailingbargeassociation.co.uk
SW	19 – 20 June	SWOGA Helford River Rally	Helford River SC/ Port Navas YC	Don Garman dj.garman@btinternet.com
NI	22 – 25 June	Portaferry Sails and Sounds	Portaferry	Gary Lyons info@oldgaffers.com
NW	23 – 25 June	International Mersey River Festival*	Liverpool	www.visitliverpool.com
SCO	24 – 25 June	Traditional Boat Festival, Portsoy *	Portsoy	www.stbfportsoy.com
BCA	30 June	Day Cruise: Up Channel	Cardiff Bay	Charlie Harris charlieandsueharris@hotmail.com
SW	30 Jun – 2 July	SW Start Bay Annual Race & Rally	Dartmouth	www.oga.org.uk/south-west/events/start-bay-rally-2017
EC	01 July	Pin Mill Barge Race *	River Orwell	www.sailingbargeassociation.co.uk
TS	01 July	OGA Norfolk Gathering SB	River Bure/Thurne, Norfolk	Keith Mosley keith.mosley@btinternet.com
SOL	01 July	Round the Island Race *	Cowes, Isle of Wight	www.roundtheisland.org.uk
DB	06 – 09 July	Volvo Dun Laoghaire Regatta *	Dun Laoghaire	Dave Owens: dbsec@oga.org.uk www.dlregatta.org/kingstown-200/
BCA	07 July	Day Cruise: Down Channel	Cardiff Bay	Charlie Harris charlieandsueharris@hotmail.com
SW	09 – 14 July	Classic Channel Regatta *		www.oga.org.uk/events/classic-channel-regatta-2017
SOL	14 – 16 July	Royal Solent Taittinger Regatta *	Yarmouth Isle of Wight	www.royalsolent.org
SCO	14 – 16 July	Tarbert Traditional Boat Weekend *	Tarbert	www.tarbertfestivals.co.uk
EC	15 July	Thames Smack & Barge Match *	River Thames	www.sailingbargeassociation.co.uk
EC	15 July	East Coast OGA Annual Race & Rally: SB	Brightlingsea River Colne	Julie Osborn/Keith Watson www.oga.org.uk/eastcoast/events
SW/BCA	16 July	Clovelly Maritime Festival	Clovelly	Chris Evans: mawenzi@aol.com

SB indicates small boat activities are planned | * indicates the Organiser is not the OGA

AREA	DATE	EVENT	LOCATION	MORE DETAILS
SOL	17 – 21 July	Cowes Classic Week *	Cowes, Isle of Wight	www.cowesclassicsweek.org.uk
TS	21 – 23 July	Rutland Water Rally SB	Rutland Water SC	Keith Mosley keith.mosley@btinternet.com
NW/NWA	21 July – 03 August	Irish Sea Sojourn	Ireland & Isle of Man	Kevin Goulding kevin@comberbach.com
SOL/SW	22 July – 06 August	South by South West OGACruise in Company	Solent to the Scillies	Ben Collins: www.oga.org.uk/events/ssw-summer-cruise-2017
NL	27 – 30 July	Dutch Classic Yacht Regatta *	Hellevoetsluis, Netherlands	www.dcy.nl
SW	28 – 31 July	Plymouth Classics *	Plymouth	www.plymouthclassics.co.uk
EC	29 July	Swale Match *	Swale, Harty	Leena Reekie: leenareekie@talktalk.net
EC	29 – 30 July	Southwold Rally SB	Southwold	Loma Hill: ecsec@oga.org.uk
SW	01 – 04 August	Fowey Classics *	Fowey	www.foweyclassics.com
TS	03 – 07 August	Clywedog Rally	Clywedog SC	Keith Mosley keith.mosley@btinternet.com
NW	04 – 06 August	Peel Traditional Boat weekend *	Peel, Isle of Man	www.peeltraditionalboat.org/
EC	05 August	Harwich Sea Festival *	Harwich	high.house@tiscali.co.uk
EC	05 August	Whitstable Harbour Match *	Whitstable	Leena Reekie leenareekie@talktalk.net
SW/TS	05 – 06 August	River Dart Rally SB	Dittisham SC	www.oga.org.uk/south-west/events/river-dart-rally-2017
NW/NWA	07 – 12 August	Irish Sea Sojourn	Solway Firth	Kevin Goulding kevin@comberbach.com
BCA	10 August	OGABCA Annual Race	Cardiff Bay	Charlie Harris charlieandsueharris@hotmail.com
SOL	11 – 13 August	Solent Gaffers Bembridge Rally	Bembridge	Tim Aspen taspden@virginmedia.com
EC	12 – 20 August	EC August Cruise SB	Ipswich Rivers Colne & Blackwater	Clare Thomas: www.oga.org.uk/eastcoast/events
NWA	20 – 27 August	Conwy River Festival *	Conwy	www.conwyriverfestival.org/
EC	20 – 25 August	Mersea Week WMYC *	West Mersea River Blackwater	www.merseaweek.org
NWA	25 – 28 August	Holyhead Traditional Sail Festival SB	Holyhead	Sue Farrer rwasec@oga.org.uk
SOL	25 – 27 August	Bursledon Regatta		www.bursledonregatta.co.uk
EC	26 August	West Mersea Town Regatta *	West Mersea River Blackwater	www.mersearegatta.org.uk
SW	26 – 27 August	Dartmouth Regatta *	Dartmouth	www.dartmouthregatta.co.uk
EC	26 August – 02 September	Burnham Week *	River Crouch	www.burnhamweek.org.uk
EC	27 August	Southend Smack & Barge Match *	River Thames	www.sailingbargeassociation.co.uk

SB indicates small boat activities are planned | * indicates the Organiser is not the OGA



Calendar of Events: 2017

AREA	DATE	EVENT	LOCATION	MORE DETAILS
SOL	01 – 03 Sept	Solent OGAA Annual Race & Rally	Cowes, Isle of Wight	Marion Shirley: solsec@oga.org.uk
EC	02 September	Colne Smack & Barge Match *	Brightlingsea	p.winter@winterandcomarine.com
EC	03 September	West Mersea Oyster Dredging Match *	River Blackwater	williambaker935@gmail.com
BCA	05 September	Day Cruise: Down Channel	Cardiff Bay	Charlie Harris charlieandsueharris@hotmail.com
TS	08 – 10 Sept	Ullswater Rally	Glenridding SC	Keith Mosley keith.mosley@btinternet.com
EC	09 – 10 Sept	Queenborough Harbour Classic Boat Event *	Queenborough Harbour	Mark Evans: operations@queenborough-harbour.co.uk
NL	13 – 17 Sept	Dorestad Raid SB *		www.natuurlijkvaren.nl/
SOL	15 – 24 Sept	Southampton Boat Show *		www.southamptonboatshow.com
EC	16 September	Pin Mill SC Regatta *	River Orwell	www.pmsc.org.uk
SW	16 September	Brixham Heritage Sailing Regatta *	Brixham	www.brixhamheritagesailing.org.uk
SOL	16 – 17 Sept	Hamble Classics *	Hamble	www.royal-southern.co.uk
TS	22 – 24 Sept	Messing about in boats	Lechlade	Mike Stevens mike.stevens.killay@talktalk.net
EC	23 September	Maldon Town Regatta *	Maldon	www.maldonregatta.co.uk
BCA	28 – 29 Sept	Annual Pilot Cutters Cock o' the Channel Race *	Barry	Charlie Harris charlieandsueharris@hotmail.com
SOL	30 September	Royal Solent Centenary Chase Pursuit Race [Gaffers invited] *	Yarmouth, Isle of Wight	www.royalsolent.org
EC	7 October	Tollesbury Regatta *	Tollesbury SC	kees.spitters@ntlworld.com
NWA	11 November	Area AGM & Dinner	Holyhead SC	Sue Farrer nwasec@oga.org.uk
SW	11 November	Laying up lunch and AGM	RWYC Plymouth	David Bewick: swsec@oga.org.uk

SB indicates small boat activities are planned | * indicates the Organiser is not the OGA



Photo competition 'Young Photographer' Highly Commended 'Heading for Home' Haydn Lipsett, Solent Area Judges' comments: 'Katrina in Haydn's first season of ownership. We hope to see more of her.'

Looking ahead OGA55 in 2018



OGA55 Anniversary Rally: 16 – 19 August, 2018

Calling all members! We are planning a celebration of our 55th Anniversary next year. This time all the same fun and games as we had at Cowes in 2013 but not based in a marina. It will be more like our usual gaffer events where we gather informally in scenic locations.

So, still the Isle of Wight, but this time up stream in the River Medina where the Folly Inn has offered us use of their many pontoons at a low rate. There will be room for as many as 200 boats. No electric or water but use of the facilities ashore, and for smaller boats and dinghies there will be facilities including bunk rooms at the UKSA near Cowes.

Areas will organise for their members to get to the Isle of Wight, with or without their boats, for Thursday 16 August. Some members will already be in the vicinity after either joining in a small gaffers

cruise or a Trailer Section Raid in the preceding days, or arriving early after cruising there from home ports. NB: There will be gaffers to sail even if you don't bring your own!

A provisional programme has been published on the website: www.oga.org.uk/events/oga55-2018 There is an 'expression of interest' form which we ask you to complete to give your Area an idea of how you might like to join in. It doesn't commit you, so please fill it in and submit.

OGA funds are to be made available for water taxis between the Folly Inn and pontoons and the UKSA, for running the racing and for subsidising places on chartered gaffers and accommodation at the UKSA.

