

GAFFERS LOG

ISSUE NO. 95 NOVEMBER 2017

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OGA55 plans

OGAAGM, 2018

OGA dinghy update

Sou' by Sou' West Cruise



OGA 

NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING

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ISSUE 95 NOVEMBER 2017

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Cover photo: 'Electron', taken from 'Kestrel'
Photo: Steve Yates

Foreword



The clocks have gone back, and forward, then back again several times for me this week, as I returned from a road trip to Portugal. Our outward travel to Spain was postponed when Brittany Ferries cancelled the crossing from Plymouth due to storms! As I gathered the contributions for this issue, it's clear there's been plenty going on around the Areas though, despite some wild weather this summer!

The Sou' by Sou'West Cruise, ably organised by 'Admiral' Ben Collins, was a resounding success and is reported on by several contributors (p.27) in this issue as well as on the website.

Looking forward to 2018, the following pages carry details of OGA55 Anniversary celebrations, starting with a birthday party in London on the AGM weekend and culminating in an August Rally. Thinking back to the summer, do remember to sort out your best photographs and enter the OGA competition (p.12). Please also make your nominations for Association trophies (p.13).

I hope you enjoy the range of articles in this issue. There are some new themes in the contributions and I hope we can include more about young gaffers, boats changing hands, family boats and the reasons members enjoy being part of the OGA in future issues. Do send me your stories to share, and please think about getting some good photos as well.

Finally, as many of you will know, our boat 'Cachalot' was launched on 4 August (p.60). Since she is still not ready to go cruising, we left her at the Tidemill and enjoyed the East Coast Gaffers August Cruise on 'Kestrel'.

Beverley Daley-Yates, Editor (Log and online)



'Electron' approaches the Wallet Spitway Buoy, taken from the cockpit of 'Kestrel' President's Race, 2017
Photo: Beverley Yates

From the Quarterdeck

As the season draws to a close I look back on what feels like a bit of mixed bag of a year. The early part when I was visiting Areas was beautiful with sunny weather while the latter half was back to lows tracking in across the Atlantic. This doesn't prevent us from sailing but it does constrain what you can get up to.

The Sou' by Sou' west cruise battled on in the teeth of the weather before finally calling it a day in Falmouth without getting to the Scillies. Well done to all who took part and I sympathise having failed to get there myself on the OGA Round Britain in 2013.

I took my Broads One Design on my visit to the Trailer Section in Norfolk and it was most enjoyable to join in with their very relaxed approach to the event. The only challenge for me was staying with the fleet as a 24ft BOD is really quite fast. The campsite was welcoming, the BBQ was generous and the singing was memorable.

It may seem a bit soon to be planning your events for next year, but if you are thinking of coming to the OGA 55th anniversary event, then you need to be firming up your plans. Members from further afield who cannot bring their own boat can come to Cowes by road or rail and join in on other boats, chartered if need be. However, charter boats are already finalising their planning for next year, so if your Area is planning to do something like this you need to commit.

We have had an encouraging response to the request for views for and against a possible name change and the issue will be discussed at the annual Association Committee meeting where representatives from the Areas all get together. Thanks to everyone who has taken the trouble to contribute.

As the evenings draw in we move to the season of Laying Up suppers, Area AGMs and winter talks. Do please support any events that your Area committee put on for you.

Finally, please note that the AGM in January is being held in the hotel where many people will be staying and we hope to have a proper Gaffers party afterwards. You can combine all this jollity with a visit to the Boat Show, so do put it in your diaries and I look forward to seeing you there.

Alistair Randall, OGAPresident



OGAAGM Saturday 13 January 2018

Join us at the OGABirthday party!
Saturday, 13 January, 2018

London Docklands
for full details, see overleaf

Subscription increase for 2019

There is no change to the subscription cost for your renewal in January 2018.

The Treasurer and committees have to plan well in advance for any changes. It would appear that inflation is having an effect on some of our costs. In order to keep up with this, and continue to maintain healthy levels of contingency funds, the GMC has recommended to the Association Committee (AC) a small increase of approximately 3% across all subscriptions to take effect from October 2018. This adds just £1 to family and individual membership.

Existing members would see the increase when renewing in January 2019. New members joining from 1 October 2018 onwards (who get the end of 2018 free and whose first payment covers 2019) would pay the higher rate on joining.

If the AC agrees to this increase at its meeting on 13 January, 2018 the proposal will be put to the vote at the AGM on the same day.

Notice is hereby given to members of this proposal.

Proposed subscription rates for 2019:

Individual member (UK) entitled to one vote at the AGM and other general meetings (by cheque or PayPal £32, Direct Debit £30).

Family member (UK) partner and children under 21, entitled to two votes (by cheque or PayPal £37, Direct Debit £35).

UK Junior (under 25) entitled to one vote (by cheque, PayPal or Direct Debit £5.25).

Overseas (members living outside the UK) (47 Euro, by UK cheque or PayPal £43).

2018 AGM Agenda

1. President's Welcome
2. Apologies
3. Approval of the minutes of the last meeting (published in March 2017 Log, p.6)
4. Matters arising from the minutes of the last meeting
5. Treasurer's report and presentation of accounts
6. Review of subscription charges
7. Secretary's report
8. Membership Secretary's report
9. Report on Boat Register
10. Report on Youth Fund
11. OGA55 event
12. Report on OGA class dinghy
12. Election of Officers
see nominations below
13. Members' questions

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

1. Results of Photography Competition
2. Presentation of Association Trophies
3. Slideshow on Sou' by Sou' West cruise in company

Election of Officers

Nominations received for Officers of the Association

Membership Secretary: Mary Gibbs
Proposed: Alistair Randall
Seconded: Tony Kiddle

London calling! OGA55AGM and party

13 January, 2018 4pm

Not just an AGM but a gaffer-style birthday party with music, beer and song to celebrate 55 years of the OGA.

As in all the best AGMs we keep the Agenda focussed and short, the entertainment fresh, and the socialising long. Annual Prizes and awards for the good and the brave! Plenty to cheer for!

