

GAFFERS LOG

ISSUE NO. 94 JULY 2017

In this Issue:
Campbeltown Classics
Yarmouth Festival
Falmouth Classics &
Helford River Rally
Plans for OGA55in 2018



OGA 

NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING

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Editor: Beverley Daley-Yates
+44 (0)797 0943135
log@oga.org.uk

Please submit material for the
Winter issue by 20 October 2017

GENERAL MANAGEMENT COMMITTEE (GMC)

President: Alistair Randall
president@oga.org.uk

Secretary: Sue Lewis
secretary@oga.org.uk

Treasurer: Tony Kiddle
treasurer@oga.org.uk

Membership: Mary Gibbs
membership@oga.org.uk

Sailing Committee Chair: Pete Thomas
sailingsec@oga.org.uk

AREA SECRETARIES

Contact details in 2017 Yearbook

OGA BOAT REGISTER

Boat Register Editor: Pat Dawson
boatregister@oga.org.uk

GAFFERS LOG PRODUCTION

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

MERCHANDISE

Marion Shirley: merchandise@oga.org.uk
+44 (0)2381 787148 or
+44 (0)774 821 8444
www.oga.org.uk/shop

Cover photo:
'Master Frank', based in the Isle of Man,
sails at Campbeltown Classics
Photo: Campbell Fox

Foreword



Since March there's been everything from gale force storms to blistering sunshine without a breath of wind, with obvious impact on early summer events. There were races where boats drifted on glassy calm seas, capsizes and challenging decisions for Race Officers. Nevertheless, this issue is packed with reports of activities from all OGA Areas including races, rallies, cruising logs, restorations and parties, illustrated throughout with some great photographs.

In selecting photos for the Log, criteria include subject matter and composition, range of vessels and variety of our sailing grounds. The 'portrait' format is a constraint for the cover image. After shortlisting, the final decision rests with whether the photos are of high enough resolution to print. Members may be surprised that the selection process, sadly, often leaves us with few photos to choose from. Like many Editors before me, I call on Members to take your camera with you and send in some photos! Look at p.14 for details of the 2017 OGA Photo Competition and look back in past issues of Gaffers Log for hints on photography by our Competition organiser, Mike Garlick.

Several contributions for this issue show strong 'connections' between our Areas. Campbeltown attracted members from the East Coast, N Ireland and N Wales. Harwich to Helford being too far to sail, EC members trailed 'Papa Little' to join SW gaffers and at least one Solent member sailed to Falmouth. Despite the gales, the Dutch arrived in Chatham and although EasyJet failed to fly our President there, members from N Wales joined NIOGA for Portaferry Sails and Sounds.

After ten years ashore, 'Cachalot' is due to be launched in July. I must send Gaffers Log to the printer and return to Suffolk post haste!
www.cachalot.org.uk

Beverley Daley-Yates, Editor (Log and online)





From the Quarterdeck

It has been a pleasure for me to have already visited events in the Scotland, Solent, East Coast and South West Areas and to have dropped in to Beale Park. My initial impression is that each Area has its unique character and way of doing things while also exhibiting the fellowship and goodwill that is in common with the others. This reinforces my view that being a gaffer is a frame of mind. I have really appreciated the welcome I have been given at every event.

The inaugural Irish Sea event welcomed more boats than are normally seen at Campbeltown although even more would have been good (p.26). In successive years the event will move around the Area that border the Irish Sea so it will be interesting to see how this initiative progresses. It was a relaxed weekend in good company with generous hospitality arranged.

YOGAFF was completely different with the event being the backdrop to the Yarmouth Town festival. The streets close to the harbour are shut off and stalls and marquees abound. There were 90 or so boats with a tendency towards gentlemen's yachts and many are restored to immaculate condition. There were also many modern gaffers which was good to see. The race was on Saturday and there were drinks gatherings, dinners and music, and a good time was had by all (p.40).

The Swallows and Amazons event on the East Coast is held in 'Secret Water' and attracts an interesting variety of boats in the large fleet. This time the event was organised by the East Coast 'Young Gaffers' and it was good to see so many participants in their twenties and thirties (p.36).



I have just returned from the South West Area where I attended the Falmouth Classics and then the OGA Helford River Rally. Falmouth Classics is organised by our member Don Garman and several of the boats were OGA. It coincides with the Shanty Festival and Falmouth was buzzing. The Helford River event follows immediately on the Monday and Tuesday and 19 boats attended including some from the East Coast and Solent Areas. The weather was hot, the scenery was stunning and the company excellent.

I had two more events on my itinerary, Portaferry and the Norfolk Gathering of the Trailer Section. Unfortunately EasyJet cancelled my flight four hours before take-off and could not provide me with any alternative before Portaferry was over so I didn't get there; think about that if you are planning a trip. After Norfolk I will be doing events on 'Witch' for the rest of the season.

On p.16 you will find a letter from Gary Lyons, the Northern Ireland President. He lays out his reasons for wanting to change the name of the Association from 'OGA - The association for gaff rigged sailing', that was adopted in 2013, to something else that omits any reference to the word 'Old'. As I have travelled round the country I have spoken to people and I have heard varying opinions. This is a suggestion with far-reaching implications and I urge you to communicate your views to your Area Secretary or directly to Sue Lewis, Association Secretary.

We are now half way through the sailing season and I hope you have had a good time so far and I wish you fair winds for your voyage to come.

Alistair Randall, OGA President



Falmouth Spectacle

55th Anniversary plans: 2018

Birthday party: Saturday, 13 January, 2018 London Docklands

Watch the website and Gaffers Log for information about the birthday party to start our anniversary year, 2018. See p.7 for initial plans.

Small boat rally: 11 – 16 August, 2018 UKSA, Cowes

Organised for small boats and dinghies, this event will start on Saturday 11 August, for the week leading up to the main OGA55 rally. We invite all smaller boats and dinghies to participate in a rally to explore the Solent. There will be launch points for those bringing small boats on trailers and we're putting together a sailing programme for the week which will culminate in joining up with the main event from Thursday 16 August.

The event will be based round the UKSA in Cowes, where there will be mooring for boats as well as parking for vehicles and trailers. Accommodation in the UKSA will be available to those not wishing to camp, or we'll be recommending spots for camping and camper vans.

The programme is being worked on now. We will be accompanied by Solent sailors who own small boats and dinghies themselves, and know the best ports and bays to sail safely according to tide, weather and winds. The aim is to take things gently and plan to visit some (but not all!) of the following harbours and anchorages over the week: Historic Yarmouth, Keyhaven and Hurst Castle, Newtown River, Lymington River, Chichester Harbour, Portsmouth Harbour, Hamble. People can join in at any time during the week.



We also plan a friendly barbecue gathering at river's edge, in the tranquil and beautiful setting of the historic boatyard at Buckler's Hard, Beaulieu.

It's a long way ahead we know, but if you think you might be interested we'd really like to hear from you so that we can gauge numbers. Please fill in the expression of interest form on the OGA website (if you have not already done so):

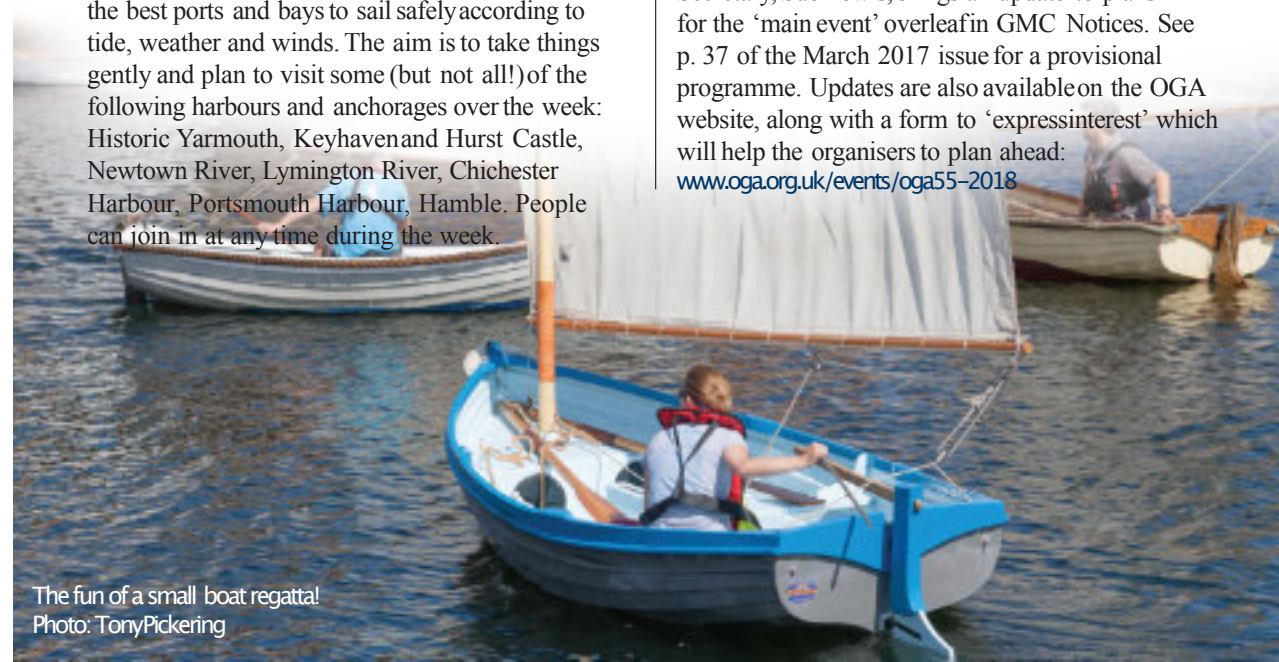
www.oga.org.uk/events/oga55-2018

This commits you to nothing but gives us an idea that you're interested and we'll keep you informed as our plans evolve.

Anniversary rally: 16 – 19 August, 2018

Secretary, Sue Lewis, brings an update to plans for the 'main event' overleaf in GMC Notices. See p. 37 of the March 2017 issue for a provisional programme. Updates are also available on the OGA website, along with a form to 'express interest' which will help the organisers to plan ahead:

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



The fun of a small boat regatta!
Photo: Tony Pickering

GMC Notices

Notices from the General Management Committee (GMC)

Finding new members

There are people out there sailing gaffers who may not realise what they are missing in not being members of the OGA.



We have a flier about the association which explains what we are all about and sets out the benefits of membership. If you would be prepared to carry a few copies on board to hand out to prospective new members, please contact your Area Secretary or the Association Secretary.

Good news for gaff-rigged photographers

If you have been discouraged from entering our photo competition then we have good news for you. The size limit for images has been increased, so there's no need to reduce the size and you can upload photos directly from a phone or tablet by using our new method of entering. We look forward to seeing your photos. Good luck! Full details, p.14.



Sue Lewis, Secretary

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

OGA Boat Register: volunteers needed

The OGA boat Register, both online and the paper archive, represents something unique and useful which the OGA maintains for posterity. Would you be prepared to get involved in its upkeep and development? This can be to a greater or lesser extent depending on your availability.

If you think you can contribute, please contact Pat Dawson, Boat Register Editor: boatregister@oga.org.uk

Will you join the team of volunteers?

If you'd like to offer your services in any other way to the team of volunteers who run the Association, please do get in touch to discuss how you might be able to help.

Contact Sue Lewis, Association Secretary.

OGA55: 16 – 19 August 2018

Many thanks to all those members who have already filled in the 'expression of interest' form on the website for our 55th Anniversary party next summer. If you haven't done so yet, please do have a look at the programme and let us know how you'd like to join in: www.oga.org.uk/events/oga55-2018

Of course it's easier for southern based members to get to by boat but if you're based further away we would still like you to be able to join in. Would you be interested in a charter place on a gaffer for the event? If so let us know using the expression of interest form or contact your Area Secretary directly. We are getting close to the time when we have to confirm charter bookings, so please act fast on this.

Would you be prepared to take on the organising of a charter vessel for members? In some cases Areas are taking this on for their members, but for smaller Areas, where the take up is not so great, we're looking for one or more volunteers to deal with member bookings and see if we can get a 'boatload' together. If you can help contact the Association Secretary: secretary@oga.org.uk

See p.5 for information about the OGA55 small boat rally planned to start on 11 August, 2018, leading up to the main event from Thursday 16 August.

GMC Notices

OGAAGM and 55th birthday party: Saturday 13 January, 2018, London

It's early days yet but the date and venue have already been set for next year's AGM and we're planning a party to celebrate the start of our 55th anniversary year. We'll be having our annual meetings, including the AGM, in the HMS President function room of the Ibis Styles Hotel, London, Excel on Saturday 13 January 2018.

As we did this year we have block booked hotel accommodation at the very reasonable nightly rate of £72 including breakfast. We'll keep you informed about how to reserve your room in due course. There will be a dinner in the evening which you'll also be able to pre-book. We hope a good number of members who have never joined us for the AGM will be encouraged to do so. It's a great opportunity to meet or re-meet members from other Areas.

Maritime heritage and the OGA



Battle of Chatham: an anniversary

The Dutch have gone back home. This time not with the 'Royal Charles', but with immense respect for, and happy memories of, their time on the Medway, especially at the parties hosted by the Medway YC, Upnor SC, Hoo Ness YC and Gillingham Marina. The first fleet arrived at Queenborough on 7 June to sail up the Medway in company, led by HNLMS Urania, a Dutch navy sail training ketch and the tall ship 'Aphrodite', the salute being taken by the Dutch Prince Mauritz.

Sadly, heavy westerly gales frustrated the arrival of some. Just two of the Dutch Gaffers fleet made the crossing. Rik Janssen and Celeste in 'Cine Mara' joined Arjan Megens and Hymke Spanjaard in 'Bola'. The Hoo Ness YC entertained us Gaffers to a great evening on Friday and we were joined by Solent Gaffers Ben Collins and David Walters for a great hog roast party at Medway YC.

Find a full report of this event on the OGA website:
www.oga.org.uk/news/chatham-350

Report: Brian Corbett, OGATrustee, Maritime Heritage Trust
Photos: Mike Spurgin



National Historic Ships UK

Hannah Cunliffe, Solent member of the OGA, has been appointed to succeed the late Martyn Heighton as Director, National Historic Ships UK. She took up her position in March, 2017.

On 3 June, the NHS-UK Solent Regional Flagship of the Year was awarded the broad pennant which it will fly throughout 2017 in recognition of its flagship status. The pennant was received by Solent OGA member Peter Draper, owner of the Solent Flagship 'Caronia', and was formally presented by the NHS-UK Director Hannah Cunliffe as part of a prize-giving ceremony organised by the Solent Gaffers at the Royal Solent YC. 'Caronia' was one of 96 traditional vessels to attend YOGAFF, marking her first port of call on a commemorative cruise back to her historic home port of St Ives. Built on the beach in 1927, a St Ives fishing vessel, 'Caronia' came out of service, later becoming a private motor yacht. She took part in the evacuation from Dunkirk as part of Operation Dynamo in 1940.

Hannah Cunliffe, Solent Area

Classic Boat awards, 2017

Several boats featured in the OGA online Boat Register were nominated in the 2017 Classic Boat Awards. Prizewinners were announced at the beginning of April: Albert Strange designed 'Charmina', 1923, new build, 'Unity' (see p.22), pilot cutter, 'Jolie Brise', 1913, gentleman's yawl, 'Bonita', 1888 and 'Peggy Bawn', 1894. Visit the OGA website for full details and links to the Boat Register: www.oga.org.uk/news/cb-awards-2017



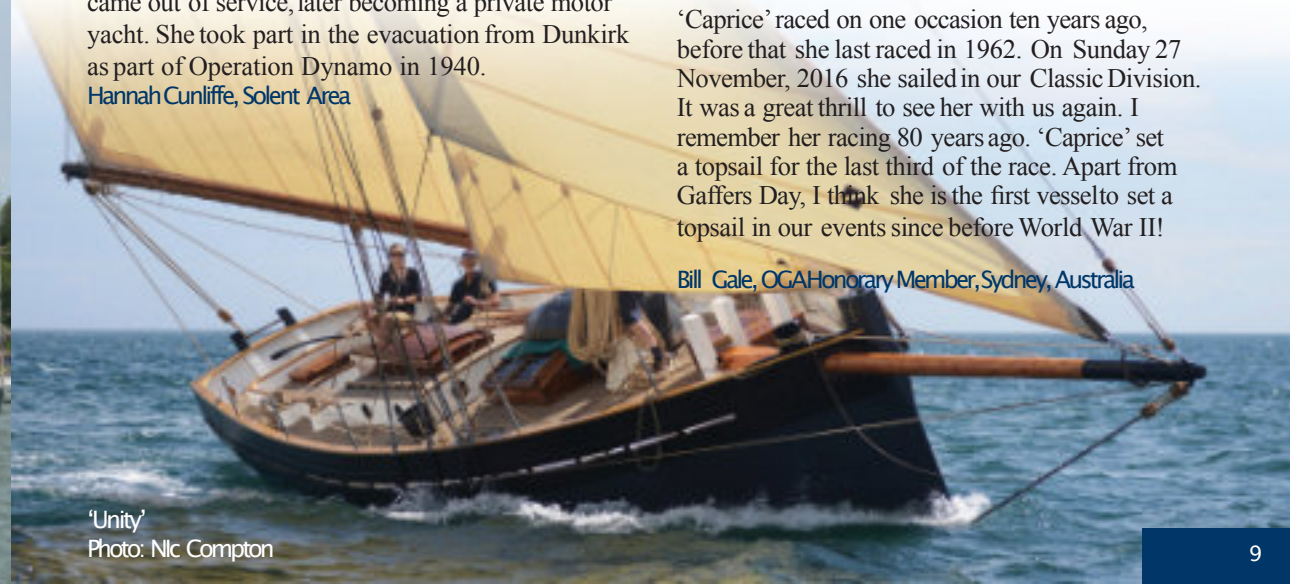
'Caprice'
Photo: John Jeremy, SASC

'Caprice' returns to racing

In 1900 the magnificent 32 footer 'Caprice' was launched in Tasmania. During the 1920s she arrived in Sydney and began to compete in SASC events. The late Harry Pfeiffer raced her for many years with notable success. She is now owned by Harry's son Tony who has had her original rig recreated by Sean Langman. The hull has been restored and she looks like new. After 116 years it would seem that timber may be a satisfactory material for yacht construction.

'Caprice' raced on one occasion ten years ago, before that she last raced in 1962. On Sunday 27 November, 2016 she sailed in our Classic Division. It was a great thrill to see her with us again. I remember her racing 80 years ago. 'Caprice' set a topsail for the last third of the race. Apart from Gaffers Day, I think she is the first vessel to set a topsail in our events since before World War II!

Bill Gale, OGA Honorary Member, Sydney, Australia



'Unity'
Photo: Nlc Compton



Notices: North, South, East & 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

East Coast August Cruise: 12 – 20 August

This year we're off to new waters on our annual Cruise, starting as usual in Ipswich, then heading south to the Colne and Blackwater. We plan to visit West Mersea, Osea Island, Heybridge, Pyefleet and Brightlingsea, with a day ashore in Maldon to sample the Mighty Oak ales, visit the Moot Hall or relax. There will be friendly racing, and of course the highlight from last year, the 'Crazy Race' (p.25 March 2017 Log) will be hotly contested. How many marks and how many points can you collect? We will finish at the Colne YC, with dinner followed by music from John Ward and Mario Price. Enter in good time to help the organisers!

Why not think about joining us? Entry forms and full details are available on the East Coast website.

www.oga.org.uk/eastcoast/events/august-cruise-2017

Clare Thomas, East Coast Area

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.