Sue Lewis, OGASecretary

Provisional programme is geared to small boats and big boats. It includes:

A welcome party at the Folly Inn

A day of river sailing and 'fun activities' on the water there (with dinghies borrowed from UKSA for big boat crews)

A day of racing out in the Solent where small boat crews will be invited to sail on the bigger boats (and/or spectator boats)

Excursions to places of interest on the Isle of Wight

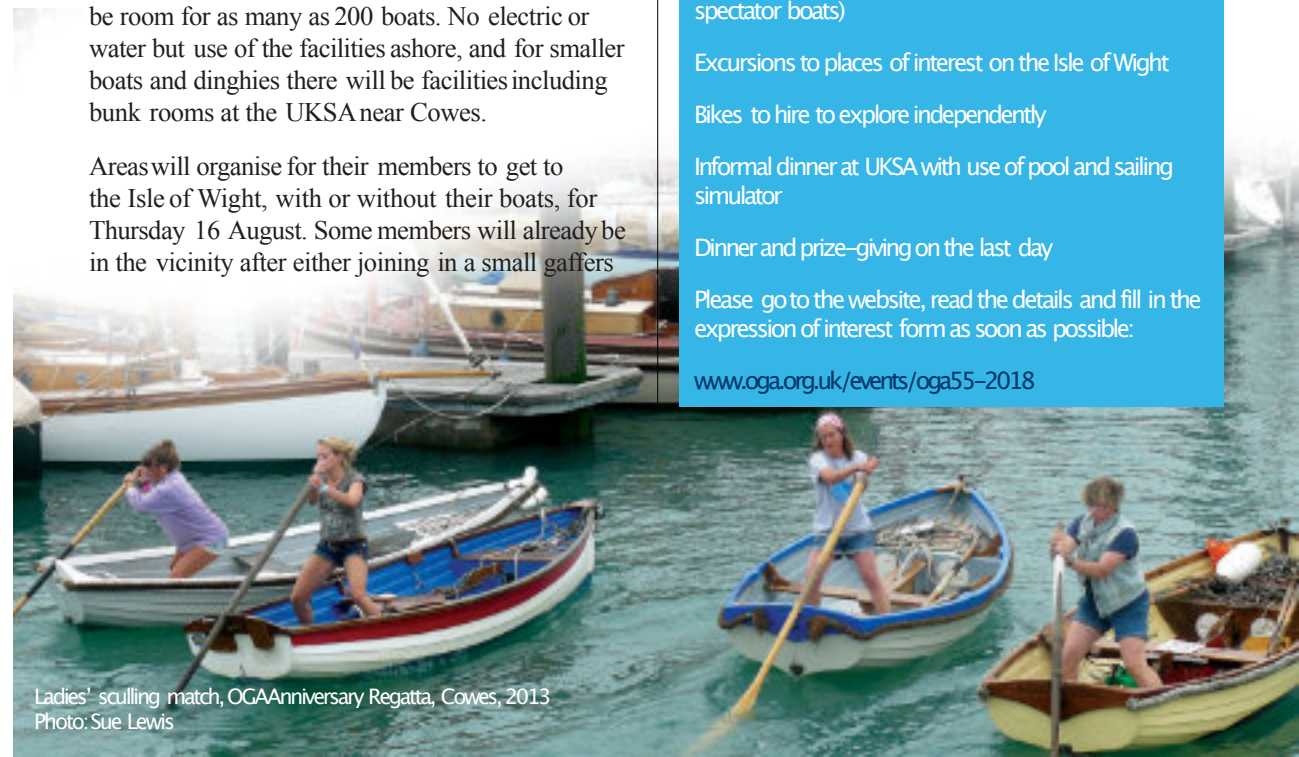
Bikes to hire to explore independently

Informal dinner at UKSA with use of pool and sailing simulator

Dinner and prize-giving on the last day

Please go to the website, read the details and fill in the expression of interest form as soon as possible:

www.oga.org.uk/events/oga55-2018



Ladies' sculling match, OGAA Anniversary Regatta, Cowes, 2013
Photo: Sue Lewis

Jury rigging at sea

This article by South West Area member Mike Forwood was first published in the SW OGA Newsletter, 'DogWatch'. It makes a fascinating read, and justifies the need to carry lots of spare kit when cruising in a gaffer. Since there were no photos from the actual event, Mike has 'mocked up' the solution for this issue.

I was prompted to write this article after I took 'Arriana' to the Scilly Isles over the August Bank Holiday, 2016. It was a glorious week and all seemed well until off the Wolf Rock in a flat calm sea when gently motoring there was an almighty bang and the boat shuddered, seemed momentarily to stop but then carried on. We looked aft, no pots in sight and the echo sounder showed 67 metres. I thought of a submerged container and quickly looked down below, but found no damage and no water. On deck I looked forward and saw a flaying wire and realised what had happened. The thimble in the forestay eye which connected to the top end of the bottle screw had shattered ripping through its wire loop. Fortunately I had set up the Wykeham Marten on the jib bar tight before we sailed using a handy billy. My mind was

racing away on how to fix this and it got me reminiscing.

I am pretty sure that us old gaffers carry more spare kit on board than most 'yachties' and it's a wise move too.

Can you imagine how the likes of Josuah Slocum, Robin Knox Johnston and the humble greengrocer Alec Rose with his 'Lively Lady' managed half way across the world when single handedly they were fixing things every other day. Up the rigging, over the side, upside down in the bilges their boats must have been part chandlers and an engineer's workshop!

Commercial ships of course have always carried emergency equipment. Tramp ships and tankers would carry bags of cement, damage boards, rolls of canvas and the like in case of leakage and angle iron, spare wire and chain for damage on deck. Hull repairs could be fixed using a canvas blanket dragged under the hull to keep the water out and then a wooden box made over the affected area between the frames for quick setting cement to be poured in. If a Lloyd's surveyor was not available then when another British ship came into port the Captain there would be invited on board and the two Captains and Chief Engineers agree the work and let Lloyd's know by telegram.

Back in the 1990s I was taking the 'Sir Winston Churchill' across the North Sea with a precious cargo, a crew of 50 youngsters on an adventure voyage, when the Chief Officer came to me with the news that he thought the chain locker was full with water and that the watertight hatch was under pressure. A quick inspection proved him right. We pumped out the locker and within an hour it was full again. Further inspection after it was emptied again showed a series of pin holes between the frames that even a little Dutch boy couldn't have stemmed.

We headed quickly for the nearest Norwegian port where we were met by the police who called in fire brigade, all of whom seemed to be divers and they confirmed our worst fears. We got ready to use an old sail to seal it. No, they said, give us a pound of butter and we will show you what we do around here. Ten minutes later they surfaced and announced that the leaks had been fixed and we could pour our cement into the wooden box we had made to go between the frames. The trick was, of course that the water was so cold in Norway that the butter immediately solidifies and seals off the leak. A quick call to the MCA and Lloyd's and they accepted my repair. Back in Leith the following week we went straight into dry dock for repairs to

both sides of the bow.

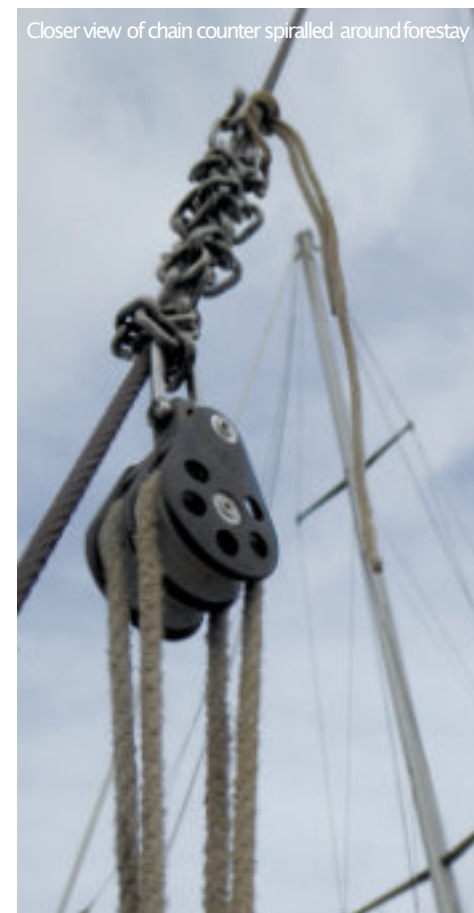
So back to my problem on 'Arriana'. I set about securing the forestay with a handy billy and a bit of rope as a patch up to get us into St Marys. Once at anchor I sought out a short length of stainless chain and taking the middle of it I spiralled one half round in one direction and the other half in the opposite trying at the top. Using a tackle I managed to bowse it down to the bottle screw. Then thinking about it further I found a length of 6mm wire with an eye at either end which I remembered was somewhere on board. So when in port I purchased some wire rope grips and then set up a semi permanent fix until I can order a new forestay this winter.

So gaffers bear that all in mind. For me I think I shall beef up the forestay. The Bretons have a term for this which I believe is something like, 'Lose your forestay, lose your ship, lose your life.'

Mike Forwood, South West Area



Jury rigged forestay as set up at Wolf Rock



Closer view of chain counter spiralled around forestay



Semi permanent fix using wire rope grips



Boat Register update

The next major job to be done on the OGA Boat Register is transferring our extensive paper records onto the online Boat Register. This will be a long task but it will enable us to publish more and more boats so you will be able to access their records. Reviewing the archive often throws up examples that illustrate how attitudes have changed over the last 50 years. Here is an example of a prospective member writing to the then Secretary, John Scarlett, in 1966:

"...I feel it is only fair to point out that the working sails are of terylene which might cause your traditionally minded members to turn over in their pipe cots but my decision to "go modern" was after much heart searching and the result is more pleasing to the eye than I anticipated and does nothing to detract from the traditional character of the boat."

He describes his yacht 'Gipsy' as a gaff cutter, with a clipper bow, counter stern and a flush deck; 24' on deck 19' waterline, 8' beam and a draft of 3' 6". Unfortunately there is no photograph in the archive. Her OGA Boat Register number is 12. I wonder where she is now?

Browsing a recent yachting magazine I found an article about a neglected GRP copy of a Morecambe Bay Prawner up for auction. 'Pride' had been moulded off the 'Kathleen', in the Liverpool Maritime Museum collection. As she has not been owned by an OGA member, she is not in our Register.

Our Association has revived interest in gaff rig and the skills of sailing traditional designs, from the muddy backwaters of forgotten rivers to prestigious yacht club regattas. The Boat Register project is a key part of this . . .

Do get in touch if you'd like to help in transferring the paper records to the online Boat Register. The Solent and East Coast images here are from the paper records.

boatregister@oga.org.uk
Pat Dawson, Boat Register Archivist

Welcome aboard!