Meeting, meals and evening party will all take place in a hotel location very near the London Boat Show. Discounted rooms for members booking in advance via the OGA website and discounted tickets for the Boat Show itself.

If you haven't been to an OGA AGM before, here is a chance to meet members from across the country and take a mini break in the capital. Bring along the family, sneak a ride on the spectacular Thames cable car, visit the Cutty Sark or the nearby Greenwich Maritime Museum.

Calling all musicians and aspiring OGAdinghy builders

Do you play the fiddle? Squeezebox? Guitar? Bring along your instruments, singing voice, tambourine or spoons to help the party party, conjure up the spirit of the sea and usher in the coming sailing season.

There will also be the opportunity to look at drawings and discuss the build of the new OGAdinghy with other members and with Tony Kiddle who is already building the first dinghy.

When and where

Saturday 13 January, 2018
Ibis Styles London ExCel
272 Victoria Dock Road
Custom House
London E16 3BY

Please note there is more than one Ibis hotel in the Victoria Dock area so take a careful note of this address to make sure you come to the right hotel. The hotel is immediately adjacent to Custom House station on the Docklands Light Railway (DLR).

The meeting starts at 4pm in the HMS President function room on the ground floor of the hotel. The function room will be open to members from 3pm – hot and cold drinks can be brought in from the bar area.

Dinner afterwards and hotel rooms with OGA discount must be pre-booked and pre-paid!

This is a change from the last few years so make a note to book in advance online via our website.

www.oga.org.uk/events/agm-london-2018

Two course hot and cold buffet dinner at just £13.50 per head.

No need to choose your food in advance, just book your tickets online and choose from the buffet on the night.

We have made a block booking for hotel rooms for OGA members in the same hotel for the Friday and/or Saturday nights.

Cost is £75 per double or twin room per night including breakfast (same price for single occupancy).

Subject to availability: first come, first served!

Don't try and book direct with the hotel – get this special deal for OGA members only by booking via the AGM event page on our website by 12 December at the very latest:

www.oga.org.uk/events/agm-london-2018

Deadlines for booking dinner & hotel

Book and pay on the OGA website:
www.oga.org.uk/events/agm-london-2018

For hotel room bookings:
Tuesday 12 December, 2017
For dinner bookings:
Wednesday 3 January, 2018

Main Course buffet

Roast beef
British pan roasted supreme of chicken in red wine sauce
Baked supreme of salmon
Mediterranean vegetable Arrabiata (v)
Accompaniment: seasonal market vegetables, roast potatoes, Yorkshire pudding and gravy

Desserts

Chef's selection of assorted desserts
Selection of ice cream: chocolate, strawberry or vanilla



LONDON BOAT SHOW

Why celebrate 55 years?

We had such a successful 50th anniversary we thought we should try another national gathering, and a five year interval seems about right.

So you will read all about plans for OGA55 on and around the Isle of Wight next August but as you'll read here we are going to start as we mean to go on in January at our AGM with a birthday party.



OGA55 Anniversary Rallies:



OGA55 Dinghy and small boat rally:
Saturday 11 – Wednesday 15 August 2018

The rally will be a feeder event to the OGA55 celebration and will cater for dinghies and small trailerable gaffers. We will meet at the Folly Inn and moorings, on the River Medina, Saturday 11 August. We can accommodate campervans and tents in the pub field for those with dinghies, or a Premier Inn is only a short walk away in Newport.

The River Medina itself is good for pottering in a dinghy, but we will plan a cruise each day for those more adventurous. Places we may visit include: Gurnard, River Hamble and other destinations in the Solent. We have arranged for a support boat to accompany the 'fleet' should anyone need help.

Details will be finalised in the spring. Please 'register interest' on the OGA website if you would like to be involved.

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

OGA55 Anniversary Rally:
Thursday 16 – Sunday 19 August, 2018

Based around the Folly Inn on the River Medina
Folly Inn, Folly Lane, Whippingham,
Isle of Wight PO32 6NB

'Why are we celebrating 55 years anyway?'

The answer is that a survey of members who participated in the OGA50 Jubilee Festival at Cowes was hugely positive about the event and indicated that we should do it again! Not every year, and not even every couple of years but it was such a success it was thought that after a five year interval we should have another big gathering of the Association, again trying to make sure that all Areas were welcome and could see how they might take part.

This time we have made it deliberately more informal with no big marina booking, with participating boats on jetty moorings with a taxi service, meals together but not every night, space for camper vans and camping, cheap accommodation, events for small boats and large boats - and lots of opportunity for independent exploration of the Isle of Wight.

There is no doubt that a good time will be had by all who participate and that new friends will be made and adventures will be had - but what will be a true mark of its success will be if those participants come from all our Areas not just the nearest ones.

How can I join in with OGA55 celebrations?

Hire a bus? Charter a vessel in the Solent? Book cheap accommodation on the Isle of Wight? Bring campervans? Bring trailerable boats? Bring families for a summer holiday? It's all possible but only if the motivation is there and the planning starts now. Speak to your Area Secretary and ask to be put in touch with others in your Area wishing to come.

I don't live nearby. Will the OGA help with the cost?

The answer is YES! There is a pot of OGA money which has been set aside to help make this happen. We can and want to subsidise participation from members living further away from the Solent where it's taking place - but can only be more specific once we know what funding is required. Your way to this pot is via your Area committee. If you don't know how to contact them please email: secretary@oga.org.uk

11 – 19 August, 2018

Programme: 16 – 19 August

Thursday 16 August

Arrivals: informal welcome party at the Folly Inn with barbecue running.

Friday 17 August

Daytime water activities based at the Folly: river sailing for juniors and adults in smaller boats. Sculling, rubber flubber sailing and other river regatta events.

Excursions available: bus trips to Osborne House or the Needles, bikes to hire and a chance to explore.

Race briefing for Saturday.

Saturday 18 August

Race Day for larger boats.

Crew places offered to the dinghy, Trailer Section and small gaffer members.