2017 Holyhead Festival: 25 – 28 August

We are now into our 11th year of organising this event and look forward to many of you joining us again for what will be a great festival. This year it will run over the Bank Holiday weekend although Monday will be taken up with most boats returning to their home ports. The format will be similar to previous years and of course very much supported by Holyhead Marina, Holyhead Town Council, Stena Line Port and Irish Ferries. Once again Holyhead SC will host the event. We hope the Holyhead Lifeboat will lead our parade of sail with the annual Battle of Holyhead: guns and cannon fired in the harbour making as much noise as possible!

Sue Farrer, North Wales Area Secretary



Young gaffers enjoy the cruise on 'Reverie', 2016
Photo: Beverley Yates



Holyhead Festival, 2016
Photo: Richard Burnell



Cruising in Company: 2017

As we go to press, two Cruises in Company are mustering.

Along the south coast, OGAcruisers are preparing for the 'grand depart' from Yarmouth, Isle of Wight on 22 July. Watch the website and Facebook for news of 'South by South West' with boats hoping to reach the Isles of Scilly after calling at ports in Devon and Cornwall.

There's also an Irish Sea Sojourn departing Liverpool, 21 July. The North West OGA and Nobby Owners Association are celebrating the NOAs 30th Anniversary by visiting ports in Wales, East Coast Ireland and Peel, Isle of Man before returning to home ports. See overleaf for more photos from the North West Area.



OGA Boat Register update: www.oga.org.uk/register-home

Have you visited the online Boat Register recently? Many of the boats mentioned in the Gaffers Log are also in the Boat Register with more photos and information about the vessels: www.oga.org.uk/register-home

There are 3457 boats on the Register now, with 1118 of these published and available for public browsing online. Not all boats are available to the public as we need to check for accuracy before publishing. There is plenty of interesting work to do in making more records available and if you'd like to help, do get in touch.

I am pleased to report that most new members are sending details of their boats for inclusion in the Boat Register. Some boats are already on the Register, so this helps to check before publishing.

Many are not, though, so the number of craft on the Register continues to increase, both new and old boats.

There is sometimes confusion between a boat's OGA Boat Register no. and her owner's Membership no. The difference is that the OGA Boat no. stays with the boat. In the early days of the manual Register, there was an attempt to match the OGA Boat no. with a fishing or registration number eg Brixham trawler 'Vigilance' carries fishing number B76 and OGA no. 76. This approach is no longer used and the database generates the next lowest number available.

Are you sure your boat is on the Register? It's easy to check by looking at the website. If you cannot find her, do contact me with her basic details and we will sort it out for you.

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

NOAAnnual River Mersey Race:

a parade of sail for the BBC

Most of our ‘offshore’OGA members are also in the NOA (Nobby Owners Association)who are celebrating their 30th Anniversarythis year. For the NOA Annual River Mersey Race in June the BBC

chose to film from the Liverpool Waterfront. Some of the boats participating in a parade of sail for the cameras are included in this spread.

Kevin Goulding,North West Area President



OGA Photography competition 2017

www.oga.org.uk/trophies/photo-competition-2017



1

No age limits!

The Young Photographer category has been discontinued. The other two categories remain unchanged - all ages may enter.

Preparation

This is vital and will make the difference between a snap and a photo. 'Compose before you expose.' Try to develop the ability to "see" the picture. This may be spotting a detail, catching a fleeting moment or waiting for just the right light. Take a look at hints in previous Gaffers Logs for tips to impress the judges and browse winning photos on the website.

Your camera and you

This must be teamwork so make sure you are totally familiar with all the settings and controls and always have it with you ready for use. Review technique tips in previous Logs.

Digital processing

Digital processing is encouraged to maximise the features of a good photograph and for minor corrections to horizon, exposure and cropping. You need to be familiar with this for whatever system you use.

Extreme techniques are discouraged and may be penalised.



2



3

A new way to enter

This is your photo competition. Following feedback from members we're offering an alternative method to enter this year. There are two red buttons to choose from on the OGA website competition page:

www.oga.org.uk/trophies/photo-competition-2017

Select the one that suits you best.

Using a computer

Log in and use the online form from previous years.

Using any device including a phone or tablet

The new form does not require you to log in but you will need to know your membership no. which you can find in the OGA Yearbook.

Two competition categories

Members may submit two photos for each category. Sailing Gaffers

Photographs of gaffers in any situation; under sail, at rest or in repair. The photo can be of one boat or many and can be of the whole boat or of any detail. The photo should convey something of the special quality that goes with gaffer sailing. Life at Sea

Here the emphasis is on the human story, the situation or atmosphere. The best or the worst; peace, excitement or misery.

Rules and submission

Photos must have been taken between 1 January and 31 December 2017.

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

All entries must be submitted via the OGA website, available from 30 June to the closing date 31 December 2017.

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

Prizes will be from a selection of superb nautical books, announced and presented at the AGM, January 2018. Rules, further information and submission methods are available on the OGA website.

www.oga.org.uk/trophies/photo-competition-2017



4

Great prizes

Superb nautical books for the first three in each category. These will be presented at the OGA AGM in January, 2018.

Titles and captions

Whichever method you use to upload your photos, you will need to include a title (up to 20 characters) and caption (up to 60 characters). Entries are judged, in part, on the quality of the short, engaging title and informative caption. Here are some examples for the two categories.

Sailing Gaffers: undersail, at rest or detail

1. Title: Soldiers' Wind

Caption: 'Maybird' on a perfect reach

2. Title: Looks neat in this?

Caption: 'Maybird' dressed overall and showing her counter, in Fowey

3. Title: Hoop-la

Caption: Mast fitting detail, pilot cutter 'Morwenna'

Life at Sea: excitement or misery

4. Title: Thar she blows

Caption: Dolphin excites schoolchildren on sea experience. 'Polly Agatha', Guernsey.

5. Title: And then there were none!

Caption: Sea Scouts on Channel crossing experience



5

Open letter: Change of name?

At the Association Meeting in January 2017, the Northern Ireland OGAs requested that we revisit the question of changing the name of the Association. Here NIOGA President Gary Lyons puts his case for a change and we ask you to submit any views or comments on this to your Area Secretary or directly to Sue Lewis, the Association Secretary: secretary@oga.org.uk

I think we all agree that first impressions count. In our modern fast paced 30 second attention span world, they matter more than ever, sadly. It is increasingly important that the branding, and especially the name, grabs attention, explains and advertises the organisation's purpose. With that in mind I would like to make a proposal that we re-visit our name. It will challenge the legitimacy of 'Old Gaffers Association', given the future intentions of the OGA, and considers changes which have occurred to our organisation since its inception.

I joined the Old Gaffers Association in 1990-ish, as the youngest ever member aged just 16, and have been involved to some degree ever since. I have sailed hundreds of miles aboard one of the oldest Gaffers afloat, Bristol Channel pilot cutter, 'Madcap', built 1875. I am currently restoring my own old wooden boat, 'Ocean Dove', and it is safe to say I have explained to many, many people what and who the Old Gaffers are, and it always goes something like this:

"...Old Gaffers? Well, we are a group of enthusiasts who care for and maintain the ideals and vessels of the gaff rig, the 'pretty four-sided sail', we promote and organise events, maintain the records and keep alive people's consciousness of these traditional craft. We also have a lot of fun doing it and enjoy ourselves!"

Then comes the second stanza:

"...Old? No, you don't have to be old. Some of the members are indeed old, but no, it's not only for old people. Yes, some of the boats are old, but not all of them, in fact some are brand new, and some of our members are very young, in fact we have a youth policy."

In the 1960s when the OGA was dreamt up, the only gaff rigged boats around were indeed old, usually restoration projects. Whilst this remains the case for many of our members, for a significant proportion, it is not the case. There are many newly built gaffers around today, and they are as valued on our members' list as any other.

'OGA: the association for gaff rig' is a previous re-branding already put in place, effectively removing the name 'Old Gaffers' from the association title, but without actually removing it.

The logic for which to me is somewhat confusing.

At the last ACM/AGM, the membership overwhelmingly voted to advance the process of designing and building a small dinghy aimed at getting younger people involved in gaff rig and the Association. We are actively pursuing young people through the expanding OGA Youth Fund. As the youngest ever member back in 1991, I can only commend these activities. If we are honest with ourselves, the OGA does indeed, like many sailing organisations have issues with a slightly aging demographic and we do indeed recognise the need to counter this trend. Retaining the name 'Old Gaffers Association' in my opinion is not taking the Association forward in tandem with the plans we have to bring in fresh blood, fresh ideas and new younger members. As president of NIOGA I have assembled one of the youngest ever committees with an average age below 40. Many of these people are indeed the new members we are aiming to encourage, young and old, and they all agree that the 'Old' in 'Old Gaffers' is indeed an albatross around the neck of our Association's future.

I propose that we open a competition to members for suggestions of a new, more easily understood, more appropriate name. If the membership is content to keep 'Old Gaffers Association', that is well and good, we are after all a democracy!

My opinion is that the name should be simple, but effectively explain who we are and what we do, something I suggest has always been a weakness in the case of 'Old Gaffers Association'. Without some prior knowledge, this name can be and has been confusing to the uninitiated. I understand there will be a cost in terms of rebranding and revamping, so a phased approach would make sense to minimise costs, but we should not allow short term costs to overly influence a decision designed for a longer-term view, to improve the Association's future and future image.

I hope I have made a case that does not offend our older members, as they are in the majority and are the life-blood of our Association, but they do not and should not define our Association. The 'Old' in my opinion has always described the boats, and it is simply no longer accurate. This is a good thing, we restore and maintain many old boats, I do personally, but again, this does not accurately define ALL that we do, and our name should reflect that fact. This is a good problem to have, and I suggest we move with the times, develop our Association into the 21st century and update our otherwise great organisation. I personally would suggest 'The Gaff Rig Sailing Association' or 'GRSA'.

Gary Lyons, President, Northern Ireland Old Gaffers Association

Send views and comments by the end of September to: secretary@oga.org.uk and by all means copy your Area Secretary in too.

Youth Fund update

Patrick Vyvan-Robinson (BCA member and GMC) has taken on leadership of the Youth Fund. Following results from his survey of members' opinion he will be putting together a proposal in the next issue of Gaffers Log. If you have not already done so, please let Patrick know your views via email before 6 October, 2017: patrick@alltybrainfarm.co.uk

Sailing on the smack 'Sallie' East Coast Area, April 2017

In the March 2017 issue of Gaffers Log (p.20) we published reports from West Mersea Sea Scouts who joined the East Coast Race on the engineless Essex smack, 'Sallie' in 2016. Following meticulous planning, 12 Sea Scouts each enjoyed sailing and an overnight experience on 'Sallie' during the school Easter holidays, 2017. Funding from the East Coast Area, OGA Youth Fund and Teamac Marine Paints made the whole thing possible - but bad weather could still have played havoc. Happily the weather gods were kind.



Henry, Alex and Mary
Photo: Jane Welham

OGA Youth Fund

As planned we had Jane (Scout leader) and three Scouts join on Sunday evening in view of the early tide, went aboard and prepared the vessel. Monday saw an early muster at 0500 and we left the mooring dead on high water with a lovely south easterly which died with patchy and occasionally thick fog before Osea.

Gradually this cleared as we made slow and careful progress down river finding a better breeze below Bradwell, where we stopped for lunch. Then the fog returned and needed some real navigation to find the Nass and our anchorage below the moorings in Mersea Quarters, ready for the first of three changeovers by 'Lady Grace'. As there was by now a fresh breeze from the east and the anchorage was uncomfortable, the new crew got us under way for a quieter night in the lee on the southern shore.

Tuesday and Wednesday were repeats with changeovers at 1630 each day. Tuesday was very calm and we drifted down to the Bench Head enabling some rowing around the boat before a sea breeze developed to take us back to Mersea. That evening the new crew took us up to Osea and they were able to go ashore in the dusk exploring. Wednesday was a lovely day and with a reef we got around to Brightlingsea before returning to Mersea for the pick up. Wednesday's new crew stayed with us until the return to the mooring on the morning tide Friday, departing after a look at both 'Reminder' and 'Blue Mermaid'.

This enabled four groups of three to experience an overnight stay as a taster and several have expressed an interest in doing more later. Thanks very much for the assistance the OGA has given to make this such a success.

Richard Tichener, Executive Officer of Sea-Change Sailing Trust, skipper for this event



Commemorative t-shirts
Photo: Jane Welham

Portaferry Sails & Sounds: 22–25 June

The June sun shone on Strangford Lough. Passersby and locals could not but stop and admire the beauty of ‘Vilma’ and ‘Soteria’, the topsail schooners visiting Portaferry Sails & Sounds Festival and the NIOGA Youth Project.

The stunning vessels luxuriated in their glory with happy crew aboard following successful passages from their home ports; time generously donated to allow local school pupils the opportunity to partake in a day sail experience on Strangford Lough.

Growing on the fantastic success of 2016’s inaugural youth project, our reach was extended to 12 pupils from three secondary schools in the Ards Peninsula area. The aim was to encourage shared education and collaboration for schools and pupils alike. Following a hearty breakfast and donning their new Youth Project sailing shirts, a keepsake to remind them of the wonderful experience ahead, pupils and accompanying teachers alighted the pontoons to meet the crew and their vessel.

All pupils received pre-sail training before the event, learning safety at sea, rope skills, basic sailing techniques and terminology, emergency procedures and, most importantly, basic lifesaving skills. Our gratitude must go to NIOGA’s Eilish Wylie for donating her time and expertise to deliver the course.

Onboard, pupils were set to work in pairs or teams, closely supervised by accompanying crew. They were literally ‘shown the ropes’ then set course up the Lough. Lunch was enjoyed as crew and students alike took in the beautiful scenery. Some pupils were experiencing the joy and beauty of sailing on Strangford Lough for the first time, despite a lifetime living along the shore!

On their return pupils gained confidence tending the sails and steering the schooners. They took the opportunity to admire the many other traditional boats in attendance at Portaferry Sails and Sounds. Certificates for each pupil were presented at a special prizegiving outside Portaferry SC and everyone went home safe, happy and tired!

Once again my gratitude must go to Michael Breen, Headmaster of St Columba’s School and the Headmasters of Strangford College and Glacry High School for supporting the NIOGA Youth Project. It takes courage and foresight to provide 12 fantastic kids for the day given the potential hazards! Thanks also to the teachers in attendance for giving their Saturdays to come and help supervise. I would like to thank the crew of both vessels for providing the children with such a fun and engaging day. Commendations must go to NIOGA’s Johnny Mitchell for his invaluable help and support in setting this year’s project up, his skill and enthusiasm have been vital to the running of the Project. Finally I must thank Scott Metcalfe and Gerry Brennan for bringing their beautiful boats to Strangford Lough and generously donating their time to the Youth Project. It is fair to say sailing on these wonderful craft really touches something inside you, myself included. It provided these children with a fantastic lifetime experience they will never forget and always treasure.

Report and photos:
Sheila Lyons, Northern Ireland Area

Youth Project report





30,000 nautical miles aboard 'Norn'

We bought 'Norn' in 2000 and left on our dream cruise in 2001 with our baby daughter of 8 months, a hold full of provisions, an adventurous spirit and limited savings, finding work en route in boatyards, parascending, catering, fishing and gardening. Over the next seven years we covered over 30,000 nautical miles from the UK across to the Caribbean as far south as Colombia and as far north as Nova Scotia and then back again via the Azores.

Heavy displacement gaff rigged boats make great long distance cruising yachts. 'Norn', being a boat of such character, made the adventure all the more authentic and her timeless beauty was a real head turner wherever she went.

'Norn', means Goddess of Fate in Norwegian mythology and one year she showed us what she was really capable of during a passage from Beaufort N.C. to the Virgin Islands. We got caught up in a particularly vicious storm which pushed us into Bermuda instead. There, as fate would have it, we bumped into our boat's designer Paul Johnson, then 76 years of age and sailing Norn's sister ship single-handed. He gave us tips on how to adapt Norn's rigging to make sailing

her easier and more efficient. This chance encounter made sailing 'Norn' even more fun and super rewarding, especially as we joined numerous classic and gaff rigged regattas in New England, alongside local schooners.

'Norn' was our home for 11 years and she took us on unforgettable adventures. She's now looking for a new owner, see the advert on p.67 and find more online.

Ben Cumpstone, Solent Area



'Norn' does 8 knots on a perfect reach off Cape Cod, en route from Bermuda to Boston



OGA Dinghy: an update

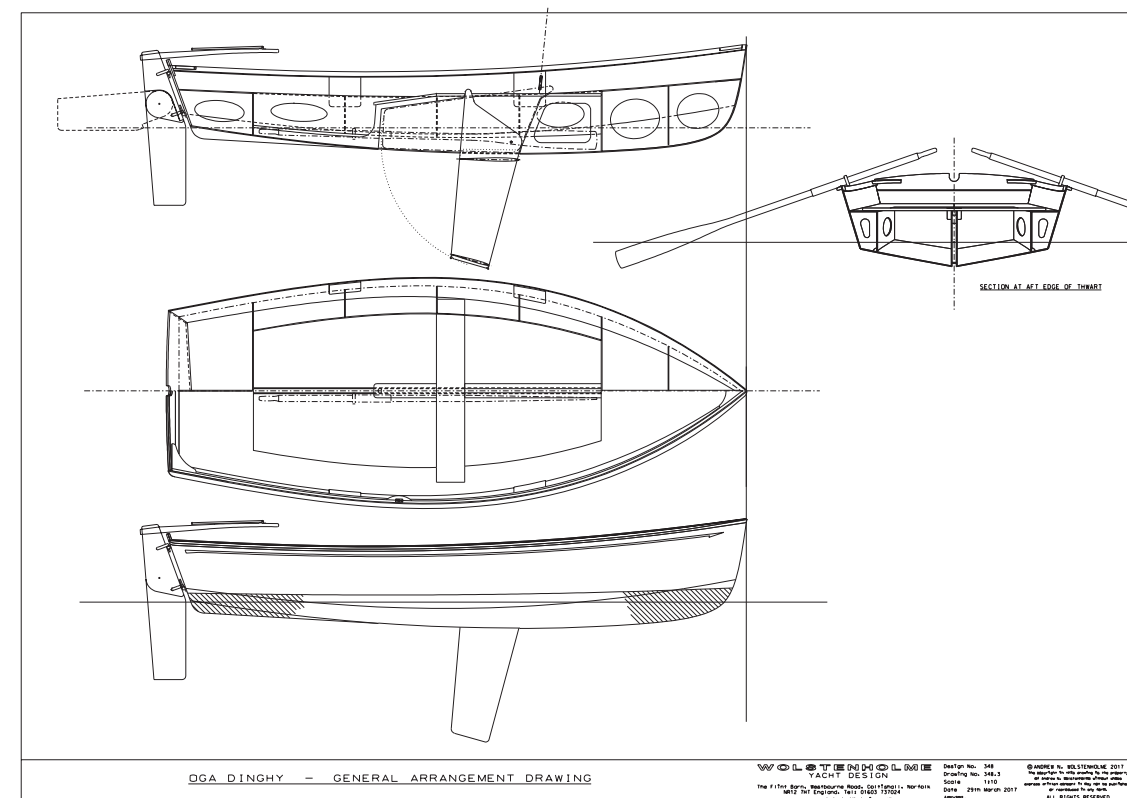
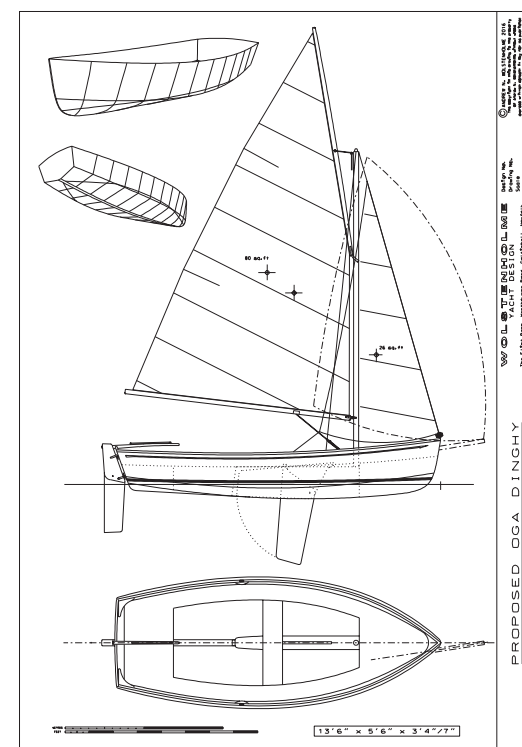
Design work on the dinghy has continued. The general arrangement drawing shows the basic layout. The side tanks have a closed centre section to give buoyancy and an aperture at each end giving storage space and also reducing the buoyancy to reduce the chance of the boat inverting if it is capsized. The sculling notch is there to support the mast when lowered as much as for sculling.