AREA NO.	BOAT	MEMBERS' NAMES	POSTAL ADDRESS
BC	6117	Mr Andrew Glaister	Summerhill, Cold Blow, Narberth SA67 8RH
BC	6123	Mr T Frank Sibly	Riddings Farm, Coddington, Ledbury HR8 1JP
DB	6130	Dr John Delap	7 Blackheath Park, Clontarf, Dublin 3
DB	6131	Capt Tom Murphy	14 Sycamore Lawns, The Park, Cabinteely, Dublin 18
EC	6103 Bona	Mr John Archer & Miss Jemma Westing	The Butts, Ashfield, Stowmarket, Suffolk IP14 6LX
EC	6105	Mr Rik Alewijnse	6 Rye Mill Lane, Feering, Colchester CO5 9SA
EC	6106	Mr Jon Fitzgerald & Mrs Pam Fitzgerald	6 Golden Lion Lane, Harwich, Essex CO12 3NG
EC	6107	Mr Ian Hooke	Mudflats, The Folly, Wivenhoe CO7 9DB
EC	6108	Mr Josh Cooper	110 Tower Street, Brightlingsea, Essex CO7 0AN
EC	6111	Mr Augustus Coke & Ms Dorothee Perin	West Pleck Farm, Hazelbury Bryan, Sturminster Newton, Dorset DT10 2EG
EC	6116 Orion	Capt James Killen	9 Cavell Road, Billericay CM11 2HS
EC	6118	Mr Andrew Grady & Mrs Heather Grady	10 Front Brents, Faversham, Kent ME13 7DH
EC	6122	Mr Alan Murray	1 Clements Road, Melton, Woodbridge IP12 1SZ
NE	6102	Mr Robin Lewsey	19 Ivy Street, Amble, Morpeth NE65 0PR
NE	6110	Mr Christopher Bray	54 Leeds Road, Allerton Bywater, Castleford WF10 2DY
NE	6112	Mr David Malone	5 Heatherleazes, Warkworth, Morpeth NE65 0TZ
NI	6113	Mr Pat Conway	17 Deramere Gardens, Ormeau Road, Belfast BT7 3FN
NW	6126 Lamorna	Mr Mark Tudor	New House Farm, Bleasdale Lane PR3 1UZ
NWA	6127	Mr Mark Bonsall	4 Spring Close, Wirksworth, Derbyshire DE4 4JA
SCO	6129	Mr Scott Lawson	13 Springfield Gardens, Largs, N Ayrshire KA30 8EH
SOL	6104	Mr Nick Beetham & Ms Rachel Lowden	3 Canute Road, Hastings, East Sussex TN35 5HU
SOL	6109 Romilly Cross	Mr Stephen	Barnfield, West End, Alton GU34 5QA
SOL	6114	Mr Christopher Morphy	Mole Hill, Ningwood Hill, Yarmouth, IOW PO41 0XW
SOL	6115 Souvenir	Mr Anthony Baumann	Mill Cottage, Coombelands Ln, Pulborough RH20 1AG
SOL	6120 Lily	Mr Philip Hoath	1 Brookside Park, Waterloo Road, Wimborne BH21 3SP
SOL	6121	Mr Terrence Douglas	72 Battenburg Avenue, Copnor, Portsmouth PO2 0SW
SOL	6124	Mr Peter Draper	The Nook, Ancton Lane, Bognor Regis PO22 6NN
SOL	6125	Mr Marcus Duffin	5 Richmond Drive, Hayling Island PO11 0EP
SOL	6128	Mr Geoff Turner & Miss Jodi Smith	149 Newport Road, Cowes, Isle of Wight PO31 7PT
SW	6119	Mr Peter Copp & Mrs Amanda Copp	48 North Furzeham Road, Brixham, Devon TQ5 8BD
SW	6132 Lucinda	Mr John Dilworth	Fairweathers, Slapton, Kingsbridge, Devon, TQ72 0QG



'Naomh Crónán' celebrates 20 years

Thesetwo articles, one from Dublin Bay and the other the East Coast, represent the wide variety of vessels in the OGA. Not all our boats are old, and some are significantly less old than these two! 'Naomh Crónán', a 'modern' Galway Hooker, is only 20 and the notorious 'Dirty Girty' is a truly 'modern gaffer', sailed by a crew of a similar age: under 30!

Launched on 8 June, 1997 at Dublin the 'Naomh Crónán' was a build from scratch of a Galway Hooker 40 footer. She was built by a group of complete amateur shipbuilders. The lads were all members of a local Irish Cultural Centre in Clondalkin Village situated about seven miles from Dublin City Centre. The notion to build a boat, actually to build a whacking great 40' boat, came as a complete bolt out of the blue to them - seeing as how it was originally the dream (mad notion) of just one 'prophet', a local man named Michael Heffernan, Maith Thú a Mhichíl.

The lads were almost to a man, complete landlubbers, but the necessary skills to build a boat were there in abundance, shared amongst the group. They did have expert help though, in the form of a set of detailed plans drawn by Joe Murphy, a 'proper' shipwright, who based his plans largely on the lines of the famous hooker 'Morning Star' at that time owned by John Healion (who is extremely well-known in Galway Hooker circles).

More interestingly the 'Star' had been in the ownership even earlier still of the current DBOGA President Dennis Aylmer, who had originally rescued her from a field in Connemara. Joe also gave invaluable oversight and essential mentoring as the project developed over the build which across 1993-1997.

There was great celebrations surrounding the launch day, and hopefully some fine day someone will record the full story of the great gas and 'craic' that was had on the actual day as the crew had to firstly knock down the concrete boatshed in order to release the 'Naomh Crónán' from her manger and then arrange for her to be transported down to the sea to get baptised.

In June, 'Naomh Crónán' may lead the flotilla at the Dun Laoghaire Regatta (p.26).

Dave Owens, Secretary, Dublin Bay OGA



'Naomh Crónán' racing off Dún Laoghaire in the inaugural Leinster Plate Race, 2013
Photo: Dave Owens

Getting old, but young at heart!

'Dirty Girty' is a remarkable gaffer, designed and built by Bob Berk, East Coast OGA. We read how the crew of young gaffers, Evie, Ed and Will handle her for a week cruising and racing in the EC August Classics, 2016. The original title was 'Dirty Girty is 30!' but after some research, we find she's actually only 24 . . .

I was finally getting my chance to see what all the excitement was about, sailing and staying on 'Dirty Girty' for the EC August Cruise 2016. I had heard so many stories, and had the boat described to me many times, though I was very intrigued as to how such an 'odd' looking boat would be to sail. Now I can sum it up in three words; SO MUCH FUN.

I did not really know what to expect as we set off from Wrabness in the early hours of Saturday, to outrun the wind round to Ipswich Marina. Three up, we stuck in a few practice tacks and gybes so that I could work out exactly what needed doing at the front of the boat. In short, there is a lot.

Off up the Stour, I had to keep reminding myself it was a gaffer I was sailing, not a fibreglass dinghy. As the wind picked up, so did our boat speed. Soon we were flying

through Harwich Harbour on a tight reach, spinnaker up and all hiking like crazy - that feeling is second to none. Beating the worst of the weather into Ipswich, to me it felt as though 'Girty' had out raced mother nature.

When everyone was in the Marina, exchanging stories about the journey over, someone told me that 'Girty' was nearly 30! I could not believe it. I know this may be considered young in the gaffer world, but as a relatively new (young) gaffer I felt the boat should look or feel a bit older than she does. The paintwork is almost flawless, and she takes to the waves like a duck to water.

We experienced all weather during the week, but it is safe to say that 'Girty' feels as though she is most at home in a breeze. My favourite race by far was the President's Race. And yes, it helped that we won! The breeze was on and so were our game faces. It was tough going heading out to Pie End Buoy fighting against the waves but, as though an engine was turned on, 'Girty' took off as we rounded the mark and flew downwind. The ease with which she transitions from windy, wavy weather to the calmer almost flat sailing in the rivers is incredible. Yes, you have to put in some of the work to have her sailing well, but I feel as though 'Girty' has fine-tuned my sailing knowledge without me even realising. The rumours are true, 'Girty' is a speedy boat and probably a tad more tippy than other boats in the fleet, but boy does she make you smile as you are sailing!

Young gaffer, Evie Clemence, crewed 'Dirty Girty' with Ed Roberts and Will Thomas, East Coast Area
Photo: Beverley Yates
www.oga.org.uk/boat/dirty-girty





Members' musings on rigs . . .

Your Editor has received three unsolicited contributions with a common theme of rigs in recent months. NE Area Secretary, Jim Bell, asked if his musings were suitable to 'fill a shadowy corner' in the Log. I hope you agree these contributions are all worth more than a 'shadowy corner'. Please do send your thoughts on any topic you feel will be of interest to fellow Members!

Closing the circle: reflections on 3, 4 or more-sided sails

The eyes above the Sou'West noses that sniffed at the Bermudan rigged beauty on the cover of our Log (July, 2016) should still from time to time be able to see my first 'proper' boat alive and sailing twixt Dodman and Rame.

In common with most 'Troys', 'Janet' was possessed of a heavy stick with which to beat her tyro helmsman. Her 7 or 8 or 9:1 main to jib ratio gave her spectacular lee helm, only to be overcome by the most extreme measures. Its seemingly inevitable consequences were only avoidable by closing the eyes, addressing the Highest Power and, as a last resort, jumping overboard.

The extreme measures were: let fly the jib sheets, jib halyard and any other cordage forward of amidships (not excepting crew's/passenger's slacings, footwear, outerwear, underwear or whatever wear); sheet the main in, hard enough to

wring sweat from the strands and grease from the sheave pins; put the helm hard down (not forgetting that the rudder liked to stall at about 20 degrees!); stand up (in contemplation of the overboard option), gulp dry, call upon the Almighty, think of golf or carpet bowls.

Eventually, accidentally, I learned that it was the standing up that often did the trick. There was just enough extra windage aft to shove the stern round and bring the bows up.

So, I was thinking (sometimes I sit and think - other times I just sit), all our sails, every one of them, of whatever size, shape or construction can be traced back to our primitive forebears who, seated on their vestigial rafts, first stood with arms raised to spread their clothes to dry and catch the breeze.

Then a small step to raise on one pole, one corner of one cloth. Then two corners across one pole itself crossed on another. Then, down the years, muck about from square sail to lug to gunter; lateen to sprit to gaff and to and from houari and leg o' mutton to who knows what?

We still put rag up a stick in a variety of ways for a variety of reasons, many of which will never survive logical analysis, but usually to enjoy a bit of a sail.

Dis donc! Pourquoi pas?

Jim Bell, NE Area, retiring Area Secretary

Canot Traditionnel de Guadeloupe

This little Guadeloupian dinghy may be Bermudan rather than gaff rigged, but is certainly not of the white plastic variety!

It was developed in the 20th century from traditional boats previously used for fishing and transportation around the island. The earlier working boats were influenced by small French inshore fishing boats introduced by Breton settlers. Following the development of a skiff racing circuit in neighbouring Martinique, a Guadeloupian championship for the local canots was introduced in the 1990s. Rules include maximum length 5.35m (17.5') and beam 1.8m (5.9'), with construction only from local timber. A crew of 6 or 7 is needed to handle these powerful craft, with additional ballast of one bag of sand or pebbles that may be jettisoned during a race. The characteristic rig has a relatively short wooden mast and an enormous boom formed by a single length of bamboo, which is light, strong and flexible. This extremely powerful mainsail demands an athletic and well drilled crew, and boats can reach amazing speeds off the wind, surfing the Caribbean waves and providing a colourful spectacle for those, like myself, lucky enough to be holidaying on the beach!