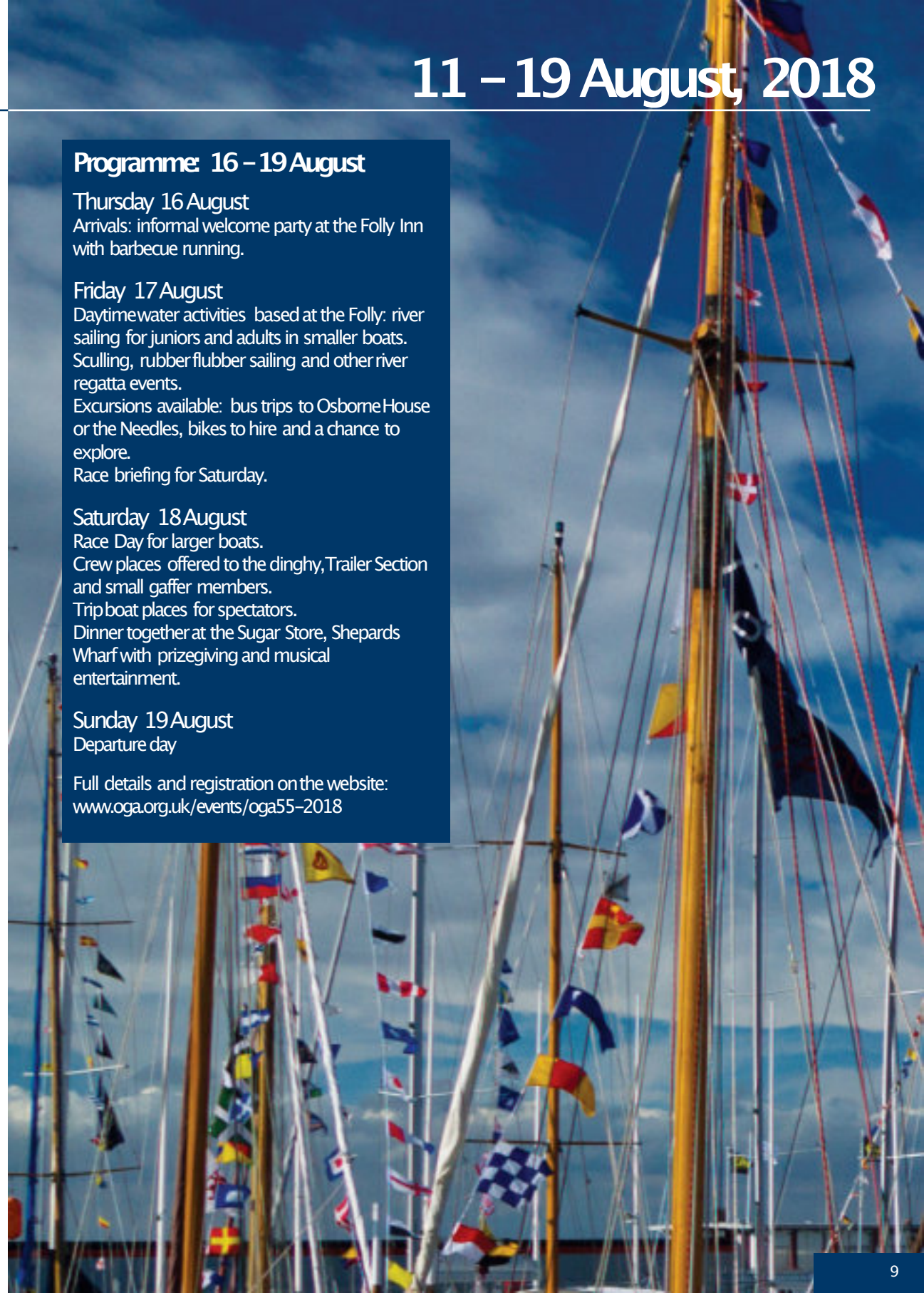
Trip boat places for spectators.

Dinner together at the Sugar Store, Shepards Wharf with prizegiving and musical entertainment.

Sunday 19 August

Departure day

Full details and registration on the website:
www.oga.org.uk/events/oga55-2018





Change of our name?

The case for a change of the name of the Association (perhaps to "The Gaff Rig Sailing Association") was put in the July issue of Gaffers Log (p.16) in the form of an open letter from Gary Lyons (President, NIOGA) and feedback from members was invited. All feedback received was passed on to the Association Committee (AC). Some respondents were under the impression that the name has already been changed. In fact it has not and we are still called the Old Gaffers Association. A change would have to be proposed to the AGM and voted there.

In January 2014 the AC agreed NOT to propose a name change to the AGM. The AC agreed then that we would continue to be called the Old Gaffers Association but that we would 'brand' ourselves as OGA – the association for gaff rig sailing.

There has been a mixed take-up of this re-branding over the last four years with some Areas dropping the word 'Old' (South West Gaffers, Solent Gaffers, East Coast Gaffers) and others continuing to use 'Old Gaffers' (including NIOGA). Members could be forgiven for not being quite sure on the matter!

Your feedback is too extensive to be reproduced here in full: some of you were positively poetic, particularly those arguing to save the old name whilst those in favour of modernisation were rather shorter and to the point. To give you an idea of the volume of response: in total 17 members wrote approx 5,000 words against a change and six members submitted approx 600 words in favour.

In the lists on this spread we have tried to pick out the arguments from each side and represent them as clearly, simply and neutrally as possible. Perhaps you will be inspired to have your say when you read this. Write to your Area Secretary or to secretary@oga.org.uk

The Association Committee will be discussing the matter and deciding the way forward when it next meets in January, 2018.

Arguments for a name change

Our name is inappropriate

The name is outdated and not relevant to the majority of members.

In 1960s when the name was chosen gaffers were old boats – now they are not necessarily.

First impressions count. Our 'jokey' name counts against us.

The name 'The Old Gaffers Association' does not take us forward.

The name conflicts with our aim to bring in new blood, fresh ideas and new younger members.

Our name is misleading

People think they can't join because 'mine's not an old boat'.

People think it's not for them because they are not old.

Members or potential members fear ridicule for being seen as an 'old gaffer'.

Benefits of re-branding

We can still be known as the Gaffers, but we won't be saddled with 'old'.

We have issues with a slightly aging demographic and we need to counter this trend.

We will attract more younger members.