The second drawing shows the slightly revised sail plan that gives the option of having adjustable jib fairleads on top of the side tanks.

The hull will be single chine, similar to the GP14 and Heron dinghies with stitch and tape construction over a building frame.

A scale model is being built and once that is complete the construction of the first dinghy will begin. It is expected that there will be some pictures of the build in the Autumn issue of Gaffers Log. See p.23 of November 2016 Gaffers Log for more about the OGA dinghy proposal.

Tony Kiddle, Association Treasurer, East Coast Area



‘Unity’ returns to France:

Jon Bray launched ‘Unity’ in time to sail to Brest for the Festival last year; reported in the November Gaffers Log. Here they join 1400 boats at the Semaine du Golfe, Morbihan in May, 2017.

We left Falmouth on a Friday evening, having collected crew as they finished work and headed out into a glorious sunny evening. Trying out the new topsail, with a NW 3-4 ‘Unity’ bowled along at 6 1/2 or 7 knots into the night, hoping to catch the tide through the Chenal du Four at midday the following day. It was a great start to what turned out to be the most varied and enjoyable 10 days I’ve spent on a boat. There were lots of contributory factors which helped to make the trip but central to it was the unique character of the Semaine du Golfe festival. More than 1400 boats, divided into 10 flotillas ranging from sail and oar through classic yachts to the magnificent French replica ships such as ‘La Recouvrance’ and the frigate ‘Hermione’. Events are hosted at 17 different ports and after the first couple of days where boats are gathered at their host port, flotillas move every day. This usually involves a course planned to follow the tides through the islands and out of the narrow entrance to the Gulf. The currents here reach up to 8 knots on spring tides and with narrow passages between islands and an uneven seabed the experience can be more like white water rafting than sailing. The first time or two you sluice through the excitement is tempered by occasional moments of alarm as you perform involuntary pirouettes in close proximity to the hundreds of other boats going in or out on each tide. Once you’ve done it a couple of times the current comes to seem a lot more benign, invariably dividing to

carry you through the main passages between islands rather than being bent on destruction. Indeed, there’s an old saying amongst fishermen that they used to go to sleep at the entrance to the Gulf and wake up in Vannes.

Getting back to the crossing, the wind dropped on the Saturday morning and we ran up the iron topsail to get us through the Chenal du Four and the Raz de Sein on the one tide and reach St Evette (Audierne) on the Saturday evening. Having covered more than half the distance to the Morbihan, we could now settle down to day-sailing, stopping at Concarneau to visit the Ville Close (a medieval walled town on a long island in the middle of the harbour) and Sauzon on Belle Isle. Here the harbour master gave us the ferry pontoon for the night: ‘Beautiful boat! You don’t pay!’

The next day we got up early to catch the tide into the gulf and picking up some French friends at Le Logeo headed over to the Isle D’Arz for a ‘picnic under the pines’. On Wednesday, up anchor and we joined our flotilla, the working boats, for the passage around the largest island, Isle au Moines, and out into Quiberon Bay for the day. On returning to Le Logeo where we were to anchor for the night we headed in to the quay

Semaine du Golfe, Morbihan, 2017



Photo: Diego Lopez

for the crew supper and the sculling competition. Sculling ‘la godille’ is a bit of an obsession over there and we did the ship proud by entering three contestants. Toby was the crowd favourite and when the results for the heats were announced at the crew briefing the following morning, wearing a hat and also having a bit of a beard I was mistaken for him. I tried to explain that he’d gone back to England but the tide of adulation was too great and in the end I just had to go with it. The following night, in the sculling final at the lovely medieval port of St Goustan, Lucille, another of our entrants, came third and captured the hearts of the old chaps who were organising our flotilla. Henceforward when they wanted to give us instructions they didn’t call for ‘Unity’; they called for Lucille!

It soon came around to the day of the Grand Parade. We had different crew in the form of Diego, a Spanish hitch-hiker who had thrown us a note on a napkin, weighted with a bicycle light, explaining that he’d sailed a lot on lateen boats and could he come with us. We were just motoring out of Vannes canal when we also picked up Delphine, who had hailed us from the bank. For the Grand Parade the organisers attempt to muster all 1400 boats into a procession to re-enter the Gulf. This is obviously quite a spectacle and crowds cover every rock or bit of beach along the route. In addition to

the traditional boats, there must be twice as many modern boats spectating from the water. How they get insurance for it I don’t know, but it seemed to go off without major incident.

The final night we rafted up next to new friends in Port-Anna to watch the concluding fireworks before motoring up to Vannes the next morning to leave ‘Unity’ as a base for a family holiday a week later.

In conclusion, go, if you can, to the Semaine du Golfe. It’s a fantastic festival and there are lots of fabulous places to explore on the way. It’s a bit of a trek, but you get a couple of weeks free mooring either side of the festival so you can always leave the boat as we did and go home and do a bit of work.

Next one is May 2019.

Jon Bray, South West Gaffers

Find out more about ‘Unity’ and West Country Cutters at www.westcountrycutters.co.uk



Photo: Diego Lopez



Photo: Jon Bray

2016 Sydney to Hobart Race:

We carry another contribution from gaffer friends in Australia, sent to your Editor by long-standing OGA member, Bill Gale who is also a member of SASC. Sean's report of the race was first published in the SASC newsletter, February 2017.

My father, Cliff Gale, designed 'Maluka' a lengthened 'Ranger' for the Clarke brothers as an ocean cruiser. She was built in 1932 by the fabled Billy Fisher at Botany Bay and fitted out by the Clarkes who sailed her to Hobart ten years prior to the first race. Sean Langham took her to Hobart in the big race and her performance against a fleet of mostly 'state of the art' ocean racers is astonishing. Very few of the fleet are older than ten years, no other anything like as old as 'Maluka'.

Three days, 19 hours, 38 minutes and 7 seconds: the time it took 'Maluka' to sail the course in the 2016 Rolex Sydney-Hobart yacht race. Her average of 6.9 knots reads as a nice slide to Hobart. Reality was that, even though the crew of 'Maluka' enjoyed almost perfect conditions, the race was punctuated by many sail changes, calms and the almost-mandatory 40+ knots of wind around Tasman Island which was so shrouded in fog that the light was not visible.

I had faith in 'Maluka' to win the coveted Tattersalls Cup. To do so would require a revisit of her rating and crewing. With my close friend Peter Inchbold at a loose end after his long-time skipper Roger Hickman passed, we decided that we'd both honour Hicko and race together but, moreover, prepare 'Maluka' with no compromise.

The inspiration to race her was borne from my personal discontent with the push-button sailing I'd found myself into as well as wondering how the Clarkes got this little girl across the Strait. Six races later and she still amazes me, takes me to my roots of sailing and fills my heart with joy.

The attempt to win the Hobart race with a 1932-built gaff-rigged 30 footer may seem a little ambitious. Especially as the IRC rule does not favour yachts with gaff and bowsprits that tack a genoa. So, firstly, the rating had to be reviewed. With my friends at Doyle we set about designing a 'new' sail plan. The irony is that what we ended up doing was to revert to her 1932 sail plan by removing the symmetric running spinnaker and the overlapping genoa. Mainsail area was rationalised with less roach. A new working jib was constructed along with a code zero spinnaker and a spinnaker staysail was added. The code zero and staysail are of Stratis cloth and were

designed and constructed with the view of being as fast as possible but with no requirement to last past one race. I am very pleased the flying shapes have not distorted and they appear to be able to race many more Hobarts!

Added to the sail program was a study of Maluka's mast and rigging set up. To support the code zero Noakes fitted longer spreaders as well as fitting a Dyform wire forestay. All mast components were either replaced or tested. New B&G instruments were fitted which interface with the new B&G cockpit-mounted chart plotter. Maluka's navigator, Shaun McKnight, was able to overlay Roger Badham weather and routing for the race on the deck screen.

With months of preparation behind us the six crew of Peter Inchbold, Peter Langman, Rick Wood, Shaun McKnight, Erin McKnight plus myself launched 'Maluka' from the slings at Noakes just four hours prior to the start.

Maluka's underwater hull was meticulously prepared by Noakes staff, so it was with confidence that we set off to start the great race once more. The race start was the way 'Maluka' raced the whole race. The pin end was favoured so she fought her way to the front line and started two lengths up from the pin. Hailing for water she tacked to port and ducked two boats to pop out in clear air. She became possessed to hang on as the larger boats slowly but surely passed her. Once at sea 'Maluka' set her largest sail plan and scurried south. Our sights were set on 'Azzuro', a S&S 34. If we could keep her and 'Love & War' in sight then we were in for a chance. Azzuro's crew frantically attempting to hold off 'Maluka' spun into a Chinese gybe. It was now dark and, with 'Maluka' having spinnaker,



Sheets eased to pass astern of 'Sticky'
Photo: Richard Harris, SASC

a 1930s 30ft gaffer takes on the fleet

spinnaker staysail and full main with preventer strapping down her sky-wood boom, there was an anxious moment as we slid by Azzuro's stern.

Advice from Clouds (Roger Badham) was to be as far offshore as we could to attempt to miss the southerly change transition. The strategy paid off and, even though we experienced moments of calm, the wind swung back to the north and north east within a few hours. Day two saw heaving running conditions. Our take-no-prisoners approach to sailing 'Maluka' meant that she had three on the helm and, by allowing the cockpit to fill with water, she maintained sufficient stern-down trim to carry full sail in winds exceeding 30 knots. At the time I didn't admit it to the crew but this was, to me, both exciting as well as frightening sailing. With the spinnaker pole as far aft as possible and tweaked down to deck level we drove 'Maluka' by the lee with a preventer on the boom and the gaff laying around the mast to leeward she fairly smoked and tore up the miles. With speeds on day two and three of 13, 14 and 15 knots 'Maluka' was able to chalk up a 240 n mile day.

For 'Maluka' and her crew day three brought the biggest surprise. Now in an easterly wind the

Code Zero was deployed. With a course set to close Tasman light, 'Maluka' constantly reached speeds of 9.2 knots in a straight line with no wave or current assistance. I am still somewhat astonished that the little girl could do such a speed as I always felt her hull speed to be in a vicinity of 7 knots.

It is indeed a measure of the man who makes the least mistakes will generally win the race. My misjudged lay line to Tasman had 'Maluka' steering 270 degrees for two hours. With my heart in my throat I truly believe the race had been lost there and then. However there was more in store. With Tasman bearing 000 we were hit with a 40+ knot blast from the north. A scrambling crew had her reefed and plunging on towards Cape Raoul only to be becalmed in Storm Bay for some hours. The sail from the Iron Pot to the finish was a test of patience and a fair channelling of Roger Hickman and Cliff Gale to will 'Maluka' on towards the finish.

As 'Maluka' ghosted across the line I looked up at the gaff peak and with tears and laughter hugged the crew. I pondered how Cliff would have felt to see his old SASC burgee flying proudly. 'Maluka' and her crew had truly arrived. First place in IRC Division 4 and first yacht home under 9.5 metres. The Plumb Crazy Trophy to adorn Maluka's bulkhead will long be associated with a great race sailed with wonderful friends and my boy Pete, who incidentally tells me what to do on the foredeck these days!

Sean Langham, Sydney Amateur Sailing Club



'Maluka' A19 crosses the start line
Photo: John Jeremy, SASC



Campbeltown Classics: 19 – 21 May

Campbeltown Classics attracted OGA members from the East Coast, N Wales, Scotland and N Ireland this year. With a fine collection of photos, we bring two reports from East Coast boat 'Robinetta' and North Wales member 'Molly Cobbler'.

Campbeltown Classics, a venerable event in the OGA calendar, fitted nicely into our plan this year. We're effectively re-creating Robinetta's first cruise on the 80th anniversary. She left the Mersey 13 May 1937 and sailed to the Isle of Man anchoring off Douglas, then East Tarbert Bay by the Mull of Galloway and then off Arran. We left on 13 May 2017 and sailed to Peel to wait out a gale and then to Portpatrick before reaching Campbeltown. Close enough!

Not surprisingly we were the only East Coast members on the west coast of Scotland to join 'Swyn-y-Mor', 'Molly Cobbler', 'Master Frank', 'Ocean Dove', 'Naiad' and 'Tantina II'. So the Classics this year had representatives from Scotland, N Ireland, North Wales and the East Coast.

Friday was a fine evening, warm enough for drinks in the cockpit of 'Tantina II'. I sat with Warren and Jill from 'Swn-y-mor' and got them to tell some of their tales of circumnavigation in her. Warren said his boyhood dream had been to visit the Marquesas in his own boat. We had both read Robert Louis Stevenson's account from 1888. He had been there a few years after the end of cannibalism. Warren said it was still a special place when he was there. He also had strong memories of sailing in the Mississippi.



'Master Frank' built 1896 and still based in the Isle of Man
Photo: Campbell Fox

The US government has closed the river to recreational craft and provided a parallel waterway. So 'Swn-y-mor' was one of the last yachts ever to use it.

Campbeltown is one of the defined areas for Scotch and was once the 'Whisky Capital of Scotland'. At its peak it had over 20 distilleries. Now it has just three. I visited one

of the shops which keeps a few barrels for tastings and will fill bottles while you watch. Luckily for me, one of them was dripping and the sample jug was full, so they handed sips round to all in the shop. It worked - I bought a bottle!

All this made me a little late back to 'Robinetta' for the parade of sail at noon. We all sailed up and down the lock for a couple of hours with OGA President Alistair Randall on the quay and the press photographer in a rib taking photos. We had a F3 gusting to F5 which made for a fun sail. In the evening we all went to the Sailing Club who provided a bar, dinner and a duo playing Scottish music to end a gentle and hugely enjoyable gathering. Thanks must go to Neil Hill, Gordon Garman and the Campbeltown SC for organising a great weekend.

Julian Cable, East Coast Area



'Molly Cobbler'
Photo: Campbell Fox



'Robinetta'
Photo: Campbell Fox



Gaffers gather at Campbeltown: Gordon Garman & Neal Hill, (SCO) Alison & Julian Cable (EC) and Mary Gibbs (NWA)
Photo: Alistair Randall



'Ocean Dove'
Photo: Campbell Fox

Sailing in company.

Mary Gibbs, sailing 'Molly Cobbler' single-handed, brings a report of her passage with 'Robinetta' to the Campbeltown Classics and beyond.

Continuing my journey north, intending to visit Campbeltown Classics before heading for the inner Hebrides, I was delighted to learn that 'Robinetta' was also coming north. She reached Peel as I was about to leave Whitehaven. Locking out at about 03.00, it was soon light enough to see so 'Molly' and I enjoyed a beam reach in a southwesterly breeze, before the wind died and I had to start the outboard. We made good speed reaching the Mull of Galloway early. I negotiated the swirls and upwellings which (today, approaching slack water) were all we saw of the tidal race which can extend northeast of the Mull and anchored off sandy East Tarbert Bay.

I was worried I might be too late, and headed out into the tossing waters off the end of the Mull a little early. There were hundreds of different seabirds, all enjoying a feast of fish contributed by the meeting of the tidal currents. We stayed close to the cliffs, dotted with sea caves, and were soon clear enough to head north. The southwesterly had returned, so we had a broad reach most of the way to Portpatrick, with the tide giving us a lift, and the showers heading from Ireland towards Scotland kindly avoiding us. I got the sails down well outside Portpatrick, but found the entrance became clearly visible as we got nearer, and the orange leading marks popped into view just as we needed them. It was very manageable, and soon we were heading for the inner harbour. Julian had briefed me on what to expect, long lines down the harbour walls, large fenders alongside. I managed to get alongside a ladder. One of the watchers offered help, he got on board and held 'Molly' while I got loops round both lines. Not a one person job, if that person is me!

After a passage of over 65 miles, and being underway for 16 hours I was ready for my bunk. Next day we were off at 07.00 into a lovely sunny day, but no

wind! We both (mainly 'Robinetta') made efforts to sail, but neither boat had the engine off all day. I decided to treat it as a mobile picnic, had Humphrey (the autohelm) on most of the time, and enjoyed the sunshine, the birds (especially the battalions of gannets heading to and from Ailsa Craig later in the afternoon) and the occasional seal. Round Davaar Island into Campbeltown Loch, I rang Neal to let him know we were nearly there. He and Gordon were on the pontoon to help us moor, with 'Molly' rafted up against 'Robinetta'. I immediately claimed 'Worm', Robinetta's dinghy, and went off for sculling practice, lovely in these clear waters, with the seaweed waving gently below.

The next day there was a lovely southwesterly breeze, and we all went for a sail. I have to say the breeze rapidly increased to southwesterly 4-5, but not until I had got all sail up. In these protected waters, I decided not to reef, but it was hard work, 'Molly' is only a small boat! We all had a good thrash, though 'Molly' (yes, the boat with the shallowest draft - whoops!), and later one of the bigger boats, went temporarily aground on a shallow spit, we got off without much difficulty, the wind was in our favour. (That will teach me to check charts even for a sail outside the harbour!)

That evening we were entertained in style at the local sailing club, with good food and drink, excellent music, and plenty of friendly company.

Sunday, the forecast was for increasing winds, so those boats which had to get home on time left early, leaving 'Naiad', 'Cuan Mist', 'Robinetta' and 'Molly' on the pontoons. Next day the sea was still rather bouncy, so we decided not to leave for Gigha (whither 'Naiad', 'Robinetta', and 'Molly' were headed) until early the next morning.

'Molly Cobbler' and 'Robinetta'

'Molly' left her berth beside 'Robinetta' at 06.30. 'Robinetta' followed us close, but 'Naiad' left later, a faster boat, she caught us up shortly before Gigha. There was almost no wind, but a southwesterly got up, mostly of no use even for motor-sailing. I looked forward to using it once we had rounded the Mull of Kintyre, and meanwhile enjoyed the trip along the coast, including watching the seal playing

"After a passage of over 65 miles, and being underway for 16 hours I was ready for my bunk"

off Davaar, identifying all the distant shadows (including Ireland, soon after 08.00) and noting a submarine heading back to base well off to port.