Charlie Harris, Bristol Channel Area
[on location in the Caribbean]

High tech. carbon mainsail in black fancy modern sailcloth!

'Fyre' is based on a 505 dinghy hull which I was given at the end of October 2015. I proceeded to clean up the inside and outside for re-painting black and yellow and re-building the foredeck to take the mast base of my proposed unstayed lug rig. I made up three new carbon spars which must have taken me a couple of months as I've never worked with this material before. To try the boat out initially in the spring 2016 I made up a trial sail out of an old yacht genoa. This worked well and proved the rig was beautifully balanced.

Just for fun I did the Three Rivers Race in Norfolk with my son Billy coming 41st out of 104 entries. 12 and a half hours in an open boat is hard work and the last couple of hours can hardly be called fun! The rig was not designed for Broads sailing as it's too low so we did well to come where we did. I've now made the new sail which is even more stable and efficient. 'Fyre' planes as soon as she hits 8 knots and so far I've had 12 knots out of her. My crew and I are still learning how to sail the bloody thing! We have managed not to capsize yet but have been very close countless times!

I hope to attend Swallows and Amazons and the Norfolk Gathering to let others see the boat. I have photos of the re-build process at various stages if anyone is interested.

Mark Butler
East Coast Area



A racing rig for the canots in Guadeloupe
Photo: Charlie Harris

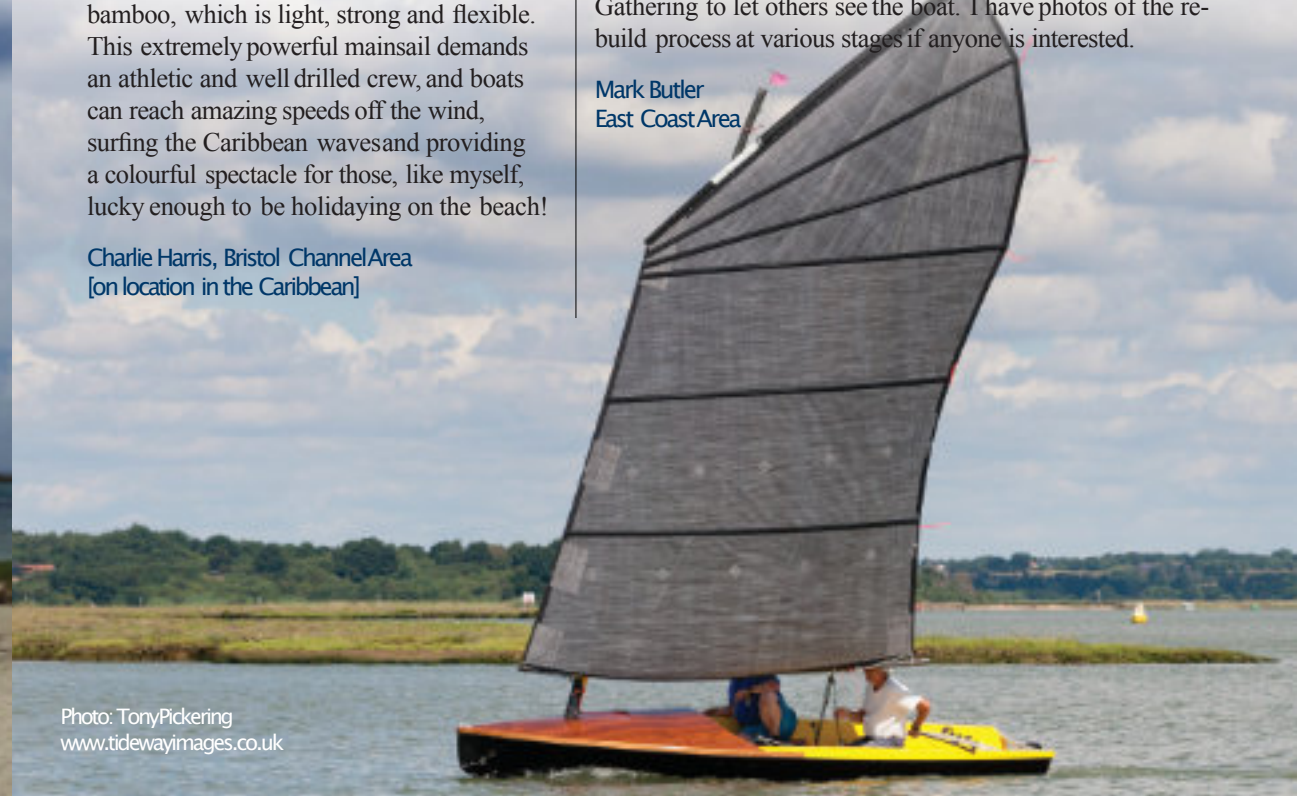


Photo: Tony Pickering
www.tidewayimages.co.uk

AREA REPORTS

Bristol Channel Area

Our winter programme in Cardiff of fortnightly Gaffer's Nights, held in the Cardiff Bay YC bar has continued, and been well-attended, the 'Gaffers' now being a recognised group within the Yacht Club! The autumn edition of the BCA newsletter was published as usual in November, and is available as a PDF download on the BC area of the OGA website. Our editor, Dee Holladay, is now busy compiling the spring edition. Meanwhile, we have a full programme of events planned for 2017, including the June weekend cruise in company based in Tenby, Pembrokeshire organised by Patrick Vyvyan-Robinson, which was originally scheduled for May 2016, but was blown out by a weekend storm. We are also planning a two-day cruise in company from Cardiff to Portishead Marina in May, an extension of the normal day cruises in company from Cardiff Bay. The restoration of the Morecambe Bay Prawner 'Charlotte' together with associated fundraising events has continued. Seep.50 for photos and report.

Charlie Harris, President, BCA

Dublin Bay Area

Generally this was a quiet period for us here in Dublin Bay over the winter months. However, we do try to keep in touch with ourselves and find some entertainment with a maritime theme to pass in the gloomy months and we manage to do this, in part, through our Winter Talks Series. We had an excellent programme again this winter.

A notable recent event was the DBOGA 'Work Squad' outing which descended on the stunningly beautiful Renvyle Village in Connemara to give Paddy Murphy a hand over a weekend with finishing his 'Magnum Opus' - the complete restoration of the Manx Nobby 'Aigh Vie' which story has been reported on previously in the Gaffers Log March 2016 (p. 28). Just to provide a quick update for you all I can report that the news is good and that all is almost ready for a launch date in May/June. The 'Squad' are hoping to head west again for another weekend's work in March.

June sees the Volvo Dun Laoghaire Regatta which is a celebration to mark the laying of the foundation stone of the harbour which is still one of the largest man-made harbours in the world. There are a number of special events and I understand lots of excellent prizes to be competed for (p.26). The VDLR Committee are recognising the special importance of classic boats, including gaffers, by inviting them to lead the Parade of Sail as part of the Sunday events. It is even rumoured that the 'Naomh Crónán' may actually lead the flotilla (p.42).

We're looking forward to meeting many of our OGA friends and comrades over the Summer.

Dave Owens, Secretary, Dublin Bay OGA

Solent Area

It's a quiet time of year for boats but our members are contemplating summer cruises. At least one has been researching west country tidal heights for dates in July. We enjoyed our area AGM in the warmth of the RAF Yacht Club at Hamble and our members attracted several national awards at the Association AGM in January.

President Tim reports that *"22 gaffers gathered at the Hall and Woodhouse Brewery in Blandford Forum on Saturday evening to be given a personal tour of the brewery by owner and Solent Gaffer member, Mark Woodhouse. Our tour started in the brewery's museum where Mark outlined the brewery's origins and his family's history. We also had the opportunity to view a number of artefacts including an original cheque signed by Thomas Hardy for beer consumed." The evening continued with a beery dinner and dancing. "The evening was rounded off by a raucous Ceilidh hosted by the Antler Ceilidh band where gaffers gallantly tried to obey the caller's instructions whilst avoiding the iron pillars in the middle of the dance floor. Not easy after Mark's generosity with the beer!"*

We will tour the Submarine Museum at Gosport in March. After that, we hope to attract our "East-enders" with the promise of a free drink to anyone who keeps their boat east of Selsey Bill, to lunch at Sussex Yacht Club in Shoreham (p.31).

I am receiving enquiries from the owners of a variety of craft who have heard that the Yarmouth Festival Committee has the sponsorship it needs in order to run the town side of the Yarmouth Old Gaffers Festival in 2017. The Gaffers will gather as ever for racing and cavorting and booking should open towards the end of April (p.31).

We are always happy to welcome members from other areas. Our events can all be booked through The Solent website: www.oga.org.uk/solent

Marion Shirley, Solent Area Secretary

AREA REPORTS

North East Area

This is my final contribution to the Log as North East Area Secretary. At our next Area meeting I shall hand over to Frank Cockburn, who I am certain will do a much better job than me, the 'Andrew' knows how to do things properly.

There's no real activity to report on, preparations and planning for future events apart. Remembering the spectacular Tall Ships Regatta last year we have much to look forward to:

The Blyth Maritime Festival next June.

Our Area involvement (combining with our local Coastal Rowing Association) in the OGA dinghy building project.

The projected voyage South, to the Isle of Wight for the OGA 55th anniversary celebrations in 2018. The continuation of our Small Ships & Tall Ships initiative - spreading the word.

Looking back over the last five years or so; I think we've a few things to be rather pleased with:

The resurrection of the North East Area and the steady if slow increase in area membership.

Our Jubilee celebrations at Eyemouth, Newcastle and Grimsby in 2013.

Area involvement with and commitment to the Blyth Tall Ship Project.

Being honoured by the visit of HRH Sophie, Countess of Wessex.

Taking part in the Tall Ships North Sea Regatta.

None of the foregoing could have been achieved without support, help and encouragement from so many folk. In particular, I have to thank Vera for her frequently stretched tolerance, Barry Healas & Neal Hill who set the ball rolling, Des O'Meara & Anthea without whom nothing like so much could have been achieved. One thing I have learned is the value of our Association GMC team, a free flowing fount of wisdom and practical effort in matters great and small. Thank you all.

Hopefully (unhappily?), you will not have seen or heard the last of me.

Jim Bell, NE Area Secretary



'Olga', Bristol Channel pilot cutter
Photo: Charlie Harris

AREA REPORTS

East Coast Area

The East Coast gaffers started their winter season with a trip on the paddle steamer Waverley from Harwich to Tower Bridge in perfect October weather. Our AGM was in mid November at the Walton and Frinton YC. Various awards were presented, with the Bateman's Tower for service to the East Coast OGA going to Brian Hammett. Brian has served the OGA in a number of roles, including starter for the EC Race from Bateman's Tower. He has been considered for this award before, but his aversion to the size of the trophy itself (a model of the Tower) was well known. This year a photo of the Tower was presented instead.