We should portray ourselves as a modern organization by dropping the 'old'.

We should move with the times.

Members might generally be happy with the name but as an Association we want to grow and so need to do more to recruit new members.

Existing members shouldn't be affected by a change but potential new members will see us in a more positive light.

Cost

We should not allow short-term costs to overly influence a decision for the long term to improve our future.

Summing up arguments for and against

Arguments against a name change

What's wrong with 'Old Gaffers'?

Current name is well-loved and has served us well for over 50 years.

There is affection for the quirky nature of our name.

The humorous element of being 'old gaffers' is a positive.

People outside the Association realise the tongue-in-cheek 'jokey' aspect of the name.

A name change was rejected in 1985/6.

OGA is a snappier title than GRSA.

The word 'old' refers to the rig, not the boats, and as such still applies.

We must champion the 'old' aspect not turn our back on it.

The name does NOT deflect from our ambitions to attract youth.

We have international sister organisations using 'old' in their titles and risk distancing ourselves from them.

Dangers of re-branding

It would be a mistake to change something so long-established and recognisable.

We have recently had a change in branding (2014). It's too soon to change again.

Changing the name is unnecessary and will be confusing.

Established brand names have been changed unsuccessfully (eg Royal Mail / Consignia).

Conflict between celebrating (and publicising) 55 years of OGA then changing it.

There are other ways to tackle the issue of people thinking they or their boats have to be old to join.

There are other ways we can work on our public image.

Many of the arguments for a name change are effectively dealt with by using 'OGA – the association for gaff rig sailing' as agreed in January 2014.

Effect on membership

Risk of losing existing members if we change.

No evidence that a name change will attract more new members than currently.

Our objective is to promote gaff rig

It doesn't matter if our 'age profile' is on the high side.

Changing would distract us from our current objectives to promote the rig and attract youngsters.

Wrong to think a name change will have any effect on numbers buying or sailing gaffers.

Cost

Cost of redesigning logo/Gaffers Log/website/domain names and email addresses/letterheads.

Cost of replacing items with the current name on (eg promotional banners).

Cost in volunteer time and energy to make the change.

Cost would be justified if change were necessary, but not if it is not necessary.

We need your photos, your nominations...

... and you!



It's time to sort out your photos and enter the OGA competition this year. Use those dark evenings to look back on a summer sailing season!

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 before the closing date, midnight 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

A new way to enter

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 OGAYearbook.



OGA Trophies time for nominations!

Who will you nominate? Our Association Trophies each have a prestigious list of previous winners. Why not nominate a fellow gaffer to be added to the list. Full details are on the website:
www.oga.org.uk/trophies

Alan Hidden Trophy:
 outstanding performance by a member under 25
Cape Horn Trophy: outstanding seamanship in single occurrence
David Cade Memorial Trophy:
 outstanding contribution to the OGA in the past year
Gaffers Globe: major voyage relative to boat and experience
Grumpy II Cups:
 outstanding sailing achievement by OGAskipper and young crew
 Please send nominations with brief account of the reasons by 30 November, 2017 to:
 Dave Percival: davepercival@aol.com

OGA online Boat Register report

I am pleased to report that the vast majority of new members have sent details of their boats. Some craft turn out to be boats added to the Register in the early days of the Association. It is good to be able to give present and new owners information and sometimes old photographs from the OGA archive.

Looking at boats new to the Register, the range of types is huge. As I write the last boat added is OGA boat no. 3350. Take a moment to look at nos. 3340 - 3350 to see the range of craft our Association

represents. There are new designs, large and small, production craft and older traditionally built vessels.

All this shows the OGA and gaff rig are in good health. Gone are the days when we needed to explain ourselves with phrases such as, 'For the preservation of gaff rig' or 'Promoting gaff rig'.

Please remember that when we print the 2018 Yearbook your boat will not be included if she is not on the Register. Our Boat Register also includes examples of classic Bermudan rigged and motor craft. If you are not sure we have details of your boat, do contact me. Alternatively, use the forms in the centre pages to add and/or amend your details.

Volunteers needed urgently!

I do not intend to stand again as Boat Register Editor when I come to the end of my term in January, 2019. A few of you have expressed interest in finding out about what the job involves. I am preparing a paper to explain the basics and shall be attending the AGM in London, January 2018, where I could show those interested what I do. Do contact me if you would like to find out more.

Pat Dawson, Boat Register Archivist
boatregister@oga.org.uk
www.oga.org.uk/register-home

'Sea Pig', rescued from certain destruction, p.62
 OGA boat no. 64: www.oga.org.uk/boat/sea-pig



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



Letters to the Editor

A win for 'Cormorant' at Hamble Classics: 16 – 17 September

The team from sail loft Ratsey & Lapthorn in Cowes did well at the Royal Southern Hamble Classics regatta, winning both Saturday and Sunday, and so the Gaffer 1 class in Steve Meakin's 1911 gaff yawl 'Cormorant'. Returning to within a stone's throw of the yard where she was built, this was a welcome homecoming for the yacht, now based in Cowes.

Saturday started with a very light breeze. Getting to the mid-Solent start line was a challenge in a boat with no engine. Helmed by the redoubtable Andy Cassell of Paralympic Atlanta Gold Medal winning fame, the result they wanted was never a foregone conclusion. With his trademark focus on 'fastest possible boat speed' the man who has been described as suffering from 'race winning myopia' crossed the finish line with little knowledge, on handicap, whether they'd done enough. Fortunately, it was a win.

Sunday saw start time confusion with 'Cormorant' well down the fleet. Have the clocks gone back yet? Eventually the start line was crossed with a battle on for the overall result. Not blessed with stiffer winds they would have preferred, the team chose to raise their lightweight headsail halfway through the race which involved end of the bowsprit unhooking of the heavier sail. Paying the price by losing over ten boatlengths, it gave the extra pace to get to the line.

Steve Meakin, Solent Area



CORRECTION

Eagle-eyed member, Mike Turner has spotted an error in the July issue of Gaffers Log. As noted, the image on p.9 is not 'Caprice', but another photo of 'Maluka' racing in the Sydney to Hobart Race, 2016 (p.24). Here is the correct image for 'Caprice' as she returns to racing in 2016.

image by John Jeremy, SASC



Ruck or Scandalise?