Passing through the sound between Sanda Island and Kintyre, at 09.00, our speed rapidly increased by two knots, as the tide took us west and the cliffs to starboard got higher. We were doing over six knots as we approached the Mull of Kintyre. The GPS recorded 9.3 knots over the ground as we went round. Further out were breaking overfalls, but we were only half a cable off the cliffs, no sea came aboard. At this moment, the wind got switched off! It really did feel that sudden. The shipping forecast on the radio half an hour later promised 'S-SW 3-4 increasing 5 at times.' Oh, I said, where? Certainly not here! So it was motoring across a gently rippling sea, with the tide giving us a lift, and the mainsail staying up as a gesture of optimism. By 13.00 the waypoint near Cara Island was ahead, 'Naiad'

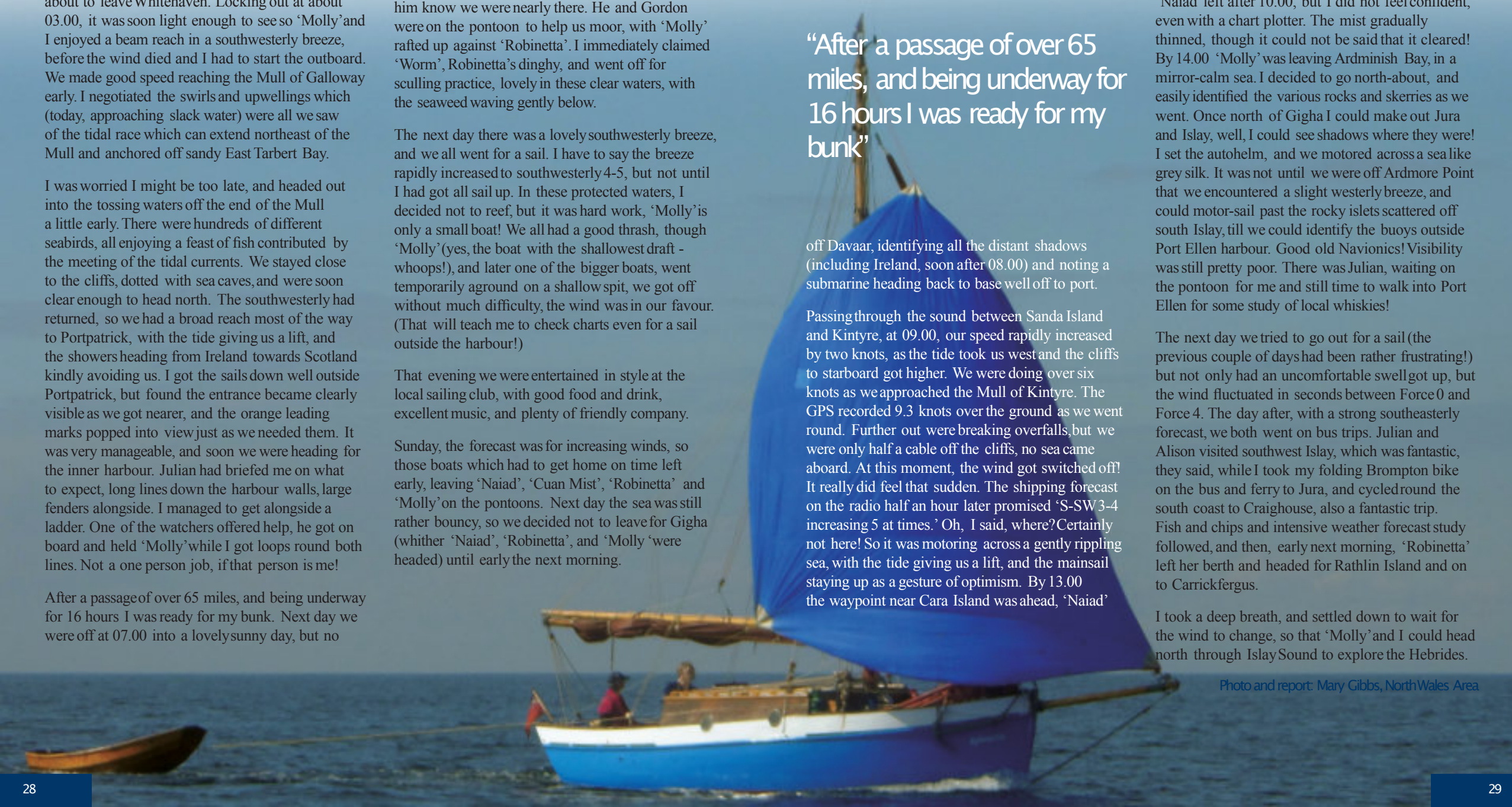
was passing us, the mainsail was down, and we were picking up a mooring in an absolutely calm Ardmish Bay. Soon 'Robinetta' was there too, and that evening we ate together in The Boathouse restaurant, ferried in 'Worm'!

Come the morning, and the mist was thick enough that we could not see the mainland. 'Robinetta' and 'Naiad' left after 10.00, but I did not feel confident, even with a chart plotter. The mist gradually thinned, though it could not be said that it cleared! By 14.00 'Molly' was leaving Ardmish Bay, in a mirror-calm sea. I decided to go north-about, and easily identified the various rocks and skerries as we went. Once north of Gigha I could make out Jura and Islay, well, I could see shadows where they were! I set the autohelm, and we motored across a sea like grey silk. It was not until we were off Ardmish Point that we encountered a slight westerly breeze, and could motor-sail past the rocky islets scattered off south Islay, till we could identify the buoys outside Port Ellen harbour. Good old Navionics! Visibility was still pretty poor. There was Julian, waiting on the pontoon for me and still time to walk into Port Ellen for some study of local whiskies!

The next day we tried to go out for a sail (the previous couple of days had been rather frustrating!) but not only had an uncomfortable swell got up, but the wind fluctuated in seconds between Force 0 and Force 4. The day after, with a strong southeasterly forecast, we both went on bus trips. Julian and Alison visited southwest Islay, which was fantastic, they said, while I took my folding Brompton bike on the bus and ferry to Jura, and cycled round the south coast to Craighouse, also a fantastic trip. Fish and chips and intensive weather forecast study followed, and then, early next morning, 'Robinetta' left her berth and headed for Rathlin Island and on to Carrickfergus.

I took a deep breath, and settled down to wait for the wind to change, so that 'Molly' and I could head north through Islay Sound to explore the Hebrides.

Photo and report: Mary Gibbs, North Wales Area



'Capraia' sailed north in 2016:

Carried over from last year, we bring the report of another cruise to Scotland by Bristol Channel Area member, Patrick Vyvian-Robinson in 'Capraia'.

The passage from Milford Haven to Oban was looked upon as a 'delivery trip' with the aim of getting to Scotland as quickly as possible with minimum 'sight-seeing' en route. It was a gruelling 337 mile single-handed trip taking six sailing days, made much easier by the fitting this year of a tiller pilot! The first anchorage (after a 15 and a half hour passage) was in Aberdaron Bay, the last halt for pilgrims at the western tip of the Llyn before the sacred island of Barsdsey, the resting place of 20,000 saints.

We rested for two days in Holyhead Marina making the most of Geoff's excellent hospitality, then off to Port St Mary, IoM. After a short spell rocking



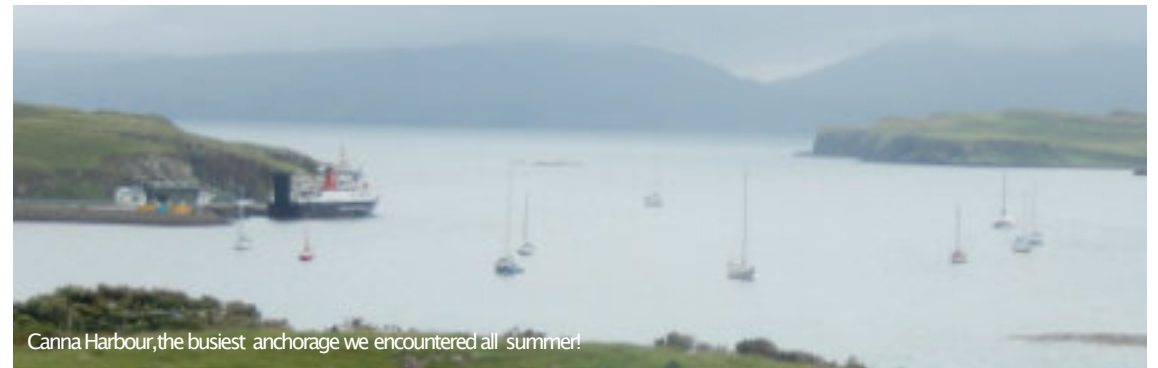
Enjoying a wee dram to celebrate arrival in Scotland, at anchor Aros Bay, Islay

violently on a visitor's smooching we came alongside the breakwater which provided blissful shelter in the freshening southerly. Next we headed for Northern Ireland, our final stop before reaching Scottish waters, and anchored in Brown's Bay at the entrance to Larne Harbour, a most convenient stopover that would see us again in two months time!

From Oban, and with the luxury of a crew, we headed for the Outer Hebrides via Canna, a popular stopping off point for yachts heading to/from the outer islands. The weather was grim but a bracing walk and a warm and welcoming café near the harbour kept morale high. The sailing instructions warned of poor holding in the bay due to heavy kelp and sure enough we did drag our anchor but luckily during daylight and whilst we were on board!

The Outer Hebrides live up to their reputation: wild, remote and unspoilt, with few cruising yachts and numerous sheltered anchorages on their eastern shore. Once there distances between anchorages were kept short, staying in many places for more than one night to make the most of exploring ashore. During the two weeks we were in the Outer Hebrides we had no need to take on fuel, we resupplied with water from shoreside taps using a jerry can and shopped at local stores, often a good walk from our anchorages. Be warned, there is no Gaz sold on the islands as the ferries are not allowed to carry it.

From the treacherous Sound of Harris and the island of Ensay we turn south via North Uist,



Canna Harbour, the busiest anchorage we encountered all summer!

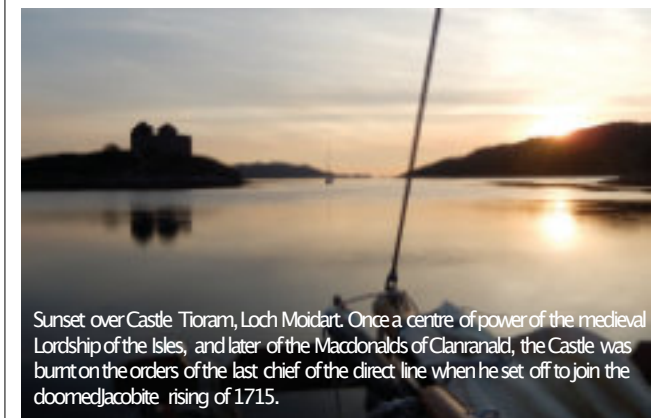
Benbecula and South Uist (all joined by causeways) to Eriskay. We moored in yet another beautifully sheltered natural harbour, Acairseid Mhor, and set off on foot for the village. It wasn't long before a car stopped offering a lift to the village. It turned out that the driver was the Island's police officer – whether this was pure coincidence, or a check on a suspicious looking stranger I will never know! If I had to choose a favourite island in the Outer Hebrides it would be Eriskay. It helped that the weather was glorious but the friendliness of the place and its people, and without doubt, the story of the S.S Politician added to its attraction. The Politician (also the name of the only pub on the island) with its cargo of 250,000 bottles of whisky bound for America ran aground here in 1941 providing islanders with a free, copious and illegal supply of whisky! The story is told in the endearing 1948 film, 'Whisky Galore'. Imagine my delight on discovering that the film was being shown that very evening in the Community Hall on Eriskay. The poster read: 'Tickets £5 which includes a wee dram'. I thought I would suggest this to our local cinema!

On Barra I was meeting new crew arriving by ferry from Oban. It is possible to fly but the airstrip is on a beach – meaning all flight times in sync with tide times! Despite being high season only one other yacht was moored in Castle Bay - probably because severe southerly gales were forecast and the

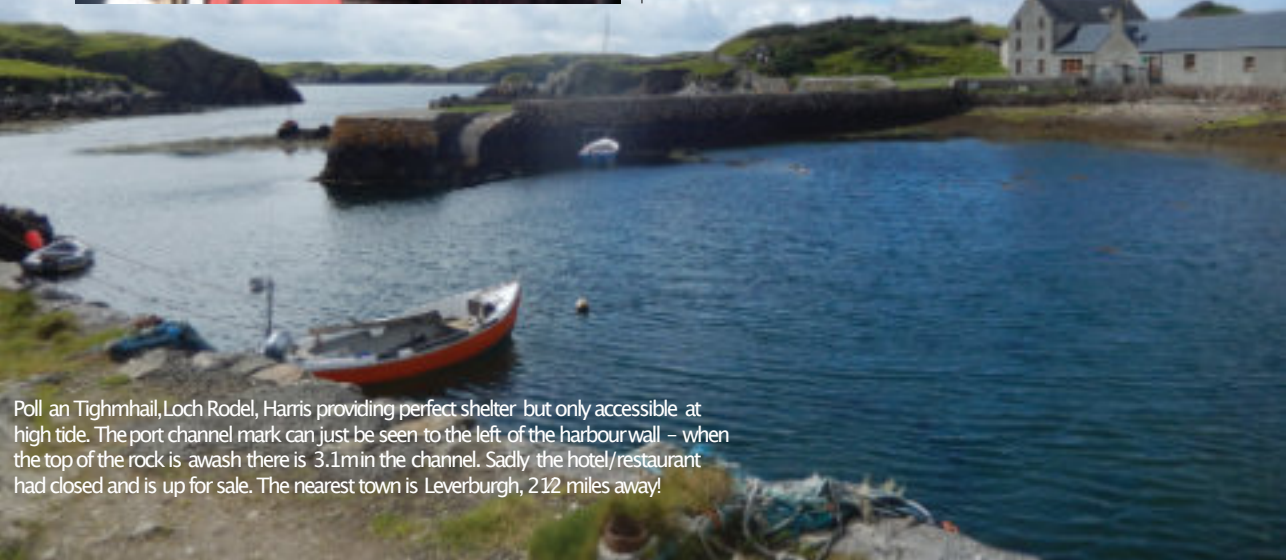
fact that the anchorage offered little in the way of shelter in winds from this direction. Having consulted with the other skipper, we decided to head into Bagh Beag, a small uncharted inlet with a very narrow entrance, a sill and a rock which dries to 2.6m in mid-channel! My neighbour led the way and he promptly hit the rock! Luckily no damage was done so we proceeded with extreme caution, now much clearer as to the exact location of the rock. We laid our anchors in readiness for the storm that in the end was bad enough to stop the ferry from the mainland and keep us boat-bound for 48 hours!

With new crew aboard, our final exploration of the Outer Hebrides took us to Mingulay, where we encountered a huge colony of seals basking on the beach, and later Vatersay, the southern-most inhabited island, which boasts the finest beach on the east side of the Outer Hebrides.

The next day we set sail for Skye and Loch Scavaig, described in the Clyde Cruising Club's Sailing Directions as 'one of the most dramatic and awe-inspiring anchorages in Europe'. In the low cloud and heavy rain we were deprived



Sunset over Castle Tioram, Loch Moidart. Once a centre of power of the medieval Lordship of the Isles, and later of the Macdonalds of Clanranald, the Castle was burnt on the orders of the last chief of the direct line when he set off to join the doomed Jacobite rising of 1715.



Poll an Tighmhail, Loch Rodell, Harris providing perfect shelter but only accessible at high tide. The port channel mark can just be seen to the left of the harbour wall – when the top of the rock is awash there is 3.1m in the channel. Sadly the hotel/restaurant had closed and is up for sale. The nearest town is Leverburgh, 212 miles away!

‘Capraia’ sailed north (cont)



Seals feeding, sleeping and socialising in Mingulay Bay

of the mountain views but we did experience the ‘violent downdraughts’ also described in our sailing directions.

Having left the gin clear waters of the outer islands, here we anchored in a brown soup, caused by the amount of rainwater flowing off the peaty mountains and into the Loch!

Everything was wet through so the next day we made for Carbost in Loch Harport, home of the Talisker distillery and a recommended pub called the Old Inn. The rain was relentless as we headed northwest along Skye’s shrouded shore but hot showers, tumble dryers and a lively pub awaited our arrival!

Dry, rested and re-energised from a two day diet of fresh seafood we headed back to the mainland via Eigg as the wind dropped and the weather

brightened. Our next destination was the wild and remote upper reaches of Inner Loch Nevis, entered through narrows with shoals, drying rocks and strong tidal currents. Jack Sound has been a good training ground for these waters! We found our perfect anchorage and ate barbequed Pollock caught that evening in the Loch.

I try and avoid using marinas but if you have to then Mallaig gets the prize! Small, friendly, helpful with excellent facilities and a long uncluttered visitor’s hammer-head for an unwieldy gaffer; this was the perfect place for another crew change and resupply. From here it is time to start creeping south back towards Oban but en route we explored as many of this coast’s nooks and crannies as possible. First stop Loch Moidart, described as ‘one of the most picturesque of all West Coast lochs’ but also as having ‘one of the most difficult of all entrances’. Neither description was understated!

Getting the weather and tide right for a passage around Ardnamurchan Point is critical and timings meant that we would reach our next destination in darkness. Luckily calm conditions and a clear night made life easier but the narrow entrance of Loch Drumbuie and an unlit fish farm was challenge enough. Loch Teacuis, with its rock strewn approaches required a lookout in the bow and careful pilotage. A yacht ahead, also entering the narrows, changed his mind and turned around hailing us with a cry of ‘too shallow’. We continued safely through the first narrows and onto the second, also littered with rocks lurking just below



Securing the anchor in Loch na Cuilke, Loch Scavaig, Skye – described as a popular anchorage, but not in weather like this!

the surface. On a rising tide and moving just fast enough to maintain steerage we crept into the inner loch but soon retreated to find better shelter from the increasing southerly. Not surprisingly not another soul to be seen, totally peaceful and isolated with just seals and seabirds for company – this is why we came.

With crew set ashore in Oban, it’s on southwards, singlehanded again until we get to Holyhead. The route back took us to Colonsay, Port Ellen on Islay and beautiful Rathlin Island. This part of the trip involved numerous tricky headlands with serious

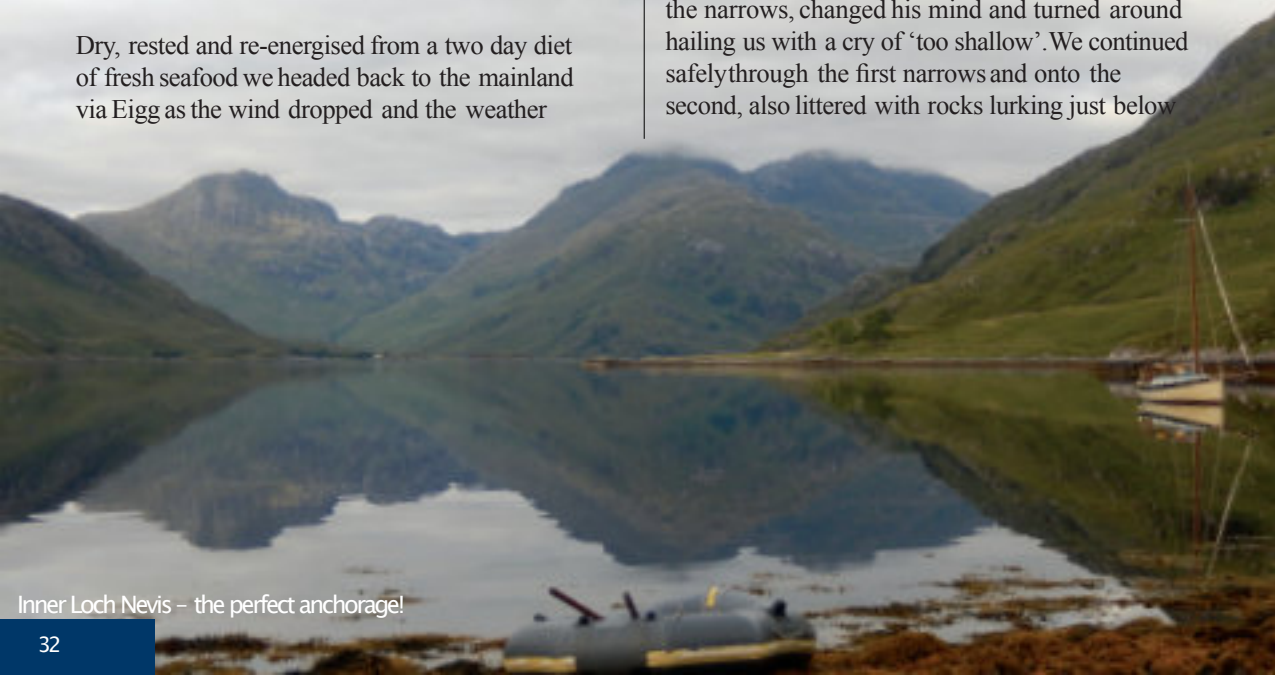
overfalls and critical tidal gates – not all of which were negotiated as well as they should have been! ‘Time and tide wait for no man’ so from here on I was determined not to repeat my mistake!