The end of January saw a gathering at the Nottage Maritime Institute for a picture show and talk about sailing round Ireland in 'Robinetta', a small gaff rigged boat. In February, Teamac, who generously sponsor events on the East Coast, came to Pin Mill SC for an afternoon presentation/demonstration of their products (p.53).

As Gaffer's Log goes to press, we're looking forward to the Annual Dinner, a formal affair at the Royal Burnham YC. The fitting out supper at Easter will take place on the Sailing Barge 'Victor', moored in Ipswich Wet Dock. It's the first time we've held an event on board, but it seems an appropriate venue!

Visitors from other areas are welcome at all our events. We encourage trailer sailors to bring their boats. Many events include activities ashore and there may be chances to join local members on their boats if you let organisers know in advance.

Happy sailing in 2017.

Alison Cable, Eastcoaster and EC website Editor
www.oga.org.uk/eastcoast

North Wales Area

Sue Farrer attended the Association Committee Meeting (ACM) on Saturday, 14 January 2017. It was nice to see that Dr. Mary Gibbs, North Wales Area, has volunteered to be the Association Membership Secretary. The North Wales area wish Mary well in her new role. Mary will officially be appointed at the 2018 AGM.

Our annual Boat Shed party at Port Penrhyn will be held on Saturday, 8 April 2017. Similar craic as previous years with live entertainment provided once again by the Coffin Dodgers and plenty of hot food, puds and liquid refreshments. This is a great event to start off the season, good company and everyone enjoying themselves. Please contact Sue Farrer as soon as possible if you would like to attend and also whether you would be able to help with food etc.

North Wales Area AGM will be a little later than normal on 11 November 2017 at Holyhead SC.

Sue Farrer, North Wales Area Secretary

South West Area

South West Gaffers have joined the Solent and East Coast in launching their own site within the OGA website domain. Following some hard work over the Christmas period by Editor, John Gallagher, supported by other SW members, the site was launched at the OGA AGM on 16 January. Bookmark it for updates to OGA activity in the South West: www.oga.org.uk/south-west

We have had a couple of get-togethers in the Area since the New Year. The first was an evening at the China House Inn, Plymouth. A group of 15 or so members had a very convivial meeting in a pub that was rather livelier than usual as it filled with jollied mourners who had been to the funeral of a popular local. The wake had gone on for several hours into the maudlin early evening sunset and well beyond!

For the second of our winter meetings, 44 members and guests of SW Gaffers met at Castaways East, Mylor for the annual Cornwall winter lunch. Later, the group moved across to the splendid facilities of Mylor YC where our numbers increased to 51 with a warm welcome by Club Commodore, Brian Adams.

SW Gaffers witnessed the presentation of prestigious Association awards to South West members (p12).

Following the presentations, Jan Pentreath, originally from Mousehole, whose family history includes privateers, smugglers and fisherman, gave a fascinating talk about fishing in Cornwall in the

days of sail and oar. The talk covered different methods of fishing including seining for pilchards, drifting, trawling and crabbing, the design of vessels and their rigs and the life of the fishermen and their communities. Jan explained the factors that brought about changes in fishing practice, for example the reduced frequency of shoals of pilchards around the coast, the introduction of steam and the coming of the railway, which made it possible to get mackerel quickly to London. This led to significant changes in the fortunes of the various fishing ports over the years. Competition from East Coast drifters also led to fish wars in 1896 in Newlyn, Mousehole and Porthleven, whilst Penzance, with a smaller fishing fleet, welcomed the visiting boats as did some of the local young women! Jan's talk was very well illustrated with splendid 19th and early 20th century photographs from his personal collection.

Our thanks go to Don Garman for organising the event and to Steve Lorraine for suggesting the two excellent venues. Don's full account of the Mylor meeting (that I have gratefully abstracted, here) will appear in our Area newsletter, Dogwatch.

In the South West, we are looking forward to another busy season on the water and, in particular, to welcoming and joining in with, the South by South West cruise in company as it passes through our Area (p.32).

David Bewick, SW Area Secretary



East Coast Gaffers enjoy a cruise on 'Waverley'
Photo: Julian Cable

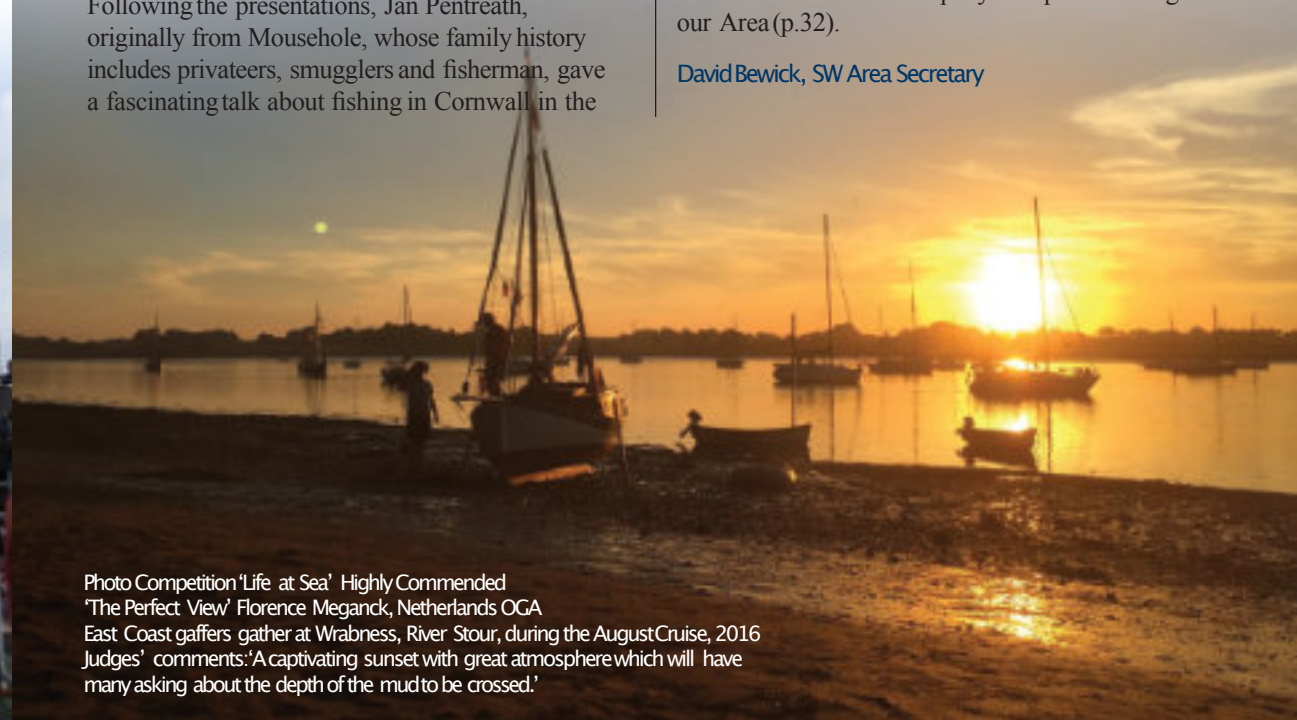


Photo Competition 'Life at Sea' Highly Commended
'The Perfect View' Florence Meganck, Netherlands OGA
East Coast gaffers gather at Wrabness, River Stour, during the August Cruise, 2016
Judges' comments: 'A captivating sunset with great atmosphere which will have many asking about the depth of the mud to be crossed.'

TALES FROM THE BOATYARDS

'Charlotte'

As readers of Gaffers Log will know (June 2015 and March 2016), a small group of Bristol Channel Area members are engaged in the restoration of the Morecambe Bay Prawner 'Charlotte', working under the guidance of shipwrights at the Cardiff World of Boats.

So far this winter we have acquired a supply of oak logs, had them sawn, and begun work on replacing frames. Plywood templates of all port-side frames have been made, and the futtocks, clamps and floor for frame 6 have been cut, bevelled and bolted up, ready for fitting into the boat. Work has now started on making new frame 8. Meanwhile, the gaff and boom have been cleaned, re-varnished and painted, with jaws treated with Stockholm tar. The rudder has been dismantled and cleaned and a section renewed, and work on the bowsprit bitts has begun.

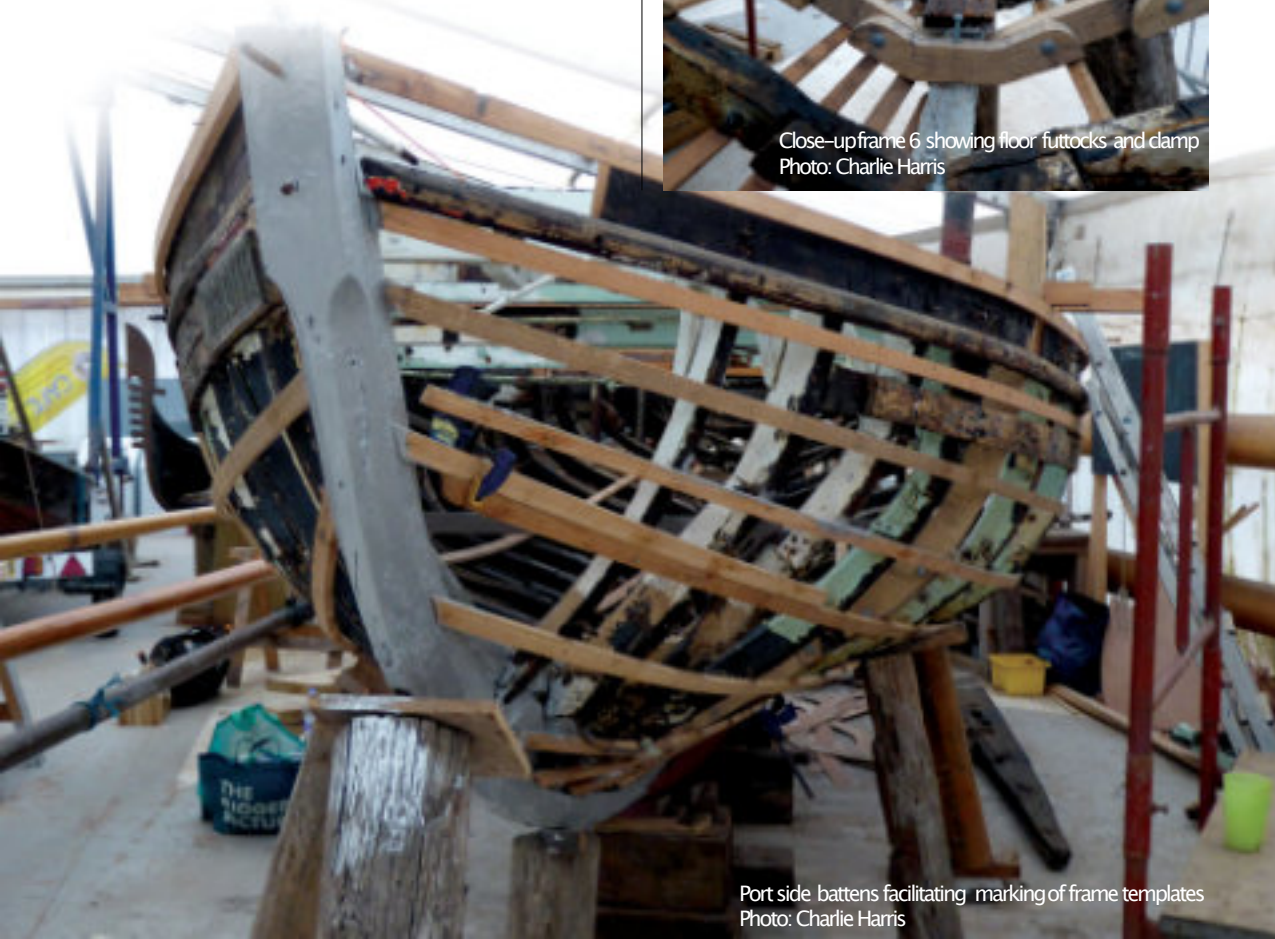
The sourcing of suitable felled oak for frames goes on, however, since wastage from our oak logs is around 50%. Fundraising is also high on the agenda as hardware, paint and timber continue to be required. So, we have at last finished the dismantling of 'Charlotte', and have begun rebuilding her.