Your Editor has received a letter by post from Joe Pennington, 'Master Frank', RY95 (our cover image in the July 2017 issue). He is keen to hear fellow gaffers' views, so please put pen to paper (or finger to keypad)! If there's sufficient interest, we can continue the discussion in the next issue of Gaffers Log and online.

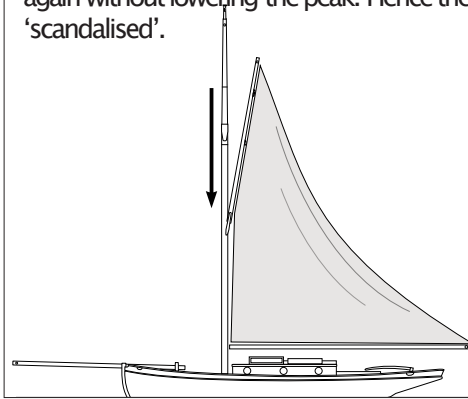
I have been sailing gaff rigged boats for 60 years and at 14 years of age I first heard the term 'Ruck'. I was sailing on the late Geoff Medley's 24' gaffer 'White Heather' on the River Wyre at Skippool Creek near Fleetwood. She was moored on the river bank and we were coming in one day going full bore with a following wind, jib and main both drawing in a force 5. We hit the mud at some speed.

An ex Fleetwood smack fisherman named Fred Price witnessed this manoeuvre. As soon as the tide permitted Fred came alongside to give Geoff a dressing down, telling him he should have rucked his peak and let the sheets fly. The boat would have come in more sedately, had there been something hard in the mud, she could have come to harm.

Some years later I was sailing into Jubilee Quay, Fleetwood. Engine out of order, I managed to sail alongside a fishing vessel. Edwin Rigby the sailmaker, saw me coming in and told me I should have eased my peak and rounded to come alongside.

Scandalise

To 'scandalise' is to drop the throat leaving the main a baggy mess making it impossible to hoist again without lowering the peak. Hence the word 'scandalised'.



He also told me to keep the boat sailing, never ease the throat to scandalise the sail and make it useless.

This advice came in useful years later with my 28' Morecambe Bay prawnier 'Comrades'. I used to go beam trawling and longlining with her under sail and found out how to control the speed by rucking.

I've sailed with Jimmy Lawrence on his bawley 'Saxonia' onto his mooring at Brightlingsea with headsails off and main rucked. He also said never ease the throat. Scandalising makes the sail useless.

In his book 'Half a Gale' the late Michael Frost of 'Boadicea' says the same, it leaves the boat out of control. Claud Worth also refers to easing the peak in strong winds as a means of keeping control.

The first time I heard the word 'Scandalise', to lower the peak, was 20 or so years ago, by a convert to gaff from Bermudan rig. I told him the correct term was 'Ruck' or 'ease the peak'. He wouldn't have anything of it. Recently in a quiz the answer to the same subject was 'Scandalise' ie 'letting the peak ease'.

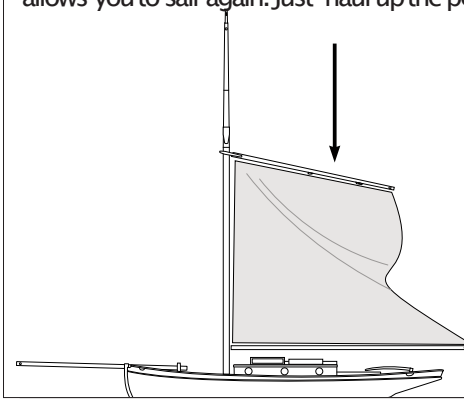
I look forward to replies on this subject from fellow gaffers, and hope it doesn't cause a ruckus.

Joe Pennington, 'Master Frank', RY95, N Ireland Area

PS I rucked my peak sailing into Glasson Dock, Lancashire in a 4-5 NW Westerly on 1 September, it worked a treat.

Ruck

To 'ruck' is to lower the peak and leave the luff standing. This enables you to keep a sail that allows you to sail again. Just haul up the peak.



Boating is the best therapy!

To take up Classic Sailor editor Dan Houston's timely piece about wellbeing, and how important sailing is for general health, I'm moved to contribute to Gaffers Log on this topic. What if ill health does strike, and seriously affects your boating?

I have prostate cancer, and yes, I am confident this is just the right forum to share these issues. We are living in a kinder community. I am on a journey and perhaps I can share parts of this journey with you.

When men of a certain age are diagnosed with prostate cancer, one might think one's world falls apart and life will change for the worst. Will pleasures like sailing, gardening, hiking stop abruptly? Well, it doesn't need to.

One tries to understand it, the diagnosis, the process, different treatments and what will it mean for me? Partners, family and friends of men with prostate cancer find that learning more about it can be helpful. Taking ownership is the best strategy. Ask, and ask again, take notes. Over the many discussions I have had, I know that we men are not good at dealing with hospital and medical stuff. It's a cultural thing. Many of us have retired, or thinking of doing so in their 50s and 60s. Being diagnosed with something like prostate cancer can seem like the last straw. But keeping on the water can, and does, help in many ways.

I have been lucky in life to have sailed for some 55 years, beginning on the farm pond, then rivers in Suffolk, the Norfolk Broads and timeless East Coast. From canoes, Folkboat and Itchen Ferry to schooners and brigantines, the call of the sea has been a massive part of my life. Boating is absolutely my number one therapy! I can still do simple stuff, take part and feel useful, steer and handle lines.

My experience of the NHS has been excellent. Wonderful care, attention and kindness. Friends and family have shown support. We do need to talk and share, not bottle it all up. However, each man will choose his own way of coping. Encouragingly, if caught early enough, it can be treated successfully. My main message is: If you have concerns, don't be embarrassed, talk to your GP. If, after tests, a

diagnosis is made, *nil desperandum*, it is time to gain knowledge and take ownership. Early diagnosis is everything and one can lead a reasonably healthy, active life while undergoing treatment, spread the word to men, and of course their partners. I would argue that partners/carers need as much support as the patients. It often signals a new kind of relationship, a new chapter, and this takes time and understanding. So, let's not forget partners. Perhaps there's a gentler boating, and it is the time to sit down and share stuff.