We left Rathlin Island at dusk to make sure we had the tide to carry us around the Antrim coast arriving in the early hours at our familiar Brown’s Bay as the tide turned. Six hours later we were off again with the tide to push us down to Ardglass, not for a jar of pickles but definitely for a visit to Coney Island!

From Northern Ireland it was across the Irish Sea to Holyhead and a crew to help me with the last part of my journey home. We surfed our way into Caernarfon for one night and pottered into Fishguard for another before enjoying an exciting, and rapid, passage through Ramsey and Jack Sounds!

Back from our two month Celtic Cruise and safely on our mooring in the Haven, we look back on a memorable adventure that took us 1,264 nautical miles through four sea areas to four Celtic countries. We visited 23 anchorages, picked up eight visitor’s moorings and moored alongside harbour walls, pontoons or marina berths on eight occasions – mostly for fuel, resupply and crew changes. We caught fish, saw an abundance of wildlife, met local characters and soaked up spectacular scenery wherever we ventured – and we had some fantastic sailing!

Patrick Vyvian-Robinson, Bristol Channel Area



Inner Loch Nevis – the perfect anchorage!



Ardglass, an historic coastal town boasting six castles from the middle ages. The marina is overlooked by a Victorian Bath House, providing privacy for ladies whilst bathing (obviously only at high tide!)

Are you in distress?

Your Editor is always pleased to receive unsolicited articles and reports of recent or, as in this case, older 'tales of sail'. BCA member, David Grainger submitted this remarkable extract from his log book, 1974. David owned 'Mignonette' from 1969 until sometime in the early '80s, and brought up his two children to sail aboard her. She is in the OGA Boat Register, now owned by Mark Horton.

I heaved a sigh of relief as the land loomed out of the mist.

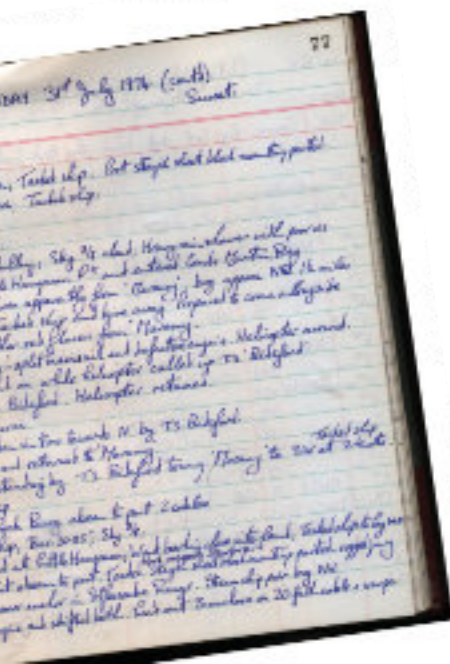
We had just, only just, managed to weather Little Hangman Point and sail into the calmer waters of Combe Martin Bay before the foul flood gathered strength. Main reefed right down and only a little staysail set, we had beaten down the Bristol Channel from Minehead for seven hours against a rising WSWly which reached Force 7. Now we were in a position to dodge the tide and work the eddies down the bays to our destination, Ilfracombe.

Our Club had organised a week's cruise in company from Pembroke Dock over to Somerset and Devon. A motley flotilla of six boats set out originally. Besides my 28' LOA gaff cutter 'Mignonette' (nominally an auxiliary, but in practice the engine was so unreliable as to be useless) it included a 40' deep-draughted Hillyard, a Folkboat, a Van der Stadt 26 footer and a large Downey-McAlpine catamaran. We were now down to four; one had stayed at Dale; the skipper of the catamaran had doubted her ability to get to windward in this wind and sea so remained in Minehead's snug harbour. Poor visibility with frequent rain squalls had quickly swallowed up the others a short way into this passage. The strain was so great that a little later we had carried away our port staysail sheet fairlead and we had to rig a jury lash-up to carry on.

As a bit more of the coast appeared, I took bearings and went down below to plot our position.

'ARED FLARE!!' shouted my 11 year-old son Rich, then alone at the helm.

As I made my way across the cabin, for a split second I wondered whether he could have been seeing things in the murk and the low cloud. But he had first 'gone to sea' at three months old, his carry-cot wedged between the bunks of a 20' gaff sloop; at four I put him into a sailing dinghy and pushed him out from the bank on the end of a very long line; at six I had a small sailing dinghy built for him; at eight he took his first night watch



alone at sea, telling me, 'You go down and get some kip, Dad, I'll be all right.' My doubt evaporated, I had to trust him.

'Where-away?' I asked. He pointed to the NE. My heart sank. I had no alternative but to put up the helm, ease sheets out into the open Channel and surrender some of the hard-won ground we had struggled to make.

'ALLHANDS ON DECK!' I called below. My other two crew, Pete and Joe, tumbled out of their bunks and came up dragging on their oilskins. Another two parachute flares following in quick succession confirmed our heading and we schooned along down wind and sea, rousting out warps and fenders on the way in preparation for boarding if necessary.

We could now see our target through the brume. Lying a-hull tossed by the waves was 'Maramy' the Folkboat. Very quickly we were close aboard and hove-to while I hailed her. She had ripped her reefed mainsail from luff to leech and shipped a big sea down her open companionway which had swamped her engine. Owner Graham had his wife Louise and crew Pat aboard. Did they want to be taken off? 'No, just towed to 'Combe!'

'Mignonette' was now not likely to make that port herself in any case until a long time after the tide turned again, let alone towing a yacht almost as big as she was.

'Set your jib and run back up to Minehead,' I advised, but a noise in the sky above alerted us to an Air Sea Rescue helicopter, so we stood off and on to await developments. Shortly the Sea Cadet vessel 'TS Bideford' hove into sight, apparently radioed by the coastguard. We veered away and the helicopter disappeared.

'AREYOU IN DISTRESS?' hailed the Bideford's commanding officer through his loud-speaking trumpet. 'No,' replied Pat. 'Yes,' said Graham.

'AREYOU IN DISTRESS?' repeated the 'Bideford'. 'YES!' Graham shouted, and 'Bideford' manoeuvred close and passed a towing warp across. Pat reluctantly secured it to the Samson post, and 'Maramy' was towed slowly north towards Swansea, over 20 miles away. Alarmed by the precise words which had been exchanged, I was concerned that she would be the subject of a salvage claim so we tacked and closed her once more.

Out of the mist came the 'Combe Lifeboat 'Lloyds II' and a long three-cornered altercation developed. 'Bideford' altered course to the SW and was making, I would estimate, about a knot over the ground when Pat went forward and cast off the tow. In short time the coxswain with great skill brought the Lifeboat within a foot and heaved over a warp, so once more 'Maramy' was under tow towards 'Combe. The would-be salvors melted away into the murk.

So 'Mignonette' was left alone in an empty sea to flog away to windward until the tide turned. It was now a good Force 8 and we had been set up-Channel for several miles. Later for a while the wind eased a little, Force 6 maybe, but it was a long, hard, wet beat to even hold our own. Eventually, five hours after sighting the flares, we once again weathered Little Hangman Point. The wind backed and piped up again carrying away our starboard staysail sheet fairlead, calling for a second jury lash-up. In another hour we were anchored in the Range at Ilfracombe to sort our gear out, then moved into the Outer Harbour to moor with three anchors.

Soaking wet, cold and tired we eventually got ashore to find 'Maramy' moored in the Inner Harbour. Graham and his crew were carousing in the Pier Tavern with the lifeboatmen. The coxswain told us that Bideford's commanding officer would indeed have claimed salvage. He had a reputation for it and they wanted to prevent that happening again. Mind you, free beer all afternoon and evening for the whole lifeboat crew, including those ashore, cost 'Maramy' a pretty penny. Her name is now proudly emblazoned on the Lifeboat Service Board for 1974.

David Grainger, Bristol Channel Area



Tales of two East Coast rallies:

Crouch Rally: a race with no wind!

We went for the Saturday and stayed for supper. On Sunday we acted as committee boat to start the race, but then had to leave because a great niece among the crew developed a temperature (though this got better by the end of the day).

It was a beautiful May weekend, so unlike other Fambridge rallies where crews huddled in the NFYC watching new 50kn highs on the club anemometer like a Mike Peyton cartoon. The pontoon was full with many beautiful old gaffers and VIC '96', a steamer from 1945: a naval Victualling Inshore Craft based on the design of the Clyde puffer that featured in the TV programme 'Vital Spark'.

Saturday supper was a fantastic spread provided by Elaine (straight from work) and Trevor Rawlinson. A great breakfast spread followed on Sunday morning. There were four hardy entries that persisted to cross the start line for the Sunday morning race. It took 1.5h for everyone to use the occasional breath from the west to overcome the incoming flood to pass the start, so the course was shortened even though the tide helped them return despite the lack of wind. Roy Hart used the shallow draft of 'Greensleeves' with the centreboard raised to work the shallows to his advantage. Another unusual feature for N Fambridge was the crowd thronging the shore, as a fair was held in the boatyard. Four gigs raced with different crews, with plenty of family and supporters.

This all meant many promenaders on the pontoon showing interest in the OGA.

Thank you once again to Trevor and Elaine for all their hard work in organising the rally.

Photos & report:

John Warren, East Coast Area, skipper of 'William'



sailing with and without the wind!

18th Swallows & Amazons

Walton & Frinton YC opened their doors to the East Coast Gaffers in style. The weekend featured a race out in the Walton Backwaters, the heart of 'Arthur Ransome Country'. A two man film crew was seen interviewing and filming some of the spirit of Swallows and Amazons to be released as a short film 'A year in the life of Swallows and Amazons'.

The wind was forecast to be a top 4 gusting 5 so the plan was to race out over the Wade around some marks, in the hope we might be able to change the plan to 'nip round the island'. This spoof worked and 17 boats started the race around Horsey Island leaving it to port.

The fleet included six smacks boats from the East Coast Gaffers and two W&FYC boats; Chris Brooke's Jewel 'Lapis Lazuli', and 'Montmorency', a spirit of tradition boat along the lines of those featuring in the Arthur Ransome books. The fleet was supplemented by other small gaffers ranging from Anna Brooke's 9' 6" 'Peter Pan' to a

beautiful lugger. There were two development gaffers, 'Fyre' a lug rigged 505 and 'Papa Little' a gaff cutter modified Wayfarer (photo p.51). Gusty conditions and shallow water did cause some upsets, including a capsizing tipping the Association President, Alistair Randall, into the water.

The winner overall and first smack boat was 'Happy Days'. Dinner for 23 was held upstairs in the club with some blues music entertainment from club and Gaffer members in the bar later on. The next day the wind was just the same but the gusts were stronger so a reduced fleet of eight boats went off for a trip in the direction of Witches Cottage and ended up on a delightful beach at the end of the footpath. Once again the fleet was supported by the club rib (on its own this time) with another club support boat. Five boats completed the trip with lunch on the beach and a cracking reach across the Wade on the return trip to end in a beat up to the club.

There were seven campervans near the pond and five tents in the Wilberforce's orchard. This bias towards vans must indicate something! The club arranged the weekend before Christmas last year as free from any other club activities. They were able to give tremendous support on the water to the fleet for both days. Our thanks to the Wilberforces, staff of the Clubhouse and safety boat crews under the guidance of the Brookes, Roger and Peter.

Pete Elliston, East Coast Area



'Windfall' tips out the Association President
Photo: Pete Sweeney



NOGnote 'Zoe': a new Old Gaffer

The design for 'Zoe' started over 20 years ago with my wish for a small, uncomplicated boat that I could rig and sail singlehandedly but with sufficient space for 4 in the cockpit for a day sail and a cabin that could sleep 2 occasionally. Building had to wait until I'd retired and had a suitable garage. It then took three winters – summers being reserved for sailing – and she was finally launched in July last year.

She is built of Alaskan Yellowcedar (strip planked) on mahogany ply frames with ply decks and cabin. The internal trim is mahogany and the cockpit seats and external trim is teak. The cabin sides are varnished as are the Sitka spruce spars so she looks similar to the little pocket cruisers that were popular in the 1930s.

Having owned a Cornish Shrimper and sailed in whalers, Falmouth working boats and pilot cutters I've seen first-hand the merits of a gaffer and so choose a gaffrig. This allows me to put the mast up singlehanded and is convenient for trailing as we found when going to the Semaine du Golfe (Brittany) in May.

Joining the OGA will allow 'Zoe' to sail alongside all sorts of other gaffers with the occasional light-hearted race thrown in. I'm doing the Falmouth Classics this year and hope to be involved in many OGA events in the future. I particularly look forward to hearing about other owners' experiences with different types and sizes of gaffers.

Julian Wolfram, South West Area
Photos: Nigel Sharp



Welcome aboard!

AREA NO.	BOAT	MEMBERS' NAMES	POSTAL ADDRESS
EC 6133		Mr Nicholas Phillips	2 Orchard Cottages, Seething Street, Norfolk NR15 1AL
EC 6134	Verity	Mr Paul Dunn	27 Kiltie Road, Tiptree, Colchester, Essex CO50PX
EC 6153		Mr Richard Bass	The White Cottage, Robert Hall Road, Arnesby LE8 5UX
EC 6154		Mr Harry Blathwayt	20 Broad Reaches, Ludham, Norfolk NR29 5PD
EC 6164	Lahloo	Mr Richard Bailey	72 Chapel Rd, West Bergholt, Colchester, Essex CO63JA
EC 6167		Mr Charlie Ward	The Boathouse, Morston, Holt, Norfolk NR25 7AA
NE 6165		Mr Colin Robson	48 Hauxley Drive, Newcastle-upon-Tyne NE3 2SR
NI 6138	Mrs Victoria Dews & Mr Martin Dews		45 William Street, Newtownards, Co Down BT23 7EN
NW 6135	Mr Mark Silvester & Mrs Kaye Silvester		Swallows Barn, Clamgoose Lane, Cheadle ST10 2EG
NWA 6136		Mr James Taylor	The Old Forge, Chestnut Farm, Hooton Road CH66 1QU
NWA 6144		Mr Andrew White	Acorn Cottage, Kynnersley, Telford TF6 6DY
SCO 6137		Dr Andrew Cooper	The Point, Walls, Shetland ZE2 9PF
SCO 6143	Mollusc	Mr Peter Wilson	Cock-ma-lane, Largs, Ayrshire KA30 9QA
SOL 6140		Mr Donald Fothergill	Moor Top, Castleton, Nr. Whitby, North Yorkshire YO21 2HP
SOL 6142	Miss Helen Greenfield & Mr Andrew Wheatley		Flat 2, 2 Belmont, Brighton BN1 3TF
SOL 6146		Mr Ian Cantley	Frost-co-dur, Valley Road, Corfe Castle, Dorset BH20 5HU
SOL 6147	Mr James Youngman & Mrs Rachel Youngman		62 St Georges Avenue, London N7 0HD
SOL 6149		Mr Julian Reid	Cranswick, The Great Park, Windsor SL4 2HP
SOL 6150		Mr Richard Ward	Quay House, Quay Road, Lymington, Hants. SO41 3AT
SOL 6151		Mr Robert Hall	Stella Maris, Waverley Park, Old Road, E Cowes PO32 6BT
SOL 6152		Mr Simon Moss	17 Cedar Drive, Everton SO41 0ZB
SOL 6156	Mr Victor Robinson & Mrs Elizabeth Robinson		Rectory Cottage, Cuxham, Watlington OX49 5NQ
SOL 6158		Mr Christopher Dawson	14 Rydens Road, Walton-on-Thames KT12 3BX
SOL 6159	George & Alice	Mr Steve Jenkinson	Oak Cottage, Borders Lane, Etchingham TN19 7AF
SOL 6160	Mrs Caroline Felgate & Mr Stephen Felgate		26 Weston Avenue, West Molesey, Surrey KT8 1RG
SOL 6161	Nom	Mr Ben Cumpstone	38 Nutley Avenue, Saltdean, Brighton BN2 8EB
SOL 6162	Poppy	Mr Kevin A Goringe	36 West Close, Polegate, East Sussex BN26 6EL
SOL 6166		Mr Tim Loasby	35 Kings Road, Dorchester, Dorset DT1 1NL
SW 6139	Mr Mark Emney & Mrs Susan Lytton		Dean Lodge, Swallowcliffe, Salisbury SP3 5PG
SW 6141		Mr Swithun Mason	4 Beachside Cottages, La rue du Pont, Grouville JE3 9BT
SW 6145		Mr Philip Sambles	34 Briansway, Saltash, Devon PL12 4AZ
SW 6148	Zoe	Mr Julian Wolfram	6 Madeira Walk, Falmouth, TR11 4EJ
SW 6155		Mr Andrew Miles	59 Matthews Road, Yeovil, Somerset BA21 4JQ
SW 6163	Naiad	Mr Nick Murphy	63 High Street, Finstock OX7 3DA

Yarmouth Festival: 1 – 4 June

We bring two reports from participating skippers at the Yarmouth Festival this year and a few comments received by the organising committee after the event. Most of the boats listed in the reports are in the OGA online Boat Register; and there's also a slideshow of more photos on the Solent Area website.

"Ahoy, Betty III!" "Ahoy, Carlotta!" "Ahoy there, Spinaway X, we are coming alongside!" Gaffers love to raft up. "Ahoy Red Goose, Step Back in Time, East Breeze and Moon River, to name just a few old friends. 'Old' refers to the boats, not the friends.

Ben has arrived in 'Betty II', a 1921 shallow draft East Coast design complete with centr board, very light and fast, clearly one to win prizes. Barbara has sailed from Shoreham in 'Moon River' a Yarmouth 23, singled handed and having to cope with the engine refusing to go astern! Marion, also single handed, has come from the Itchen in 'East Breez'e, a Tamarisk 22. My 'Carlotta' is a Heard 28 built in 1993, so not strictly speaking an old gaffer. The great thing about this Festival is that all are welcome. 'Spinaway X' on the other hand was registered in 1889 as an open fishing boat using hooks on a long line, hence the term Plymouth hooker. Later she was decked in and cruised as a yacht. Most of the fishing boats and oyster dredgers of 28' and less were originally open boats and it was only after World War I that the fashion for adding a cabin became prevalent. Maurice Griffiths of 'The Magic of the Swathways' fame was one of the people who

promoted cruising in such boats and some of his designs are here.

I am busy 'dressing overall' and putting out more flags at the cross trees: club burgees in order of seniority to starboard and pennants from previous festival to port. I take so long that I miss out on the beer and unaccompanied male voice singing at Yarmouth SC across the road. Ben did not encourage me to join him, probably he has found out that I am tone deaf and like to sing very loudly.