We are learning a lot about how a wooden boat is put together thanks to Matthew, Andy and Ben, our expert mentors.

Charlie Harris & Matthew Goode, Bristol Channel Area



Close-up frame 6 showing floor futtocks and damp
Photo: Charlie Harris



Port side battens facilitating marking of frame templates
Photo: Charlie Harris

Building a Golant Gaffer

It was almost exactly a year ago when we gathered a small band of fellow gaffers to help invert the hull of our new build Golant Gaffer that has been taking shape in a tent in our back garden. There is nothing like the offer of a free lunch to bring out the volunteers but we were very grateful to the team who turned out to help.

With the aid of 11 people, some rope, an old mattress and an obliging tree, the job of running her out of the tent, turning the hull and putting her back in the tent was all done in well under an hour.

The next stage was fitting the keel. It was the question that was most asked in the early days, 'Are you casting your own keel?' and whilst we had offers of moulds etc., the thought of melting 650kg of lead in the back garden did not really appeal. Given a very reasonable quote for one to be cast and delivered, that was the option we went for. What turned up was not exactly flat on the top and so was milled off to give a flat surface for fitting to the hull.

Once the keel was on, the interior fit out began. The construction method for the Golant Gaffer means that when you turn it over, the bulkheads and a lot of the cockpit structure are already in place so this stage went rapidly and soon the bunks, the cabin top and companionway were in place.



TALES FROM THE BOATYARDS

Autumn arrived and the Southampton Boat Show. I was starting to consider my contribution (the rigging) and went along to English Braids to enquire after rope of various sorts. On showing the chap on the stand the rigging plan, he asked if we had considered using Dyneema for standing rigging. Knowing nothing about this, we went away to research and consider. Having spoken to a couple of riggers who were familiar with suitable products, we decided that we would use it if and where it didn't compromise the traditional style of the boat too much. I didn't particularly fancy neon-coloured shrouds for example, but luckily the products we need should blend in reasonably well. The advantage is the lightness of the product compared with stainless steel wire and the ease of splicing. Also it is visible when the fibres are wearing. Some hold the view that it can be subject to chafe however it can be easily protected so we are giving it a go.



TALES FROM THE BOATYARDS

I am about to buy the blocks and shackles which seem to be endless. I have never thought about all the separate parts that make up the rig but even on a small gaffer there are lots of bits to consider, but I guess that's part of the fun of working it all out. I have one complaint here of businesses that trade over the internet. Products are very often photographed but lack any detailed measurements allowing you to order in confidence that everything will fit together, so I will find a local chandler and turn up with a box of bits that need to be shackled together.

Where have we got to now? Well, on the whole the winters have been relatively kind, allowing for some epoxying to continue but over cold periods there are plenty of things to be getting on with in the shed as there are still some spars and the rudder to build.

On the outside, David is preparing to start laying the deck and finish the cockpit fit out, whilst inside there are still all the electrics and engine installation to do and then all the varnishing and painting.

The sails are on order from James Lawrence and we are looking forward to being able to set up the rig so that we can finalise the bits of rigging that need more accuracy. All in all still quite a lot to do given that it is nearly March but we are on the home stretch. That which seemed a dream as we sat in Holland admiring 'Step Back in Time', Tony Kiddle's lovely Golant Gaffer, is approaching launch. In fact, if we look back further, I recall 'Step Back in Time' being launched at Yoghaff shortly after we had joined the OGA and even then we admired her. Little did we know then that we would be building our own. Funny where life takes you if you let it.

www.golantgaffer134.blogspot.co.uk

Sue & David Pennison, Solent Area



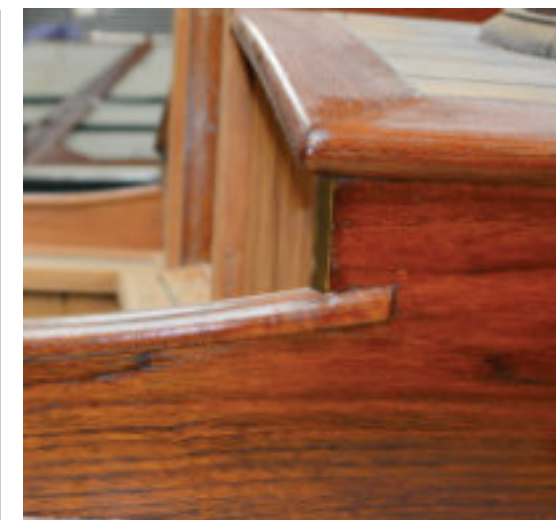
TALES FROM THE BOATYARDS

Taking on 'Muriel'

Jonathan Heighway has taken on his late father's boat 'Muriel' (Gaffers Log, July 2016, p.27), hence the sale of his Heard 'Annie Kay' (p.62). Look out for 'Muriel' on the South West circuit once she's back in the water. Jonathan has sent a brief update:

She is going to be stunning . . . white hull, red bottom and white inside. The sails have been laundered and re stitched. Going for grey covers. Hollow mast starting soon. Lee Rogers is working on the rigging and Simon Beer is doing an amazing job!

Jonathan Heighway, South West Area



Toptips from Teamac Paints

Book your Area workshop with Teamac Paints

Teamac Paints came to Pin Mill and turned the Sailing Club dining room into something resembling a nursery school as East Coast gaffers donned overalls and tested some of their products during a winter workshop session in February.

Chris Langham, Teamac's Technical Services Manager, has indicated he is willing to visit other OGA Areas to run a similar workshop.

If you are interested in an event like this in your Area, please contact your Area Secretary (contact details on the OGA website or in the 2017 Yearbook).

For more about the ECOGA event, visit: www.oga.org.uk/eastcoast/news/teamac-paints



Teamac
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Members' blog:

Lochlann recounts how the family found 'Island Swift' and his Mum, Jo-Jo, starts the tale of a family transatlantic adventure. Jo-Jo and Lochlann's brother, Finbar, were awarded Association trophies in 2016, presented by the SW Area President (p.12).

'Dad' didn't mean to go to sea!

Looking at photos of Mum when she was little on the boat named after her, 'Mjojo', made me and Fin jealous. We also wanted to sail round the world. Mum would love it too. But Dad would need some persuasion... Mum and Dad run a street theatre company and we were doing a show in Lisbon, when we heard Mum's old friends Humph and Maggie were on their sailing boat, in Tavira. We drove down and set up our tent - on gravel with a layer of concrete underneath so we had to drill holes for the tent pegs and walked down to the sea. We saw 'Miracle', 32' gaff rigged, steel Wylo II. Humph and Maggie took us for a sail and we all loved it.

On the long drive back to Brittany Fin and I decided we were going to get a boat. Dad was too, even if he didn't know it. Back home, I disappeared to look on the Internet for boats for sale.

Mum hated them all.

"Too big. Too small. Made of plastic. Too fat. Not pretty enough. Too many gadgets." Mum wanted an old fashioned type of boat with gaff rig and paraffin lamps!

I despaired and got quite depressed for a very long time. Mum started talking to Humph and decided a Wylo was the boat for us. Gaff-rigged (important to Mum), made from steel and very, very strong (also very important to Mum). Most important was that they are pretty. She looked and looked, and finally found two promising ones for sale. 'Island Swift' in the Isle of Wight and 'Tuatara' in Norway. In June 2012 Mum and Humph went to see Tuatara, made an offer and it was accepted! Then we found it didn't have VAT paid status too much risk, so it wasn't confirmed. We went to the Isle of Wight to have a sail on 'Island Swift', put in an offer but this was rejected because it was not enough. Back at square one.

At Christmas Mum said jokingly to Dad, "So, have you got me a boat for Christmas?" Dad said he'd tried to buy 'Tuatara', but the owner had made other plans, so he'd bought Mum a sextant. Mum was flabbergasted Dad tried to buy 'Tuatara' despite the VAT problems! But now we had a sextant, so we HAD to buy a boat! We made a higher offer for 'Island Swift' and it was accepted!

We officially bought her on 26 February 2013, scrubbed her off then waited for work and weather to sail her back to Falmouth.

Young gaffer, Lochlann Pickering, SW Area



Jo-Jo on 'Mjojo' aged about 4



'Mjojo' in Durban, South Africa

Wylo II gaff cutter, 'Island Swift'

We cross the dreaded Bay of Biscay: Falmouth to Bayona, Spain. September, 2014

Our big family adventure started three years ago when the call back to the sea became too strong to deny. The plan was to sail down to the south of Spain then across to the Caribbean. I am the skipper, mum and cook, which at times is an interesting mixture. Simon and the boys, Finbar and Lochlann, are new to the sailing life and part of my mission has been to do everything I can to ensure that they enjoy the experience.

I was brought up sailing the oceans with my parents on the gaff cutter 'Mjojo', the boat they built in Lamu, Kenya in the 1960s. I am an old fashioned girl when it comes to boats, so I wanted to find a gaff cutter that was suitable and safe for my family.