My lady and I are on a voyage in every sense. From time to time we join our beautiful Dutch sailing barge, 'De Sperwer' on our journey along the beautiful waterways of Britain, west to east. We have travelled down the Severn, to the fine cities of Gloucester, Bristol and Bath, re-discovering their rich maritime histories. We slip through stunning countryside, passing sleepy villages unchanged in 300 years. We have been hugely enjoying cruising the Kennet & Avon Canal. It's rather like being on a moving floating stage where characters, anglers, joggers, families and other boaters join you, share their life and tales, and exit right! It is a different kind of boating and the voyage has already renewed our delight in the waterways. We 'sailed' through Storm Angus without a quiver! The cheery woodburner glow kept us warm and cosy.

We delight in a small Breton lugger, a sail and oar boat designed by Francois Vivier. This gives us much pleasure. It is my outdoor gym! With grown-ups, or grandchildren on board, we cast off with a picnic to explore stretches of water that larger yachts will rarely see. Rivers, creeks and estuaries, the sail up or just quietly pulling on oars, creatures like seals, otters and wading birds are happy to share the quiet moments. For me it is the elixir of being outdoors, on water, gentle exercise and fine company.

I head for the real gym too. The benefits of exercise are well known for cancer patients. It is a powerful tool in the fight against such disease. It helps to reduce stress and keeps you fit. A healthy diet and going easy on the drink can also help. Less sugar, less processed meats, buckets of fresh veg., especially the bright colours. Some complementary therapies can

play their part too, for example they may help you deal with some of the side effects of treatment such as fatigue or pain.

Spreading the word, can you help?

I find myself in the final stages of producing a short film/documentary to raise awareness and highlight the issues of prostate cancer, to help spread the word to men. I have pulled a great team together, including national charities, the Royal Marsden, Prostate Cancer UK, Macmillan, GP surgeries, hospitals, nurses, therapists and men's groups. It is lighthearted, informative with lots of humour! There is also a distinctly nautical feel to it. Although a low budget film, there are always costs. We are applying for grants, and if you feel you would like to support the film production, help in other ways, or find out more, do get in touch.

For a report on the first leg of our voyage, Stourport to Gloucester, see p.48.

Chaloner Chute, Solent Area

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chalonercc@gmail.com



About Prostate Cancer UK

Prostate Cancer UK has a simple ambition – to stop men dying from prostate cancer. As the number of men diagnosed with prostate cancer continues to rise (with the disease predicted to become the most common of all cancers by 2030), now is the time to take control. Ignoring prostate cancer won't beat it, so join the fight.

Key Headline Statistics

More than 11,000 men die from prostate cancer in the UK each year – that's one man every 45 minutes. It's the most common cancer in men, with over 330,000 living with and after the disease in the UK.

Anyone with concerns about prostate cancer may contact Prostate Cancer UK's Specialist Nurses in confidence on 0800 074 8383 or online via the Live Chat instant messaging service: www.prostatecanceruk.org



Professor Ros Lees, Institute of Cancer Research

Canal and Basin:

Choosing where to moor a boat, I generally prefer a creek or harbour. Yet for ten happy years I kept my craft in what's best described as an impromptu, linear marina, the canal at Heybridge, Essex. This is part of a two-century old waterway, the Chelmer & Blackwater Navigation, running 14 miles from inland Chelmsford to a basin with a lock at the river below Maldon.

There I not only kept several boats but owned a hut, an 8' x 12' black-tarred wooden shed. This was meant for storing boat gear, its declared purpose for rates, but also contained a bogie stove, galley counter and a steel bunk, undeclared, since living in a hut was frowned upon. My hut's back window gave a fine view across a flooded gravel pit to the river wall and beyond to the Maldon skyline.

My first Heybridge experience, in the 1980s, involved the rite of locking in. Thereafter, going out, a short voyage took one from the hut down to the basin, where coasters still unloaded occasional cargoes of timber. Locking out and in was like shifting from one plane of existence to another. You were never quite sure what you would find when doing so. Once in a while I had the lock to myself, and the lockkeeper, George Clark or his successor, Colin Edmond, not only took my lines but accepted my help with the lock gates.

Once my boat was in, the shutters were opened and the level of the river at high tide was allowed to match the level in the lock. Then be prepared for a sudden surge and sharp tug on the lines. Coming in meant a reverse procedure, generally with plenty of company: a Thames barge, say, a flotilla of visiting yachts, or on a Sunday evening floodtide seemingly half the boat-owning population of the canal. The lockkeeper then did a clever job of squeezing in the fleet, bowsprits over stern rails. Mind your flagstaff! Fenders in place!

Some canal folk departed on distant voyages. We heard (by postcard) of one Basin ferro-cement yacht that came to grief on an uncharted Indian Ocean atoll, but not everyone from the canal made frequent use of the lock. Many canal habitués succumbed to the condition of Basin-itis. No need to go anywhere. Carpe Diem.



This might involve sitting outside the Old Ship pub watching boats lock in and out. Or drinking inside the Jolly Sailor, a few yards away in the dip.

The Ship had a sign saying 'No Dogs'. The Sailor accommodated its drinkers' dogs in rounds of not just beer (for the dog owners) but (for the canines) digestives from a tall jar behind the bar. The JS in my time was run by Eric and Connie Priestly. Eric, ex-Marconi, was a veteran of Antarctic whalers. His bar clientele included Bob Donaldson, radio technician, Tom Polden, engineer and fisherman, and sundry local boat people and dog lovers. Now and then on hand was Belgian George, owner of one and a half former MTBs that were kept alongside

memories of Heybridge, 25 years on

the seawall outside the lock. George picked up any apparently waste material left around. His vessels' decks lay under heaps of scrap lumber, awaiting the restoration that might enable at least one of them to reach the Costa del Sol. Pub rumour had it that George, during the week, looked less like a scrap merchant. He wore a suit and worked in the Post Office near Trafalgar Square.