My sausages for the barbecue are still in the freezer at home, so I take scampi and chips from 'The Sign of the Blue Crab' to the Royal Solent YC to meet up with a whole bunch of friends I have not seen since we left Douarnenez last summer.

The Gaffle Race is threatened by flat calm. We tie onto 'Polly Agatha' who is already moored to a buoy in Bouldnor Bay. 'Betty II' ties onto us and if the wind had not got up this could have been a record long string of gaffers. Great timing by the Race Committee meant we got away in a freshening breeze and the whole fleet went tacking up the Green against the tide: a fantastic spectacle. After a close encounter with Old Harry's Rock we made the pier and decided the time had come to explore the mainland shore. We discovered Colton dead

ahead and went for it. There was just time to round Colton and head back towards Bouldnor and the Committee Boat. We crossed the line one minute before the 14.00 deadline. 'Betty II' was the winner.

The entertainment on Friday evening was back at Yarmouth SC. The food was excellent but the performance put on by JC and the Dance Preachers was out of this world. I think the band is partly a family affair and I recognised the drummer from another Island band. There was audience participating on triangle and ukulele, foot tapping and dancing. Mark Hickman, boat builder and violin maker, entertained us with two sea shanties of his own while accompanying himself on guitar.

The Gaffers race next day was sailed in much more windy conditions, but we carried our topsail to the end. Again, the Race Committee did us proud. It was a brilliant gaffer course with plenty of reaching. 'Look Back in Time', one of the smallest boats, was the winner. We got back to the harbour in time for the jousting and log races. It was very windy but three of the logs managed to sail the course and two teams completed the jousting to the amusement or bemusement of bystanders.

After prizegiving some went off to pubs and restaurants but a large number of gaffers squeezed



Start of the Sailing Log race
Photo: Ben Collins

into the Royal Solent dining room for more excellent food and conversation.

Sunday morning saw some preparing to race but as I was single handed I got ready to leave. The helpful Yarmouth Harbour staff helped me turn 'Carlotta' round and we motored out into the Solent. With just the headsails set, we ran goose winged, heading for home and the Medina River.

Piers Rowlandson, Solent Area



Gathering of the gaffer fleet at Yarmouth
Photo: Bob Aylott, myclassicboat.com

Find videos of OGAMembers' boats by Bob Aylott at www.myclassicboat.com

Yarmouth Festival: 1 –4 June

A 'Ragbag of others' or 'Joining the race'?

YOGAFF marks the start of the season, a first gathering of the OGA clan. The harbour finally comes alive after the long winter, with music and song, strawberries and cream. Old sailing friends are rediscovered, their boats brightly dressed, fresh varnish gleaming, the start of the new season.

This year the weather gods played with us, the wind was up but by only so much. A chance for the timid to push the boat, join the race and take on the rest!

Theo & Miranda Thorne with
'The Gribble who ate my shorts'
Photo: Ben Collins



The attraction of an OGA race is its democratic nature, everyone can have a go and when the conditions are right, all sorts will join in. You can spot the serious crews, all notepads and certainty. For the rest of us 'laggards', the challenges of a Gaffer Race start well before we leave the land. For a start you need to pressgang a crew, however motley the outcome, then there's a big book of rules and instructions you should have read but which seem fit only for a lawyer's office. Then follows the 'Race

officer' briefing, a kindly but baffling affair, a special language of codings and warning flags, radioed timings and buoy shapes, of the position of an elusive start line and a start time that may be five minutes later than common sense suggests.

'Don't worry' we are told, just seek out radio channel 36 (or is it M1?). The finer secrets of the racecourse will be fully revealed to you at the very time you are most stressed and flummoxing around seconds before the start. And be ready for anything!



Memory, 'Dolce Vita'
Photo: Bob Aylott, myclassicboat.com



Racing gaffers at Yarmouth
Photo: Bob Aylott, myclassicboat.com

Yarmouth Festival: 1 – 4 June

As a boy I used to help to start the races at our local sailing club. I was baffled then by the rituals and codes used and I remain none the wiser to this day. Those who take racing seriously and do it every weekend know their stuff, study the wind, tides and charts, and know their buoys. They are clever and use their instruments to set the course and go for broke. The 'ragbag' that is the rest of us 'others', launch ourselves off clutching our race chart freebies, listen to the VHF radio for what advice we can glean and follow the rest. You'll be all right on the water once over the start line, came a kindly word of reassurance.

It takes focus to get a novice Gaffer crew ready for a race. Rehearsals in tacking routine are a must if limbs are to remain unbroken and fingers attached to hands. Ropes snaking everywhere, tugging backstays released. Flailing jib and staysail sheets to be snapped tight in proper time. Not an activity for the faint hearted coming new to the sport!

Sails all a billow; soon the fleet is out of harbour and bearing down to the line. A plague of menacing bowsprits crisscrosses our path. Skipper barking commands as sails flap up the masts. The bravest skippers amongst us are working the stream, pushing for the line and a perfect timing for the starter's gun. We hurl abuse at our upwind neighbours, pleading space to manoeuvre! The radio crackles out its instructions all codings, timings and other information lost in the wind as the final countdown is upon us. So much mental energy used up before we even start and still only a guess at where to go next. But we're off!



Alice Erb, with the winning Log
Photo: Ben Collins

... ?? ... A cornucopia of yellow buoys ahead, but which one is which? You'll be all right on the water, comes a voice in my head. The wind is freshening and behind me the confident were raising their topsails to go for the kill, aiming north west while the radio voice goes silent ... no time to ask for those missing secrets ... follow the rest!

Were we alone in our lost world out on the Solent that day, or were the others the same? A 'ragbag of others', well some of them at least! The OGA just wouldn't 'do' without them would it?

Ben Collins, Solent Area

Feedback from YOGAFF

I would like to thank you and the team for putting on a good show this weekend. A great time was had by all on 'Charlotte Elizabeth'. You even managed to arrange good weather. I'm impressed!

I would just like to say a huge thank you to all at the OGA for such a wonderful long weekend, and for being so understanding of my quarter ton /Ayanami/. I will be at more events (if you will have us) in the future. The entertainment was excellent but the overall friendliness of the members stood out.

The organisation and help of the berthing masters was excellent. A rib met boats at the entrance to the harbour and escorted them to their berth. Also there were staff waiting in the pontoon to help boats moor up. Excellent idea and very welcome. They even waved boats off on departure! Thank you.

As usual the hospitality of the Royal Solent Yacht Club was an essential element in the success of the event.

Just some thoughts about 'Fun on the Water': I think we missed a trick about pushing advertising it to those arriving after the Thursday welcome drinks.

Friday night at Yarmouth Sailing Club was better than ever and the highlight of the



'Daisy' waits for wind
Photo: Bob Aylott

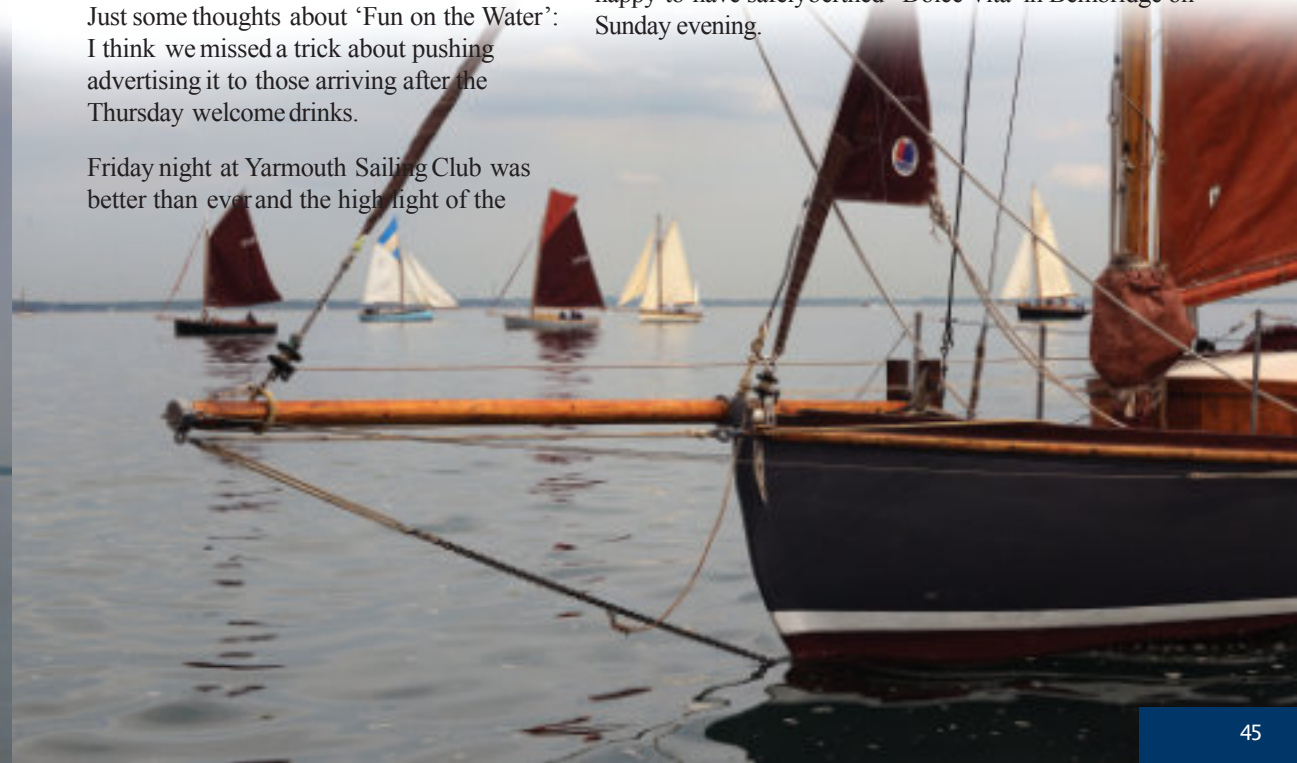
Festival for me. The two races were excellent. The course on Saturday was just right. Warmest thanks to race officers.

The evening spent in the Yarmouth Sailing Club was excellent. Met some interesting, friendly people.

Many thanks for all your work in making YOGAFF such an enjoyable event. The organisation was flawless and the whole weekend memorable, for much more than the sight of Spinaway's bowsprit approaching at speed! With what the weather has produced in the past couple of days I was very happy to have safely berthed 'Dolce Vita' in Bembridge on Sunday evening.



Gaffer fleet waits for the wind
Photos: Bob Aylott, myclassicboat.com





Solent and SW gaffers:

This summary from Solent Member; Richard Jacobs' online log neatly links the Yarmouth reports on previous pages with those overleaf for the South West rallies at Falmouth and Helford River.

'Ivy Green' is just back from a great ten days in Cornwall. Well, actually she's in Dartmouth, waiting for the next event! We took part in both Falmouth Classics and the OGA's Helford River Rally. For those that aren't interested in the detail of our log, here's a summary that I hope will encourage others to travel down from the Solent next year.

Despite starting to look for crew six months ago, none was available for the passage from the Solent to Falmouth. Louise nobly volunteered, just before she was press-ganged. We had to wait until the last minute for a gap in the SW winds and ended up doing the trip in one 28 hour session, mainly under motor, arriving at lunchtime on Thursday. Somewhat late arrival for the Friday start.

We found almost 200 classics of all sizes, from a Memory 19 to pilot cutters, 'Grayhound' and Brixham trawlers. Most of them rafted five deep at Falmouth Haven. There were plenty of non-gaffers too, including Hilliards, Harrison Butlers and even a few visitors from France. 'Lyra' had also made it down from the Solent area. We had two days of racing in the Carrick Roads. If you don't know these sheltered waters, it's time you went and visited. Just don't expect to keep up with the Falmouth Working Boats! There was a parade of sail, led by the Royal Navy and assorted lifeboats.

The bargain fee for all this was just £30. For that we got moorings, pasties, beer, whisky, art and racing. We also got uninterrupted sunshine. For a little more we got a great barbecue at the Royal Cornwall YC. About the only thing not on offer was a lot of wind, but it didn't seem to matter much. They get much less tide down there anyway.

On Monday many of the gaffers headed across the bay to the Helford River. There the sunshine, sociability and lack of wind continued. It's a beautiful spot, with plenty of room for visitors. We enjoyed a beach barbecue, dinner in the Helford River SC and a verrrry slow race.

Thank you to the organisers of both events (there is a substantial overlap), who made us most welcome and allowed us to take 2nd place in our class.

It would be great to see the Solent Gaffers well represented in Cornwall next year. Yes it's a long way for some of us, but it's not difficult if you can wait for the weather. Why not join the South b'Sou'West cruise in July this year, to find the way (p.11)? Then go and join the regattas next year.

Did I mention the concurrent International Sea Shanty Festival? And yes that is a gaff-rigged Wayfarer! It was visiting from the East Coast, p.51. Smaller boats can always trail!

Richard Jacobs, Solent Area
www.topsailors.org

from the blog of 'Ivy Green'

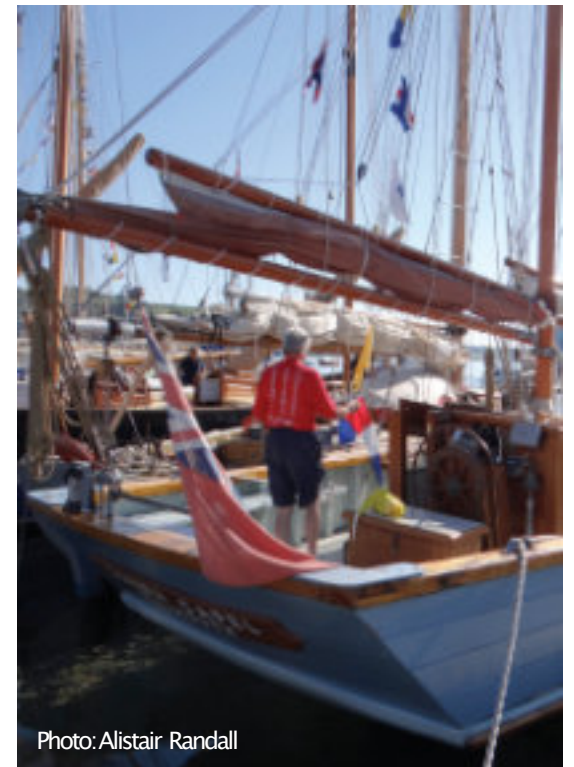


Photo: Alistair Randall



Photo: Alistair Randall



'Sophie' and 'Ivy Green' racing at Yarmouth
Photo: Bob Aylott, myclassicboat.com

Tilley Endurables Falmouth Classics

Falmouth Classics 2017 welcomed over 200 entries including 96 entering to race. This was the largest entry for many years with gaff rigged boats from the South West, Solent and East Coast OGA Areas. Several OGA members were prizewinners.

Participants enjoyed glorious sunshine and fantastic conditions over the three days. Vessels travelled from Bristol, the Thames, Edinburgh, Vancouver and France. The classic boat regatta was celebrated in grand style, with two days of exciting and sometimes frustrating racing around the bay followed by a spectacular NFU Mutual Parade of Sail and Power, followed by a Parade of Small Boats. To celebrate 150 years of the Falmouth Lifeboat, the morning parade was led by HMS Puncher, closely followed by nine vintage lifeboats, with a beautiful variety of boats and sails of all different colours and shapes then making their way through the glittering waters of Falmouth Harbour and the Carrick Roads.

The event is helping to draw increasingly large crowds to the town in conjunction with the International Sea Shanty Festival. A considerable number of visitors made their way to key vantage points around the town to watch all the on-the-water action. Those watching the Parade from



Photo: Don Garman

Pendennis Point were also entertained with maritime melodies from shanty group Short Drag Roger.

The new events added to the programme this year were incredibly well attended, with traders and visitors alike enjoying the bustling Maritime Village on Custom House Quay. Spectators also enjoyed an exclusive look at the classic boats up close, with a chance to visit over 70 boats moored at Falmouth Haven for a couple of hours on Saturday. Berths this year were sponsored by partner sponsor Taylor

30th Anniversary event 16 – 18 June

Wimpey. The new Saturday morning Rowing and Sculling competition saw 16 participants taking part in a variety of races including singles, pairs, 4-crew skiffs and sculling, culminating in a closely fought battle between the skippers of local 50' ketch 'Hardiesse' and visiting lugger 'Grayhound', with the home team securing the victory.

A highlight of the prizegiving in the National Maritime Museum Cornwall was the presentation of a framed photograph of a past Classics event to Sue Treneer who has been involved in every Classics event from 1987, initially as crew on the committee boat, later as race officer and currently as administration officer.

This fantastic weekend could not have gone ahead if not for the outstanding support of all the Classics volunteers, including supporters from Falmouth University Sailing Club, Falmouth Marine School

and the Royal Cornwall YC. The reaction from both visitors and participants alike has been overwhelmingly positive, and with numbers up from last year, the Tilley Endurables Falmouth Classics is definitely securing its place as a firm favourite in both the UK sailing calendar, and amongst the classic boat events around the world.

Report: Don Garman, South West Area

Photos: Alistair Randall



Helford River Rally

18 gaff rigged yachts and one classic Bermudan joined the South West Gaffers Rally on the Helford following the Falmouth Classics. The beautiful weather experienced during the Classics continued, several crews gathered for lunch in the Shipwrights at Helford and in the evening 52 skippers and crew enjoyed a beach barbecue. Moored on the beach was a gaff rigged Wayfarer, 'Papa Little', trailered from the East Coast to Mylor and skippered by a very hoarse OGA singer straight from the International Shanty Festival.

On Tuesday, the easterly wind provided a pleasant force 2-3 easterly wind at the start of the race. Fourteen boats made a good start on the line between Durgan and the Voose buoy, but 'Gwenili', a 1910 Bordeaux built yawl, was the first to sail into a hole. 'Ivy Green', an Ed Burnett design, kept in the wind and sailing close in to Mawnan Shear carried the breeze almost to the Dennis buoy and slipped around the mark in the dying wind. 'Gwenili', 'Gimli', a Memory, and local boat 'Mary Ritchie' achieved the southern shore and sought to make use of a whisper coming of Dennis Head and worked inchingly towards the windward mark. Boats

behind them began to retire. Race officer, Don Garman, announced that the race would be aborted at 14.30 if a breeze did not arrive. At 14.26 a sea breeze approached and those who had not already retired got underway. Soon six boats had rounded Dennis. The Race Officer shortened the course and boats were to round Pilchard and sail back to the finish line. 'Ivy Green' was the first to round Pilchard followed by 'Gwenili' and 'Gimli' and light weather sails were soon hoisted. 'Mary Ritchie', now a little behind the leaders raised her balloon jib and began to reduce the distance. Next to round Pilchard, in a faltering sea breeze, were the two Heard 28s 'Aeolus' and 'Susan J' who battled it out to the finish line. The remaining boat on the course, 'Devon Maid', retired. The prizegiving was held in the Helford SC where Association President, Alistair Randall presented the awards before dinner.