It was not difficult to arrange time off work because we are self-employed performers. We run a street theatre company (Bash Street Theatre) working extensively throughout Europe performing at summer festivals. Our shows use live music and no language to tell a silent movie-style story. Turning down work when you are self-employed is very hard. Our compromise was to work a short season and leave during August.

Finbar and Lochlann have never been to school, mainly because of our performing lifestyle. They have always come on tour with us and are much travelled by land but never by sea. We are hoping to perform some musical shows together while we are cruising. On board we have an accordion, a small electric piano, a mandolin, a violin, a guitar, a bodhran, a penny whistle and a flute, two unicycles and juggling equipment. To get us started we went busking at Falmouth Tall Ships and earned enough to pay our anchor fees (and ice creams for the boys). This was a good start to paying our way with music.

Eventually the big day arrived. Two days after Tall Ships in Falmouth 2014 we set off to cross the 'dreaded' Bay of Biscay with a good 5-day forecast. Weather watching and doing the last minute jobs did nothing to calm the pre-passage nerves. But when the day dawned we were all more than ready to leave. We sailed out of Falmouth under full sail (mainsail, topsail, staysail, jib and jib topsail) and three dolphins came to speed us on our way. The wind was NE 3-4 as we streamed the Walkers Log just off The Lizard and set course for 100 nautical miles off Cape Finisterre.

Our family crew: Finbar, a very useful foredeck hand and our ship's scientist. Lochlann, cabin boy and ship's musician, the driving force of this whole adventure (see facing page). Simon, who used to say sailing was not for him but has turned out to be a natural.



Finbar watches dolphins
Photo: Simon Pullum

Wylo II gaff cutter, 'Island Swift'

We were all excited as we rounded The Lizard. Then as the sun went down, we ate Biscay cake and waved goodbye to the lights of our hometown Penzance twinkling in the darkness. This was our first experience of sailing at night! The home-made self steering (an ingeniously simple design by Nick Skeates) did a wonderful job of keeping us on course allowing those on watch to fill in the log and generally potter about.

We set up our watch system as closely linked as possible to everyone's natural body rhythms. Lochlann took the 7pm to 9pm watch, followed by Finbar until midnight. Both boys were excellent watch leaders, taking the responsibility seriously and proving themselves to be very reliable. It fell to Simon to take the midnight watch until 4am, when I took over. Lochlann would then wake up first and we would share the morning watch until the whole family was awake. During the day we had a less rigid system with someone always on lookout.

When I came off watch in the mornings my first job as mum was to make sure that everyone had washed and had a nutritious breakfast. The boys both needed some seasickness tablets, but no one was particularly ill. Although I do insist that everyone takes their turn to prepare meals, the reality is that I am the ship's cook. Every other day I made bread, as this is the staple diet for my family. Then of course, after we had finished our Biscay fruit cake, I had to make Cape Finisterre chocolate cake! I think my family runs on bread and cake.

The passage was varied and generally provided us with all the opportunities we needed to test our readiness for ocean cruising. It was amazing and exciting to cross the continental shelf, sighting pilot whales, sei whales and many dolphins. A highlight for the boys was a baby common dolphin swimming with its mother. As part of our home education activities the boys plan to learn traditional navigation and study marine biology. On calm days during the passage we used the sextant to take sun sights and see how close we could come to our GPS position - good enough for a first try.

After a few days of a mixture of calms, gentle winds and rolling along to a force 4/5 we were tested on the fourth night with a force 6 gusting 7. We slowly reduced sail until we were under staysail and one reef in the main. We had practised reefing before we left, but this was the first time we have reefed at sea in the dark. This windy episode showed up some minor issues, the anchors were not secured correctly, there were various stowage issues down below and the lee cloths needed to be stronger (as Finbar can testify!), but generally all was ship-shape.

As the wind slowly decreased we put up more sail again, but the wind was now SE and pushing us further out to sea. Getting the forecast on long wave radio seemed to work only during the night and early morning. This was a frustrating exercise and often the

reception was very bad. On the 6th day out from Falmouth the forecast indicated a low was developing off the sea area Trafalgar. We were in a flat calm 100 nautical miles off Cape Finisterre and I made the decision to make for Bayona on the west Spanish coast. We did not like starting up the 'iron topsail' but I felt that it was a prudent decision. We motored in a flat calm for 24 hours during which time we saw the classic signs of an impending weather system in the clouds. As we closed the coast we motored into thick fog! Not my preferred way to end our maiden voyage.

We found ourselves surrounded by fishing boats heading south while we were heading east. With no radar and all hands on deck, looking and listening, it was a tense few hours (though Lochlann enjoyed testing our foghorn). During this time I realised that my iPhone had reception. I turned on the internet and opened up the AIS app, and we could see all the fishing boats and the direction they were going. Brilliant! This helped us enormously, and we passed many fishing boats without seeing their lights but smelling them close by!

Then, all of a sudden, we motored out the fog and the coast was visible ahead, with the full moon shining down on us. What an amazing moment. We had crossed the Bay. It was also a great relief, as I did not relish closing this rocky coast and anchoring in fog, even with an iPad chart plotter! Almost immediately the Guardia Civil motored up to us, hit us with an enormous searchlight and wanted to know where we had come from and where we were going. Fortunately I speak Spanish, and they seemed a bit amazed when I said we had sailed directly from Falmouth in the UK, but they sent us on our way with a friendly wave towards Bayona.

The smell of land after 8 days at sea was very strong. We anchored off Panjon (opposite Bayona) in 2 ½ fathoms of water at 1am



Lunch on deck
Photo: Simon Pullum



Child up the rigging
Photo: Simon Pullum

in the morning after logging 754 nautical miles. By now means a speedy passage, but for us it was the beginning of a life-changing voyage which we hope will take us across the Atlantic, and who knows, even beyond.

We opened a bottle of wine and ate a feast of bread and cheese.

Jojo Pickering, South West Area
Find more about 'Island Swift' and her adventures on her blog:
www.islandswift.blogspot.co.uk

Find links to more Members' blogs:
www.oga.org.uk/about/members-blogs



'Island Swift' in Antigua
Photo: Simon Pullum

OGAMerchandise: Clothing

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Burgees and flags can be ordered directly from the suppliers. Use the details on the left or on the OGA website. These items are made to order so you 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.

NB: prices include postage and packing to UK addresses only, see the website for overseas postage costs

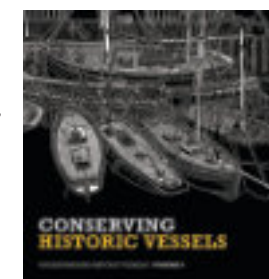
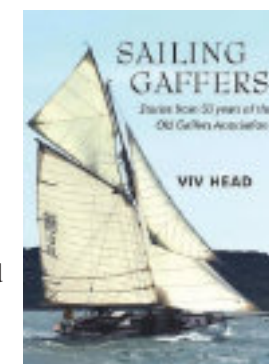
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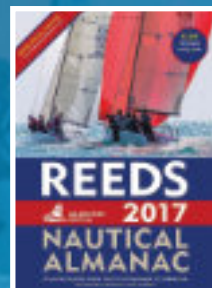
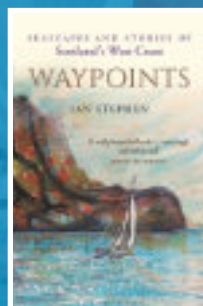
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OGA members' adverts for boats are also available to browse online. Visit the website for more information about boats advertised here and for more boats not included in Gaffers Log. Advertising online is a benefit of OGA membership.

Little Kingfisher: £12,500

21' gaff yawl, designed by Dr T Harrison Butler to a Cyclone design, built 1926 of oak frames with grown elbows. Teak planking and decks, copper fastened. Small cockpit, cabin is entered by a hatch with oilskin locker to port and small pocket galley to starboard. Two settee berths & half-bulkhead to forepeak stowage area. 'Little Kingfisher' has cruised extensively including Chichester to Holland, Svenborg, Gotenburg, Stockholm and Helsinki where she spent the war. Rebuilt by Paul Drake at Tollesbury 1994 and 2009, new 10hp Yanmar single cylinder diesel engine, 2000. Sails around Solent, races at OGA events. A perfect pocket cruiser and, with her wood burning stove and full boat covers, ideal for all-yearround cruising for two adults
Hannah Cunliffe: cunliffereasearch@gmail.com



Ann Again: €8,500

Built & designed McGruer, 1937, LOD 30'. Mahogany plank on oak frames, Peugeot 42hp engine, 4 berths, space for more if required. Included in sale: GPS, Fishfinder, VHF radio, Solar panel for battery charging, roller reefing on forestay. Lying in Hegarty's Boat Yard, Oldcourt, Skibbereen, West Cork.
Brendan Lennox: +353(0)87 6896595 | +353(0)28 30929 | blenny7@yahoo.ie



Zircon: £7,950

Harrison Butler Z4 tonner, built 1938 by Alfred Lockhart of Brentford, Middlesex, no. 25 of the class. LOA: 22' Beam: 7' Draught: 4' Displacement: 4 Tons. Bermudan sloop rig of tan terylene sails, jib with W-M furling, Yanmar 1GM10 engine, 2 berths, galley, auto-helm, VHF, Simpson Lawrence power winch, covers, warps and fenders, winter legs etc., all included in sale. Removed galvanised pulpit, pushpit and stantions and running backs are also included. Afloat at Wrabness, Essex.
Ed Allen: +44 (0)203 638 2330 | edallen@waitrose.com



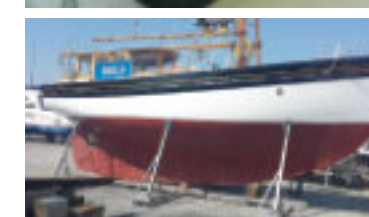
Sylvia Ruth: brand new classic, price on application

Rare opportunity to become the owner of a lovely, robust 12' clinker sailing dinghy. Built at Woodbridge by award winning boatbuilder Tim Wallace Smith, based on the Brightlingsea Sea Ranger. Traditionally crafted in oak, larch & iroko with spruce spars, the latest boat based on the design by Fred Mitchell. A number of the originals are still sailed & raced at Gunfleet SC. Gunter rigged, galvanised pivoted centreplate & folding rudder. Copper fastened with blend of bronze & galvanised fittings. Sail wardrobe, Levington trained Sail Medic Tom Brunton. Sale includes full length cover. Lying Woodbridge, Suffolk. H Kemp: +44 (0)1291 689907
B Chapple: +44 (0) 7762326194 | helbru@gotadsl.co.uk