The canal had practical uses. Locking in for a week or so was as good as a scrub; fouling fell off. If spending the winter, however, you needed to beware of ice, which could cause centreboard cases to expand and skin fittings to pop. Your craft would then be found with mast, boom and cabin top visible. The gravel pit became an ice-rink and skates rather than a dinghy the best way of getting to the pubs.

Summer on the canal meant many boats away, mostly on trips to other Essex rivers. More birdlife to hand, with baby moorhens

and ducklings paddling fast behind their mothers. Long stretches of the canal's surface were constricted with chickweed. Our springer Daisy thought she could walk on it, and found herself swimming. Straddling the narrow side deck of our then flagship, a 1930s motor cruiser, I met a similar fate. Maureen, on the next door Crabber, called to me, 'Look at that water-rat!' I turned suddenly, varnish brush in hand, missed my footing and fell in. The vole disappeared amid a few ripples. My shoulder landed on the blunt end of a scaffold pole, part of an old jetty. After a trip to A&E I spent the rest of the summer having physio. and trying to write, and varnish, with my left hand.

25 years on there is still a canal, a lock, the pubs and the boats at Heybridge. Some of the boats are different. I recall the designs of Harrison Butler, Maurice Griffiths, and the Gileses, both Morgan and Laurent.

I remember our time at the basin as a golden age.

Anthony Bailey, writer & art historian, East Coast Area

Den Phillips, Maritime Photographer.
www.denphillipsphotos.com





OGADinghy: an update

Since the last update in the Summer Gaffers Log, p.21 we have taken the design to build stage.

The hull panels need to be accurately cut to make the construction both easy for the amateur boatbuilder and ensure consistency with each build.

We have worked with Demon Yachts in Harkstead to produce the panel kits. The first kit is illustrated being produced on the CNC table. This is a router cutter and gives a very clean, accurate edge. The whole kit of ply parts has been made from four large sheets of 6mm ply and looks like being £620 excluding shipping.

Additional to the ply parts will be solid timber parts such as the thwart and rubbing beads. Demon Yachts will be producing a kit of solid parts once the prototype has been built. The boat will be built over a jig. This jig will be loaned to builders as part of the royalty payment. The royalty payment for each boat will be £240 and covers the designer's royalty, a build manual, builder's bronze plaque with class sail number and loan of a build mould.

The sail plan has been handed over to Michael McNamara who is making sails for the prototype. Look out for more details of the rig in the next update.

Now that the build has actually started some members may wish to be kept up to date at more regular intervals. If you would like to join an email group for this purpose please email me to be added to the list:

treasurer@oga.org.uk

TonyKiddle, Association Treasurer, East Coast Area

Live Dinghy Forum!

Members interested in the new dinghy might like to get together in person with TonyKiddle who is building the first one and other interested members at the AGM in London, 13 January, 2018 to look at the plans and pictures of the progress of the first build. See p.6 for details of how to book dinner and hotel for the AGM. If we're lucky Andrew Wolstenholme, the designer, might be there to offer advice.



Welcome aboard!

AREANO.	BOAT	MEMBERS' NAMES	POSTAL ADDRESS
DB 6181		Mr Chris Trevithick	17 Rye River Grove Dun Carraig Leixlip Co. Kildare W23D2E0
EC 6170		Miss Petra Potasse	48, Clays Road Walton on the Naze, Essex CO14 8SD
EC 6176	Mr Keith Band & Ms Janet Band		5 Kings Court Kings Road Burnham on Crouch CM0 8PP
EC 6180		Mr Andrew Cocker	Pipin Cottage The Street Thorndon, Suffolk IP23 7JR
EC 6189		Mr Tim Goodingham	1 Carleton Gardens Brecknock Road London, N19 5AQ
EC 6192		Mr Sandy Miller	Hayfield Little Baddow, Essex CM3 4SG
N 6186		Dr Jane Holmes	17 Cherryvalley Gardens Belfast Co. Antrim BT5 6PQ
NWA 6178		Mr Robert Bennett & Ms Kayleigh Jones	Ffynnon y Berth, Llanamnon Road Mold CH7 5TA
NWA 6185		Mr Martin Hansen	54 Underdale Road Shrewsbury, SY2 5DT
NWA 6191		Mr Alexander Robertson	Ty Newydd Moelfre, LL22 9RL
OS 6187		Mr Kurt Voss	118 Valentine Circle, Warwick, Rhode Island USA 02886
OS 6193		Mr Bart Bousfield	5 Kerino 22460 Merleac FRANCE
SCO 6182	Ferryman, Saorsa	Mr Douglas Cook	Lochranza Centre, Lochranza, Isle of Arran KA27 8HL
SOL 6168		Mrs Joanna Tall & Georgina Tall	5 Melrose Avenue, Wimbledon Park, London SW19 8BU
SOL 6169		Mr Nicholas Ward	3 Birchmore Cottages Blackwater Hollow, IOW PO30 3BW
SOL 6171		Mr Chris O'Connor	6 Oak Walk, Fair Oak, Eastleigh SO50 7JS
SOL 6179		Mr Neil Rowson & Mrs Meriel Rowson	Burwash Place East Spring Lane Etchingham TN19 7HX
SOL 6184	Flycatcher	Mr James Stock	The White House North Street Rogate Petersfield GU31 5HG
SOL 6190		Mr Jono Bradfield & Mrs Lisa Bradfield	Fairview Rutland Gardens Bursledon Hampshire SO31 8FZ
SW 6172		Ms Karen Toms	Dane House Restormel Road Lostwithiel Cornwall, PL22 0EE
SW 6173		Mr Bob Fisher	Red Deer Simonsbath Somerset TA24 7JY
SW 6174		Mr Roger Teague & Ms Rosemary Hugall	No. 9, Parc-an-Dillon Road Portscatho Truro TR2 5DU
SW 6175	Sea Pig	Mr Thomas Morley	Pippin Cottage Broadwoodkelly Winkleigh Devon EX19 8ED
SW 6177		Sir David Burdett	Yanston Farm, Loddswel Kingsbridge Devon TQ7 4EJ
SW 6183		Mr Roger Edmonds	18 Bradley Croft, Balsall Common, Coventry CV7 7PZ
SW 6188		Mr Jonathan March	Horsna Parc, St Tudy Bodmin, Cornwall PL30 3NG
SW 6194		Mr Keith Yeandle & Ms Hana Skuckova	36 Barcombe Heights Paignton Devon, TQ3 1PT