Report: Don Garman, South West Area
Photos: Alistair Randall



Memory 19 'Gimli' (overall winner) and 1910 Bordeaux built yawl, 'Gwenili' (3rd) race in light winds on the Helford River



Gaff-rigged Wayfarer, 'Papa Little', sporting her pink topsail, trailered from the East Coast to join SW Gaffers and the Falmouth Shanty Festival

Race winners

Overall and Class 2 David Cade Memorial plate: 'Gimli' Mark Darley (R Dart)
Class 1 1st John Scarlett Memorial Tankard:
'Mary Ritchie' Don Garman (Helford)
2nd 'Ivy Green' Richard Jacobs (Solent)
3rd 'Gwenili' Martin Goodrich (Thames)
4th 'Aeolus' Steve Lorraine (Mylor)
5th 'Susan J' David Patuck (Helford)

Dublin Bay OGA Annual Regatta

After the muster on Thursday with arrival of the tall ships and visiting boats, the DBOGA Regatta got underway on Saturday with the annual race for the Leinster Plate. It was a beautiful sunny day with early breeze reducing in force as the afternoon wore on. The race took place against the background where one of the race favourites, Seán Walsh, had made some 'mods' to 'Tir na nÓg', which included a new positioning of her mast. Meanwhile, 'Naomh Crónán', was boasting a brand new suit of sails (with a purposely reduced sail area on the main).

The reduction in wind speed and change in direction was to greatly influence the race as a decision to shorten the course was forced on Race Officer John Alvey. This change had a big impact on the result as the eventual winner, Dennis Aylmer, sailing his own 'Móna', admitted that 'Naomh Crónán', would definitely have overtaken him had the breeze not died away. Dennis, with crew of 'strategist' Dick Tulloch and son Richard, was never really likely to be overtaken and were worthy winners; while 'Naomh Crónán' skippered by Paul Keogh looking resplendent (the boat I mean) came home a very creditable second. Brian Comerford's Bermudan rigged yawl 'Verve', an Arthur Robb design built by Tyrells of Arklow in 1964, took the Classic non-gaff prize. Mark Sweetnam aboard his Naiad 42 footer 'Don Carlos' took the Bermudan prize. A special award of a bronze curragh was presented to Race Officer John Alvey of PYBC in recognition of all his excellent work for DBOGA.

The highlight of the weekend entertainment had to be the PYBC 'Beach Party' on Saturday evening. In brilliant sunshine Dublin's answer to 'Buena Vista Social Club' rendered some fantastic Cuban music on the Club veranda 'decked out' including specially covered in tons of builders (er sorry, beach) sand for the occasion to the delight of children of all ages. LOL! The



Tall ships line the quay
Photo: Dave Owens

sights and sounds were awesome. Seriously, the Latino band added a new spicy (salsa) flavour to the evening's entertainment.

Former President Tim Magennis presented the Leinster Plate, for the second year running, to our current President Dennis Aylmer. There's a name for that sort of thing isn't there? Croneyism, trumpery? Anyway, a really fantastic evening of brilliant music, good food and most importantly great company. DBOGA recorded on the night its huge thanks to the Commodore, Roger Smith, and members of PYBC for their unmatched hospitality.

Sunday saw us head upriver dressed overall to join the tall ships and add colour to proceedings on the water. The tall ships moored along the quay wall made a magnificent sight, mobbed with visitors madly curious for a 'gawk' on and below decks of these lovely leviathans of the deep. It was a vision of what a bustling docklands must have looked like in the 18th and 19th centuries with masses of masts, spars and rigging. 'Bessie Ellen', 'Pelican of London', 'Earl of Pembroke' (the authentic square rigger is a replica of 'HMS Endeavour' which Captain Cook sailed to Australia in 1768), 'Kaskelot' and the very impressive 'Standardt' from Russia to mention a few.

The DBOGA fleet tied up along the pontoon to join in the fun ashore and 'visit the fleshpots' as someone put it. (I think he meant purveyors of pizza or a burger bar). There was every type of food and drink to be had, some just sat aboard with a leisurely cold one and chat with friends. Very relaxing amidst all the hubbub ashore. The evening's entertainment at PYBC was dazzling Irish trad music kicked off with a great mix of jigs, reels and song to keep the feet tappin' and the hands clappin' until late.

Thanks to all our visiting friends from NIOGA, led by President Gary Lyons, and the distinguished and unique Lord Kinhallan of Spence. Thanks also to our stalwart visitors from across the pond, Elder Gaffers, Sue and Pete Farrer.

DBOGA wishes to express its thanks to the PYBC Commodore and members for their magnificent hospitality. We also want to congratulate Charlie Murphy of Dublin Port Company for a hugely successful, bigger and better Riverfest 2017 and thank him for his steadfast support of our event over the years.

Dave Owens, DBOGA Secretary

DBOGA: a blessing and a launch

The blessing of 'Naomh Crónán'

A 40' Galway hooker based on the lines of the 'Morning Star' was built by a group of friends with no previous boatbuilding experience. Made to plans drawn by master shipwright Joe Murphy of Dublin Port she was launched at Dublin, June 1997. She's been a great success and major credit to all who supported her building and sailing. Her first Skipper Stiofán O'Leary, is a formidable man of many talents; retired school principal, talented woodworker and accomplished musician, often to be seen and heard in sessions at that seminal venue of Irish music O'Donoghues of Baggot St. Stiofán surrendered his role in 2002 to Paul Keogh. Paul is the main driver of all matters related to the custodianship of the boat. It was a great occasion on 11 June to see Mick Heffernan, who dreamt up the whole idea, the two skips, crew, families and friends assemble on the breakwater at PYBC to see 'Naomh Crónán' receive her blessing from the Rev Frs. Ivan Tonge and Derek Harris. In keeping with the spirit of OGA fellowship the Rev Fathers then went along the breakwater to bless a visiting Scottish vessel 'Eala Bán' (Scots Gaelic for 'White Swan') for which the skipper and crew were evidently very grateful.



'Aigh Vie' is ready for launch!

Paddy Murphy is restoring to her former glory his Manx Nobby 'Aigh Vie', Manx gallic for 'Good Luck'. He tells us she'll hopefully be launched at Renvyle, Connemara in August. This fine craft, built 1916 for Mr William Ball at Peel, Isle of Man by Nicholson & Watson was first registered RY40 (Ramsey). I'm sure everyone in our OGA family, who knows Paddy, or appreciates the scale of the task he has undertaken, will want to wish him the very best of luck and happy years of sailing with her!



'Naomh Crónán' sails with visiting Dutch OGA crew member, Rik Janssen, 2010
Photo: Viv Head

AREA REPORTS

Bristol Channel Area

As I write this we are just a few days off midsummer and the weather is at last warming up on the Bristol Channel. However, our BC OGA programme has, so far, been rather hampered by adverse weather that seems to sweep in just as the gaffer fleet is planning to sail. Having said that, there has been plenty of informal activity amongst our members in between times! Our sailing programme effectively started on the first Thursday in April with the commencement of our weekly 'Gaffer's Night' sail in Cardiff Bay. Our Fitting Out Supper was held at Cardiff Bay YC after sailing on 27 April, when a dozen or so members enjoyed a most convivial evening. This year we have introduced a weekly self-timed race around the buoys in the Bay on Gaffers Night. Races will be part of a summer-long series, with six to count for each competitor. So far we have eight boats competing, but there is plenty of time through the summer for more to join in. We have lost a few Thursdays to high winds, no winds, and temporary closure of part of the Bay. The fastest time so far posted was set by John Guy's new Bay Raider 'Merlin', and she looks like being the boat to beat.

On 18 - 19 May we had planned for a two-day cruise from Cardiff to Portishead Marina, but with

westerly winds force 6-7 forecast, the trio of small boats who signed up to go decided on discretion, and postponed the trip to June. Instead we enjoyed a day-sail to the Usk on the first day that included a near swamping of Viv Head's Shrimper 'Nutmeg' during a boisterous beat back to Cardiff with wind over tide. Keith McIlwain's 'Daydream' also braved a trip from Cardiff round Flatholm in testing conditions on the second day, when the overfalls to the east of the island provided an exciting finale. The weather again intervened for our Tenby Cruise in Company scheduled for 9 - 11 June, when a deep Atlantic Low slid over us, bringing continuous rain on the Saturday and near gale-force winds. Five boats assembled off Dale in Milford Haven on Friday, but given the forecast we decided that a day sail in the Haven followed by supper in the Lawrenny Arms would be a sensible strategy, rather than sailing round St Govan's Head to Tenby. The two Heard 28s, 'Capraia' and 'Sally J', the Salcombe Trader 'Lilian Rose', David Grainger's 'Happy Quest' and the Oystercatcher 20 'Charlie' made a fine sight, sailing through the Haven. A visit to Tenby by road on Saturday proved the wisdom of our decision, steady rain, near gale-force winds and the harbour crammed with pleasure craft sheltering from the storm.

The BC programme of events is on our OGA webpage. We look forward to good weather and great sailing: www.oga.org.uk/areas/bristol-channel

Charlie Harris, BCA President



'Lilian Rose' sailing in Milford Haven
Photo: Charlie Harris



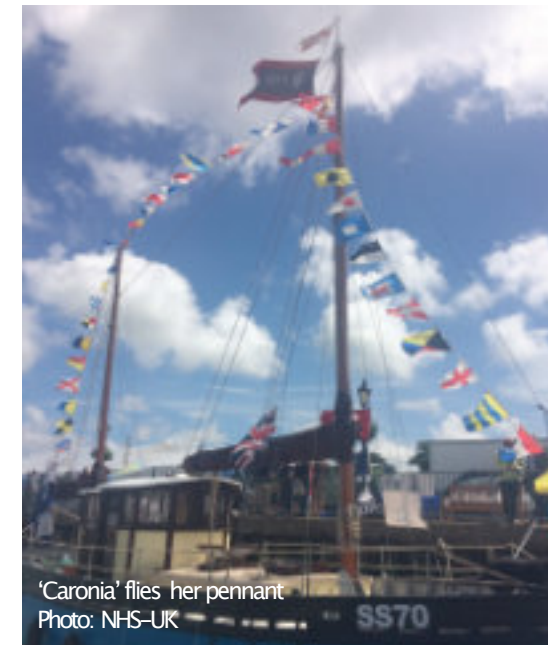
'Chloe' heading up Channel
Photo: Viv Head

Solent Area

In March, about 20 Solent members, including some new ones, assembled at Gosport Boatyard for a tour of the Submarine Museum. Ben Collins wrote, "We were an inquisitive party. Once aboard the 'Alliance', the impressively large WW2 state of the art submarine, still in commission into the '60s, we pitched our questions. Our friendly guide fell in with the Old Gaffers flock animating the cramped quarters of the torpedo hold with tales. It took seven men to lift, manoeuvre and not drop a 10ft torpedo into the firing tubes. We snaked in single file along the tunnel like companionway into the recesses of the interior."

We were also impressed with the wooden turtle, a Gafferish vehicle from 240 years ago. Lunch at nearby Hardy's restaurant saw plans for the season being discussed and an opportunity to present Jessica and Mike Warren with the David Cade trophy, awarded in January, for their contribution to the OGA over many years.

April saw a group of members enjoying a Fitting Out lunch on a fine and busy day at the Sussex YC, Shoreham. The purpose of venturing east was to



'Caronia' flies her pennant
Photo: NHS-UK

support Brian Skinner. Brian, a somewhat lonely gaffer who hails from Newhaven, is keen to build a sub-group of members in our 'East End' ports. Contact Brian by email: brian.skinner2@btinternet.com

New OGA member Anthony Baumann wrote, "A perfect spring day, with the tide running fast on the Adur, and dinghies spinning in a chilly wind - ideal weather to be sitting inside the warm Sussex Yacht Club enjoying lunch with a panoramic view of others taking their sailing seriously. Especially pleasant for the those of us whose fitting out won't be complete until the weather warms a bit more! This was the setting for the latest Solent OGA meeting, to encourage those East of Selsey to meet up with those from the West. The score was a little unbalanced - but so what! Any opportunity for this 'new to gaff, new to the OGA' to talk with old is welcome as they contemplate YOGAFF."

The intense (and in some cases nothing short of frantic) scraping, scratting and slopping which went into preparation of boats for the event led to a turnout of 100 Solent Gaffers at the Yarmouth Old Gaffers Festival at the beginning of June. The shore side event took place this year and that is what it is called. Over 70 gaffers were joined by our classic Bermudan friends and an increasingly significant Mo-Gaff chapter. See p.40 for reports and photos.

Having been a fine weekend, Sunday at Yarmouth promised high winds and some Gaffers prolonged their stay. Terry Smith in his open Memory 'Irene V' escaped with others, early on Friday morning. Terry won the Petronella Cup, being the boat under 20' which sailed the furthest to the festival, and he made his 23 mile trip back to Langstone in record time.

All visitors are important but we were particularly pleased to welcome Peter Draper in 'Caronia', the Solent Regional Flagship of the Year 2017 and our friends who sailed Brixham Trawler 'Vigilance' from, guess where, Brixham!

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

Western Australia

The postponed OGA Regatta was finally sailed on 30 April, 2017. What a beautiful autumn day! Well worth waiting for after the gale that blew on the original scheduled day. Lack of wind for the first hour meant all boats started at the same time. Consequently the fastest boats were the first home in all fleets, so they took handicap honours as well. All the good efforts of the handicapper were frustrated! Find out more about Western Australia OGA online: www.gaffrigsailinginwa.org



'Hero' enjoying the breeze when it came
Photo: Hannah Rugg

North East Area

The Blyth Regatta 3 - 4 June 2017, with an estimated attendance of 25,000, provided an ideal opportunity to promote the OGA(NE) with a recruiting display to attract 'saltysailors' and 'pasty faced landlubbers' alike. Our highly motivated and enthusiastic team of raconteurs regaled the punters with tales of 'wind & waves'. The Blyth Regatta 2017 has been developed on the back of the North Sea Tall Ships Regatta which started at Blyth. It was reported that '... Blyth is a tidal deep water port which can accommodate the largest sailing vessels and offers first class amenities and support'. The organisation was divided into 'dry side' and 'wet side' activities. The OGA(NE) were involved in yacht, coxle and skiff racing and 'Old Gaffer Racing' which awarded points. Lots of accumulated points mean big prizes! The finale was a 'Grand Parade of sail' through Blyth Harbour accompanied by two Royal Navy Archer Class Patrol Vessels and Ocean Youth Trust North Yacht 'James Cook'.

The Blyth Tall Ships Initiative is Lottery sponsored and recapturing the spirit of adventure of 200 years ago. It aims to rediscover the Antarctic landmass in a sailing ship 'Williams II' to inspire this generation of young persons to fulfil their potential: www.blythtallship.co.uk

The OGA(NE) hold their meetings in the Blyth Tall Ships Archive Museum which has an ambience reminiscent of the origins of 'old Gaffers' and vessels in trade under sail. Our illustrious President, Des O'Meara, 'old man of the sea' has a medium term objective to increase our membership to around 40, especially endeavouring to attract younger members. On several occasions during our discussions the name 'Old Gaffers' has bemused these potential new members, thinking that retirement was a prerequisite for membership.

We are very enthusiastic about the OGA Dinghy Project, utilising it as a platform for recruiting younger members. The Dinghy Package will be promoted as a 'build and sail' project to the Blyth Tall Ships, Duke of Edinburgh Award Scheme, local schools and colleges.

It is our aim to promote and organise representation from the OGA(NE) at the OGA 55 Anniversary Rally in August 2018.

Outgoing Area Secretary Jim Bell is alive and well.

[Frank W Cockburn, NE Area Secretary](#)



Gaff cutter 'Wagtail'
Photo: Frank Cockburn

East Coast Area

The Annual Dinner at the Royal Burnham Yacht Club was its usual silly and wonderful self. While a five course black tie dinner may not seem a very 'gafferfriendly' event in reality it is wonderful fun. Photos taken on the night show a civilised dinner in a dining room festooned with gaffer flags and banners, but cannot convey the healthy buzz of conversation, the many spontaneous toasts, both serious and silly, and the frequent gales of laughter which accompanied them.

The Easter Fitting Out Supper was held on the barge 'Victor' in Ipswich Dock. Attendance was smaller than hoped, but several less familiar members attended, making for an interesting and enjoyable, if low key, event. 'Victor' made a wonderful venue and will be host to us again at the start of the August Cruise (p.10).

After fitting out it was time to start sailing. 2017 kicked off in fine style with 16 boats attending a small boat rally at Tollesbury at the start of May. Unfortunately strong winds restricted sailing to one day only. The first big boat event, on the river Crouch at the end of the month, had the other end of the weather and no wind for race day (p.38)! There's a report on p.39 for Swallows and Amazons. This highly successful event was run by a our younger gaffers for the first time this year, and they did very well!

Check out the website to see what is happening on the East Coast this summer, and join us if you can. [Alison Cable, Eastcoaster and EC website Editor](#)
www.oga.org.uk/eastcoast



'Frolic' at Tollesbury
Photo: Andy Hobden

AREA REPORTS

North Wales Area

We had a great evening at the Penrhyn Boat Shed Party, with over 70 in attendance. Some members even managed to dance to the band, the ever faithful Coffin Dodgers. They played until late and looked as though they were enjoying the atmosphere too. Hot food excellently prepared and served by Ann, with thanks to Joan and Lil for the superb cake, cheese and biscuits. Scott was thanked for the use of his workshop. He must have spent many hours(?) tidying up for us all to have a good time. See p.10 for details of the Holyhead Boat Festival and other local events this summer. We look forward to seeing you on or off the water sometime during the year.

[Sue Farrer, North Wales Area Secretary](#)

North Wales Area AGM

Our Area AGM will be held a little later this year on Saturday, 11 November at Holyhead SC. Our annual dinner in the Sailing Club restaurant will follow the AGM. As space is limited please contact Sue Farrer to book a place. Our dinner has always been very well attended so please book as soon as possible to avoid disappointment.



AREA REPORTS

Trailer Section

The first two events of the year, Lechlade and Beale Park, are done and dusted. Both went well, the weather gods were on our side and the sun shone for us. Lechlade is our regular season opener, a slow drift up and downstream from St John's Bridge for picnics on the riverbank in an idyllic location with like-minded friends. What's not to like?

At Beale Park we show off the OGA flag, demonstrate sailing gaff-rigged boats, talk to people who, for the most part seem to like their boats wooden and traditional, and generally have a good time. The new OGA presentation kit looked splendid – many thanks to the OGA GMC for agreeing to refresh the tent and banners. Numbers appear to have been down at this year's show, though the OGA stand remained busy most of the weekend. Looking at the car parks, it almost appeared there were more people presenting than visiting. There is some concern as to whether the show can be sustained in its present form.

The next two Trailer Section events, Norfolk Gathering and Rutland Water Rally, will have happened by the time you read this. Soon after those, we will be off to Clywedog, 3 - 7 August or

the South West Area River Dart Rally, 4 - 6 August. These are both idyllic sailing locations though of quite different character. Find details on the website: www.oga.org.uk/areas/trailer-section

The OGA Trailer Section has represented the Association at Beale Park Boat Show since 2006. In previous years we have rented a tent from the organisers to display our photographs on home made or second-hand boards. By last year the display was becoming tatty and needed replacing. We approached the General Management Committee, suitably contrite, and asked if they could see their way to spending just over £1,000 for eight 'pop-up' banners and a display tent. Having our own tent saves over £200 a year in rental and the banners would look professional and bang up to date. GMC smiled upon us and in due course a purpose built tent and banners arrived.

Some might question the repetition of 'OGA' on everything. At a boat show every surface has some logo or manufacturer's name emblazoned on it. We need to 'shout' as loud as possible to be noticed. Our thanks to Pete Farrer for the artwork and Tony Kiddle for organising purchase of the banners.

Keith Mosley & Mike Stevens, Trailer Section



South West Area

We seem to spend a long time over the winter looking forward to the sailing season and, once it starts, several events come along very quickly. Last month in our Area we had the Brixham Heritage Regatta, Falmouth Classics (neither organised by the OGA but we are very happy to support them) and the OGA Helford River Rally. I am pleased to share reports from organisers of these events (p.48).