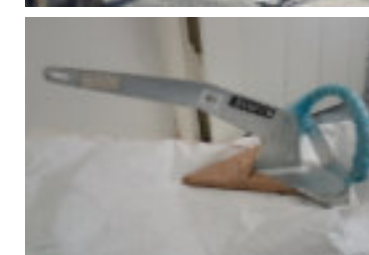
Avola: 35,000 Ipswich Haven Marina

Much loved 33' one off gaff cutter, designed J. Francis Jones, built St Osyth, Essex, 1965. Named after the town in Sicily where her original owner landed with the 8th Army, 1943. Excellent, very comfortable cruising yacht accommodating 4 adults. Sails well under easily handled gaff rig, 50HP Nanni Diesel engine giving cruising speed 7 knots. Spacious wheelhouse & Kuranda Diesel heater provide real four season usage. 4 berths & galley. Topsail, genoa & squaresail. Carvel planked in larch on steamed oak ribs fastened with copper nails & roves. Draws 5.25' with external ballast keel. A remarkably stiff boat with sea kindly motion under sail & motor. Keelbolts replaced 2006. Sale includes winter cover, two dinghies, cutlery, crockery, cooking utensils, cooker with oven, hot water system & shower, chart table, cabin & wheelhouse tables. Navigation equipment included: Chartplotter with Navionics charts, AIS receiver, GPS, 2 x Sestrel compasses, echo sounder, trailing electronic log, radar, autohelm, navtex, VHF DSC radio.
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See www.rocna.com for details, including sizing guide - suitable for 6-7m boat under 2 tons. Highly recommended by independent anchor tests. Collection/delivery arrangements by negotiation.
Mary Gibbs: gibbs.mary@gmail.com



La Louve: negotiable, offers invited for quick sale

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. Guy Francois: +04 75 23 23 46 | guy.francois0484@orange.fr

Mary Louise of Cowes: £49,500

A Cornish Crabber 24 built 2008 is offered for sale with many extras including electric anchor winch. Gaff mainsail, jib and foresail in tan colour and topsail in white/tan striped. Her Yanmar 3YM20S engine was overhauled in 2016. Lying ashore in Cowes, Isle of Wight, full details available on application to Anthony Bennett: abennett@castlebennett.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 carried 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

Prawle: reduced to £5,950

Pretty gaff cutter, approx. third scale replica of Breton fishing boat, built 1964/65 at former Ferris and Blank boatyard, Dartmouth. Ideal for cruising. Long keel, carvel, mahogany on oak, all copper fixed. 2 berths. Unusual deep cockpit with sliding cover, original Rippingilles paraffin cooker. 2012 switch panel with depth sounder, meter for both batteries, 12v socket. Manson Supreme anchor, 30yds+ chain, long additional anchor warp, fisherman's plus spare anchors, mudweight/angel, mooring warps, tools, spares, lifebuoy, emergency boarding ladder. Legs for drying berths. Newly reconditioned Volvo MD1b, up to date maintenance. Richard or Peter Gregson at WoodenShips: +44 (0)1803 833899 | info@woodenships.co.uk

Rowan IV: £25,000

Much loved and rare classic boat in good original condition and of impeccable provenance, she is a regular sailor between the Clyde and summer moorings at Dunstaffnage and in Loch Torridon. She now seeks a new caring owner. 1938 McGruer Gaff Sloop, 29' 6" LOD, beam 9' draft 5' standing headroom 6'. Very pretty one-off Loch Fyne Skiff with canoe stern, carvel mahogany on oak frames, wooden spars, long iron keel. Sleeps 3 to 4. Extensively refurbished in recent years with new sails, roller headsail, 38 hp Nanni diesel engine. Large cockpit, sheltered doghouse, attractive saloon in mahogany and teak. New cushions, Taylor's paraffin cooker and space heater. Modern Jabsco toilet. VHF, Echo, Log, Chart-plotter.

Robin Drysdale: +44 (0)7884 230996 | robindrysdale100@gmail.com

Annie Kay: £19,950

Reluctant sale of lovely Heard 23' flush deck due to inheritance of Dad's yacht 'Muriel' - currently under restoration and demanding time and money (p.53)!

Jonathan Heighway: 07973 675512 | jonathan@heighwayassociates.com

Complete set of archive OGA Newsletters & Gaffers Logs: £30 the lot

160 issues all in good condition, £30 for the lot to be collected in Maldon, Essex. I've run out of space and am planning to downsize in the near future. Kevin Fuller: 01621 855 755 | kevinfuller52@hotmail.com

**Florinda: £21,950**

Much-admired example of the Cornish Yawl (cutter version). Designed by Roger Dongray and built by Cornish Crabbers she combines classic looks with a solid GRP build. Over the past five years she has had a new Beta 16HP diesel (still less than 50 hours); new jib, staysail, and mizzen, plus topsides professionally re-sprayed with AwlGrip.

Kevin Misselbrook: kevin.misselbrook@gmail.com

Liffin: £8,750

East Anglian Bermudan mast head sloop. Designed Alan Buchanan, built Felthams of Portsmouth 1963, mainly of afrosia. 28' x 8' x 4.5'. Volvo diesel (20hp) overhauled 2015. New keelbolts & mainsail 2015. Roller headsail. New decks 2014. 4 berths, toilet, hanging locker and 6' plus headroom. Good cockpit lockers. Laying ashore Walton-on-the-Naze.

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

Clearwater: £45,000

A much admired traditional west-country gaff cutter, frequently said to be "the prettiest boat in the harbour", 'Clearwater' is for sale following an intensive upgrade, renewal and refurbishment programme. Built 1980 by Cygnus Marine (Penryn) and fitted out by North Cornwall Marine (St. Columb), only two owners from new, 'Clearwater' has been lovingly maintained throughout her life and in current ownership of now retired Master Mariner for 21 years. Ashore at Mylor. Visit the OGA website for full specification and photos.

Jim Hughes: jim.hughes3753@btinternet.com

+44 (0)1872 553915 | +44 (0)7876 568061

Olive Mary: £15,750

Designed by Maurice Griffiths, built 1931 by Harry King and Sons of Pin Mill, Ipswich, 'Olive Mary' is one of three sister ships. A very able sea boat which performs well and inspires confidence, she has featured in Classic Boat (September '92), March ('93) and as Boat of the Month (July 2011). "A very special little ship". Overall length (excluding bowsprit): 25' 6" LWL: 23' 0" Beam: 8' 6" Draft: 4' 3" 7 Tonnes T.M. Lying on her Conwy River mooring in North Wales. Visit the OGA website for full details and specification.

Paul Rockey: paul.rockey@btopenworld.com

Barbara Agnes: reduced to £34,500

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

+44 (0)7831 644394 | billandlesley.munt@btinternet.com

Bonify: £32,000

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

Contact Sue Lewis for more information, photos etc.

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



Hypatia: £43,000

Built at Blackwall, London, 1896 and in the same ownership since 1972, this beauty must be sold due to ill health. 39' overall, 5'6" draught. Sleeps four. Sails well and in very good condition.

For full written details phone Mike King: +44 (0)1702 558770

Roma: £15,000 ono

A very pretty gaff cutter, with nice sized cockpit & 2 berths. Since 2002 new mast, boom and bowsprit, new sails and inboard Yanmar GM10 engine. Mostly bronze bound wooden blocks, standing & running rigging also new. Fully equipped, with VHF radio, heads in forepeak, two ring gashob & sink. A good amount of stowage space both inside the cabin and in the cockpit. Kept on the Hamble River. Roma is fun to sail and had a very successful sailing season doing well in Cowes Classic Week and OGA Annual Race.

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

Halewyn: €20,000, lying Dunkirk

Halewyn is a Bermudan rigged centreboarder, hull mahogany, deck and cockpit teak. 4 berths with VHF, cruising equipment and suit of sails. She has been in the current ownership since 1991. Underwent a 3 year rebuild at that time, relaunched in 1994. She's been a much-loved family cruising boat, participating in gaffer rallies in the north of France. Ill health and the sad passing of one owner means she must be sold. email: christinednielles@free.fr

Malin: £14,500

24' Mk1 Crabber 1977, owned for 6 years and finally moving to a larger gaffer. Many features added to enable longer stays on board for cruising. Kept undercover in a barn off season. Main, Jib, Stays'l, Tops'l(2), Jackyard Tops'l, Tops'l Jib. Yanmar 2YM15(2005). YL&CC Alloy yacht legs. Yabsco Sea Toilet with Holding Tank. Integral diesel & freshwater tanks. Coppercoat antifouling. Seago 230 Inflatable. SBS 3.5ton 4 wheel braked trailer. June 2016 full survey on request.

Martin West: +44 (0)1934 832691 | jmartinwest@btinternet.com

Lorry for sale (boat not included): £1,500 ono

7.5 ton Mercedes flatbed lorry which carries a boat up to 3 tons. Reliability proven by trips to Morbihan and Brest. MOT 30 June 2017 Road tax £165. If you got your driving licence before 1 Jan 1997 it should cover this.

Sue Lewis: smlewis@btconnect.com

Sea Trout: £4,000

Drascombe lugger, modified for camping or liveaboard. Teak foredeck with stowage under, teak cuddy and afterdeck with lockers, solid foam buoyancy, spray hood & strong simple tent. Recent R&J sails with batten roach main, hollow mast on tabernacle. Sale includes 6hp 4 stroke outboard with remote control and easy launch trailer with three new un-used wheels and an axle. Lying at Ludlow, Shropshire where se may be viewed.

Richard Craven: +44 (0)1584 861518 | rcraven@gmail.com

Beth: offers in region of £3,000

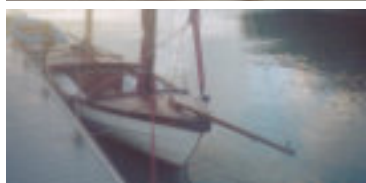
Mallard 12' gunter rigged dinghy, clinker ply construction, Jeckell's sails, Holts buoyancy bags, oars, paddles, fenders, rigging, most fittings stainless steel. Sale includes Jeckell's trailing cover & lighting board on galvanized combi trailer (Indespension) with spare wheel. In very good condition, 2 owners from new, kept in a garage. Regular use on sea, rivers and lakes. Near Daventry.

Dave Rogers: +44 (0)1788 891179 | davani@tiscali.co.uk

Fisherman's anchor: donation to ECOGA funds

Length of stock: 40" (1020 mm) Length of shank: 42" (1070 mm) Width across flukes: 24" (610 mm) Weight: 48 lbs (21.5 kgs) Condition fair, some surface rusting. Slight bend in stock. Age unknown, definitely not modern

Mike Dixon: +44 (0) 7775 690726 | mikedixon100@btinternet.com



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