As I write, we are looking forward to the Start Bay Rally and Race, 30 June - 2 July and, later in the month, to welcoming the South by Southwest OGA Cruise in Company fleet as it moves through several of the ports in our Area (p.11). Unfortunately, Plymouth Classics 28 - 30 July had to be cancelled due to problems with berthing arrangements.

Visit our website for up to date news about what's going on in the southwest: www.oga.org.uk/south-west

David Bewick, SW Area Secretary



Falmouth Classics
Photo: Alistair Randall

AREA REPORTS

Dublin Bay Area

DBOGA held its annual Regatta over the June Bank Holiday weekend at Poolbeg Yacht and Boat Club & Marina (PYBC) in the heart of Dublin Port with terrific weather. Dovetailing with the Dublin Port Co. Riverfest there were plans for a big increase in water based activities including the visit of eight tall ships. We all enjoyed the great mix of activities as the public thronged along the quays. We made some significant changes in our Regatta which worked out brilliantly. Joining forces, DBOGA and PYBC held Regattas over the same four days. Events were co-ordinated and managed in a way such that the whole would be greater than the sum of the parts.

Thursday saw the arrival of the first tall ships. A total of eight vessel styling up on the south quays in front of the almost completed Central Bank of Ireland HQ. On Friday evening we welcomed visiting boats and held a gathering of old friends at PYBC. DBOGA provided supper and music. The musicians rendered the full repertoire of the 'Irish ballad songbook', which included never to be forgotten versions of 'Raglan Road' and the Scottish song 'The Lifeboat Mòna' made famous by Luke Kelly and the Dubliners with everyone joining in on the choruses. Skippers' briefing was slated for 10am so most stayed late to enjoy the craic and the singing. Another great night in Poolbeg! For a full report, see p.52.

Dave Owens, DBOGA Area Secretary



'Bessie Ellen' of Plymouth arrives in Dublin Port
Photo: Dave Owens

TALES FROM THE BOATYARDS

'Bird of Dawning'

During the early months of the year 'Bird of Dawning', the 30' yacht smack built by Frank Shuttlewood at Paglesham in 1937 and owned by Julian and Amanda Mannering, underwent some extensive repairs and restoration to her decks and, inevitably, other parts that showed the extent of their deterioration once the layers of paint had been removed. As so often with vessels of this age, it's the iron fastenings that let them down.

Once the decks, of Siberian larch, had been stripped of paint it was remarkable to see that, in the main, they were as good as when laid. But the iron nails were all gone and so one major task was to refasten with some 500 bronze screws. It was a relief to find the deck beams all sound. The oak knightheads and the top of the stem were gone and needed replacing, and the apron and some of the stanchions were rotten. Bits of the covering boards forward of the channels were soft as well.

Once these had been replaced the next task was to fit tie rods under the side decks and one across the stern deck before caulking began. This ensured a stable platform, for there's no point caulking a deck if the planks are simply going to be pushed apart.

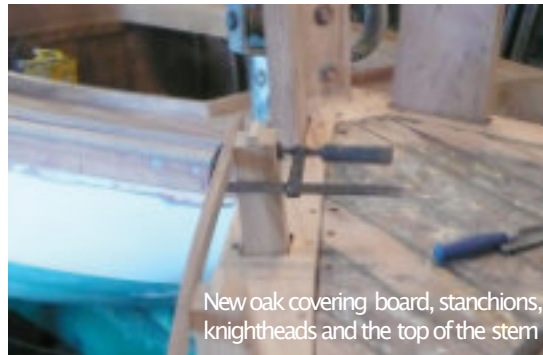
Perhaps the most satisfying job to be done was the last one: the fitting of a new capping rail. It really is the detail that sets off a vessel, confirming her sheer and showing off her shape. This was to be of iroko and we sealed it with International wood seal which shows the grain and gives a matt finish, good for stepping on.

The work was carried out by Dan Tester, owner of Hollowshore Services on Faversham Creek, and Nick Relf and they were brilliant at resolving problems as

they appeared, and retaining as much of the original as possible.

She emerged from the great black shed at Hollowshore, looking much as she had when she was launched from that other black shed at Paglesham 80 years ago. The work has made her so much stronger, will keep the dreaded rainwater out and give her another lease of life.

With a fair wind, she'll see her centenary.
Julian Mannering, East Coast Area



New oak covering board, stanchions, knightheads and the top of the stem



As she was, being launched in 1937



At last, ready for launching in the spring sunshine

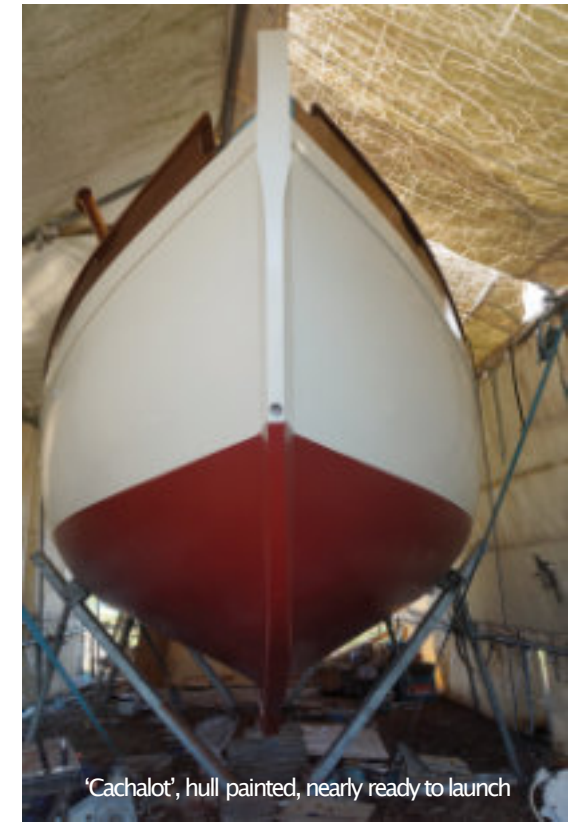
East Coast young (and old) gaffers

On the River Deben in Suffolk, young gaffers Josh and Sam have been restoring the 40' ferro cement ketch 'Annelis'. Built in the 1980s in Cornwall, she sustained damage to her hull and was neglected for several years. In taking her on, their mission is to restore her to a seaworthy state and sail her around the world. Follow her on Facebook to find out more: www.facebook.com/ketch.annelis

In Ipswich, there's another young gaffer, Will Thomas, who has rescued 'Juanita', the 1896 Falmouth Quay punt formerly owned by Peter Gerard, Maurice Griffiths' wife. Will found her in a very sorry state at Bawdsey and intends to restore her to sail and race once again. Visit the OGA online Boat Register for more: www.oga.org.uk/juanita



'Annelis' is being fitted out to a high standard



'Cachalot', hull painted, nearly ready to launch

After a ten year restoration project under her tent on the River Deben, Woodbridge, Suffolk, Steve Yates is preparing to launch gaff cutter 'Cachalot'! Find out more on her website: www.cachalot.org.uk



'Juanita', rescued from Bawdsey Manor

Book Review

'Sailing ships of the Bristol Channel' by Viv Head
May 2017
96 pages
Colour photos and diagrams throughout
Amberley Publishing £14.99

On our regular forays into the Bristol Channel from Cardiff, the local OGA BC Area gaffers' skippers and crew seldom see many other craft. An occasional transporter ship operating out of Bristol's Royal Portbury Dock, a dredger, perhaps, and some other leisure craft, but this is not the busy end of a British seaway and one might well conclude that it has little significance in the history of seafaring and sailing ships. Viv Head's new book puts such superficial deductions well and truly into the recycle bin as he opens up the incredibly rich maritime history of the Bristol Channel, reaching back to when men first went to sea in ships powered by the wind.

The book is organised around an introduction to the Bristol Channel, and 11 sections covering: Pioneers, Trading Vessels, Antarctic Ships, History Ships, World Wanderers & Racing Yachts, Pilot Cutters, Working Vessels, Trows & Derelicts, Atlantic Gypsies, Boatyard on the Beach, World of Boats, and a Glossary. The 96 pages are packed with fascinating, well-researched stories and a panorama of images, many taken by the author. The textual sections are written in an easy, relaxed style imbued with humour that masks the painstaking research that Viv has obviously invested in each of the 50 or so individual ships' stories.

The modest A5 size does not do any favours to the visual images that deserve more display space, the juxtaposition of text and image is sometimes a distraction, and an Index of ship entries would not have gone amiss, but I'd rather have this book in circulation than not. Specialist local history print publishers such as Amberley are working to fine financial margins, so bravo to them for taking on this title. These slight disappointments were easily forgotten as I immersed myself in the book. Each section threw up new points of interest, but for me the most enjoyable read was when Viv drew me into his research journey as exemplified in the sections on Purton in Gloucestershire - The Graveyard of Ships, and Boatyard on the Beach. The boatyard in question was located on Penarth beach and Viv's

passion for his subject shines through in his account of three 30-40 footers built at this modest yard: Emanuel, Caplin and Armored. The latter two are both now to be found in New Zealand waters, an unexpected and fortuitous coincidence for Viv as this is his 'other' home for half the year. So, in the interests of research no doubt, he got to go onboard both, and to helm Caplin in Akaroa.

If you know of someone that would share Viv's love of the Bristol Channel, ships and maritime history then a recommendation is in order. Even better buy them, and yourself, a copy - you won't regret it.

Dave Botterill, Cardiff, Bristol Channel Area

About the Author

An active member of the OGA Bristol Channel Area, Viv is passionate about history and sailing. He likes to travel and spend time each year in New Zealand. But home is in Cardiff, these days the biggest sailing centre in the Bristol Channel. He sails 'Fleur' a diminutive lug-sailed ketch, when the tides and winds allow.



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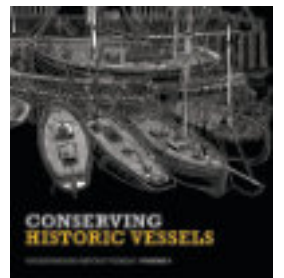
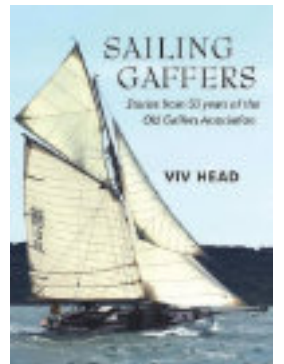
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'Swn-y-Mor' at Campbeltown Classics
 Photo: Campbell Fox

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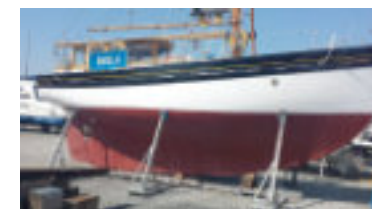
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Avola: 35,000 Ipswich Haven Marina

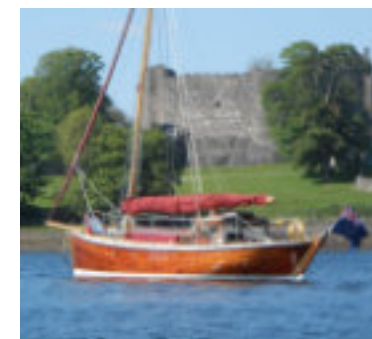
Much loved 33' one off gaff cutter, designed J. Francis Jones, built St Osyth, Essex, 1965. Excellent, very comfortable cruising yacht accommodating 4 adults. Sails well under easily handled gaff rig, 50HP Nanni Diesel engine giving cruising speed 7 knots. Spacious wheelhouse & Kuranda Diesel heater provide real four season usage. Topsail, genoa & squaresail. Carvel planked in larch on steamed oak ribs fastened with copper nails & roves. Draws 5.25' with external ballast keel. 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, Navionics charts, AIS receiver, GPS, 2 x Sestrel compasses, echo sounder, trailing electronic log, radar, autohelm, navtex, VHF DSC radio. Brian Hammett: +44 (0)1473 231066 | wrenspark@aol.com



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



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



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



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



Feshie of Caladh: £16,000

Marina 75. Double ender 25' motor saileryacht built Finland 1980 by Jutta Hula. A pretty wee yacht, in commission, afloat Ardfarn, Scottish west coast. Length 7.7m beam 2.5m draft 1.1m. GRP hull, simulated clinker construction, teak faced ply decks, mainly timber deckhouse. 2 berth, pumped heads under berth cushion in forward cabin. Volvo Penta md7b engine 17 hp 50 amp charging. Aluminium mast, Bermudan main, genoa, storm jib and cruising chute. Profurl roller reefing. Steering by internal wheel and external tiller. 2 burner gimbaled Camping Gaz cooker. Eberspacher cabin heating model D2 single outlet. Spade main and kedge anchors. 2d inflatable Suzuki 2.2 2-stroke. Present owner 20 years, previous owner 17 years.

Malcolm Stewart: +44 (0)774 0781436 | mostewart@waitrose.com

Sadie: £11,500

Classic boat with great pedigree & background. Built 1980, one of the first fibreglass 23' boats from Mylor yard. Joint project by Percy Dalton & Heard family. Kept in the family until early last year when I was fortunate enough to purchase her. Unfortunately change of work & hours mean I'm unable to spend the time she deserves to keep her looking good. Originally raced on the Fal, converted some years ago. Cabin put in place giving locker room, sea flushing heads, 3 berths small chart table & galley. Taylors cooker purchased to replace the current unit. Price on purchase can be agreed. With the bowsprit in place she's 32' LOA. To reduce mooring costs a pivot to the bowsprit installed, October 2016 reducing LOA to 23'. All work carried out by one of the best traditional boat builders in the UK. Sandblasted & epoxied April 2016, launched May, brought ashore September, currently in the yard. Stern is shaped to take inboard engine, room below the companionway for an engine. Outboard serviced ready for the 2017 season by recognised dealer. Impressive sail area & sails very well in all conditions (Main, jib, staysail & topsail). Lying Plymouth.

Bob Read: bob@cteach.net (0)777 3846465

Blocks: £200 the set & Ventilator: £300

Five hand carved solid, vintage, quality teak double strop blocks. Sheaves hand carved, inc. teak pin, delightfully display tool markings. Rotate freely. May suit someone with a heritage project - Viking 'longship' maybe? Approx. sizes (imperial): 3 & 5/8" x 6 x 3 & 1/4". Swallows are 21mm wide, can take 20mm rope snugly and easily 18mm rope working.

Well engineered brass screw down ventilator in new unused condition. Similar from Davey priced at £510. Spigot hole 80mm dia. flange 130mm dia. Height open from underside of flange 120mm and closed 55mm. Spigot projection below flange 15mm. Material appears to be gunmetal or bronze. Quality of manufacture & engineering is superb and may be German or Dutch. There is nothing on it to identify origins. Davey would stamp logo on, so I rule out Daveys.

Robert Holden: robertjan.holden@btinternet.com (0)7973468961

Winch: offers invited

One ton two speed wire winch with gravity ratchet and wheel operated band brake. Made by Thomson Bros. Ltd., Archery Works, London SE9 infinite years ago. Nice bit of engineering. No handle but it would not take much to fabricate one.

Robert Holden: robertjan.holden@btinternet.com (0)7973468961

Naiad: offers invited

Built 1947, a 16' 6" clinker gaff rig sail boat for sale. Mahogany on oak frames, new mast, spars and deck. Lower hull sealed with epoxy. Decking requires finishing, rudder fittings supplied but need re-fitting. New and old sails included and original 200lb. cast iron centreboard. 'Naiad' is an ideal project for an enthusiastic gaffer to complete.

Nick Murphy: murphy.nick1947@gmail.com +44(0)1993 868575

**Madeline: £2,450**

Five metre Drascombe Peterboat. Double-ended wooden classic lugsail open dayboat. John Watkinson designer, John Kerr builder, 1992. Professional glued lapstrake construction, all varnished mahogany gunwales and coamings. 16'6", waterline length 13', Beam 5'9", draft 9", 150 kg displacement. Combo road trailer, 3.5 HP 2 stroke Johnson outboard (service), 4 new buoyancy bags and bow bag, anchor, warps, fenders, compass, bilge pump, oars, boat hook and paddle. One petrol outboard. Launching trolley and trailer winch makes day sailing and recovery very practicable with one or two people. Tabernacle mast enables easy rigging onshore by one person and stowing for trailing. Beautiful boat, very good condition.

Lying Surbiton.

Philip Treloar: philip.treloar@gmail.com

+44 (0)7814 676676 | +44 (0)20 8875 1905

Laura: laid up ashore, offers invited

Built 1900 for JH Atkey, of Pascall Atkey & Son, arguably the oldest Yacht Chandlery in the UK at Cowes, IoW. Originally an open boat she was decked over in 1910. Lovingly sailed, carefully maintained and kept on a swinging mooring in Newtown, for many years. Taken ashore 10 years ago for a refit. Properly cradled, carefully covered, dry and well-ventilated. Rig and sails are in good condition and her 2-cyl Britt engine turns freely. Still very original lacking electronic conveniences, but she has never been mucked about. Inventory very original including beautifully-made Pascal Atkey copper kettle.

Lying ashore, Newtown IOW.

Dick Dawson: +44 (0)1983 760655 | dick@dpdawson.co.uk

Lily Lodestone: reduced from £4,500 to £2,000

Designed by Percy Dalton on the lines of the Falmouth Oyster Dredger. Hull and decks ferro cement. Bukh diesel engine 20hp in running order. Sails made by JR Williams of Hamble.

Lying ashore on the River Dart and needs a new home and TLC.

John Smith: +44(0)1803 832294

Martha Kathleen: £40,000

Massively strong gaff ketch designed by Arthur Holt, built for my parents by Holt & James, Heybridge, 1977. Third hull to that design, beamy traditional boat with plenty of internal volume and excellent seagoing qualities. Intended for short-handed cruising off the Western Isles. Gaff ketch rig, powerful Thornycroft 50 engine, lots of space. Wide open laid iroko decks, simple coach-roof for 'ard of the mizzen, deep, secure self-draining cockpit aft.

We brought her south, 2005. She has had considerable work cleaning out bilge, re-ballasting, re-caulking, running rigging replaced and standing rigging enhanced, new working sails and light air jib from James Lawrence, asymmetric reacher from Jeckells.

Home port Brightlingsea.

Alastair Mackenzie: +44 (0)1255 861638 | alasdair.d.c.m@btinternet.com

Norn: £65,000

This is a rare chance to own one of Paul Johnson's Venus 42 gaff-rigged ketches of which there are about ten worldwide. The design is based on that of a Colin Archer adapted for long distance cruising. 'Norn' is a heavy displacement gaff rigged ketch designed by Paul Johnson. Her current owners have lived on board for 11 years. 'Norn' took us safely on many long and short passages in conditions ranging from storms to flat calms with many perfect bits in between.

We have moved off her now and she needs a new owner to take her sailing again. Seep.21 for a short report about 'Norn' and visit the website for more information and links to further details.

Ben Cumpstone: yachtnorn@hotmail.com | www.oga.org.uk/boat/norn-0



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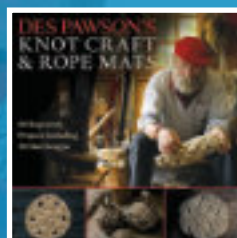
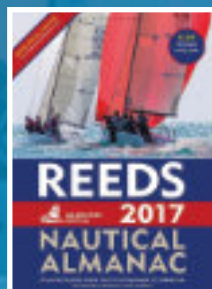
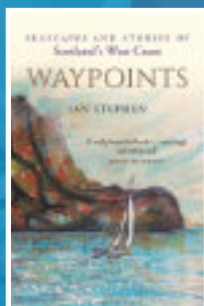


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