Younggaffers and family boats

In putting together this issue of Gaffers Log, I became aware of several young (and not so young) gaffers who sail aboard their 'family' boat. With this in mind, I've started to collect pictures and stories to introduce a new regular section for the Log. The first four stories are all East Coast gaffers, but I know there are many more in other Areas, especially the Solent. Leo has been reported as being perhaps the youngest 'young gaffer' joining the Solent Annual Race in September this year at just a week old! Please send photos and short stories for this section in time for the next issue in March 2018. Enjoy the first instalments...

'Bonita': one of the oldest boats in the OGA fleet

Toby must be one of the youngest 'Young Gaffers' and made his first visit to 'Bonita' on 6 August, 2017, the fifth generation of the Beckett family to have sat in her cockpit. He seemed to quite enjoy the experience, or perhaps he was just relieved to get out of the dinghy. It's possible he might turn out to be an old boat enthusiast, but as he's only five months old it's probably a bit early to say. Toby's dad, Allan, first went sailing on 'Bonita' when he was just six weeks old. His great grandfather is pictured here in 1938. 'Bonita' was built in 1888 and has been in the Beckett family since about 1935. Visit her blog to find out more:

www.bonitayawl.blogspot.co.uk

Mike Beckett, East Coast Area



Henry and Edith

We're rubbish at taking photos because we're too busy having fun! Henry and his sister, Edith joined the crew of 'Windotter' for the East Coast August Cruise, 2017. 'Edith May' is a Thames barge we stole the name from!

Elly Howlett, East Coast Area



'Juanita' sails again

Brother and sister skipper and crew, Will and Josie, joined the East Coast August Cruise this year on the recently restored 'Juanita' (Gaffers Log, July 2017, p.61). They have been sailing with the ECOGA for many years as crew on the family smack 'Transcur'.



Photo: Beverley Yates

Go out and try new things!

During the ECOGA August Cruise, I met Phoebe, aged 13, who was crewing with her friend Matilda on 'Cygnet of London'. Two young gaffers having a great time, and hoping to join the cruise again in future. But for Phoebe, the cruise was more than going sailing for the first time, she's learning to live with type 1 diabetes. Phoebe sets a great example with her 'can do' attitude. Her advice is 'go out and try new things'.

I was extremely fortunate to be a part of the crew on 'Cygnet of London' in August this year for the OGA. I was offered this fantastic opportunity by my friend Matilda. Initially my parents and I were a little worried about the whole idea, mainly because I have not really sailed before, but also because I have the added complication of being a type 1 diabetic. I was diagnosed at the age of 11 in June 2016 and so I am still in the relatively early stages of learning and living with this life changing condition.

I have been on ferries and canoes but nothing like a sailing boat before and so I was apprehensive about the sailing lifestyle and how I would manage with potential seasickness and also living in a confined space for a whole week! My parents and I agreed that it was such a fantastic opportunity that I would be silly to say no. We were also very reassured to find out that Sharon would also be sailing on 'Cygnet' and has worked as a diabetes nurse for many years. This clinched the deal.

I found the whole experience amazing and I was in awe of the scenery, the boats and loved the social aspect of meeting so many different people who all share a passion for sailing. It is a completely different lifestyle to the one that I am used to, but one that I would love to be a part of again if I am given the chance. My confidence grew during the week and I came away with a basic knowledge of sailing.

My advice to anyone living with type 1 diabetes would be to go out and try new

things and don't be afraid to do the things you want to do. Yes, it's hard and maybe a little complicated, but as long as you are prepared for any eventuality and equipped with everything you need then anything is possible.

Phoebe Chaplin, aged 13
'Cygnet of London' and skipper, Simon Harding (Matilda's Dad), sail with the East Coast Gaffers

Type 1 diabetes (T1D) is an autoimmune disease that strikes both children and adults suddenly. It has nothing to do with diet or lifestyle. There is nothing you can do to prevent it and, at present, there is no cure. In T1D, your pancreas stops producing insulin, a hormone the body needs to get energy from food. This means a process your body does naturally and automatically becomes something that now requires your daily attention and manual intervention. If you have T1D, you must constantly monitor your blood-sugar level, inject or infuse insulin through a pump, and carefully balance these insulin doses with your eating and activity throughout the day and night.

However, insulin is not a cure for diabetes. Even with the most vigilant disease management, a significant portion of your day will be spent with either high or low blood-sugar levels. These fluctuations place people with T1D at risk for potentially life-threatening hypoglycemic and hyperglycemic episodes as well as devastating long-term complications such as kidney failure, heart attack, stroke, blindness and amputation. Learn more about T1D at the Juvenile Diabetes Research Foundation: www.jdrf.org.uk





Dun Laoghaire

Dublin Bay OGA joined with other yacht clubs for a bumper celebration this year. Dave Owens has supplied a great set of photos to support Dennis Aylmer's report.

Back in the 18th century, when Dublin was considered the second city of the British Empire (in case anyone has forgotten!), the approaches to Dublin Port were extremely dangerous. Many ships grounded as there was only a narrow path through the sandbanks at the mouth of the River Liffey. It needed skilled captains and pilots to negotiate the dangers. This resulted in ships having to anchor out in the bay for days, waiting to get in, sometimes with dire consequences during bad weather. So it was decided to build a man-made harbour-of-refuge in Dublin Bay to address this problem. Dun Laoghaire was selected as the site for it. The foundation stone was laid on 31 May, 1817. Taking 26 years to build, the harbour was constructed of granite from nearby Dalkey Quarry and involved the labour of thousands of men. The result is one of the finest man-made harbours in the world, enclosing 215 acres. Dun Laoghaire is now the largest centre for recreational sailing in Ireland.



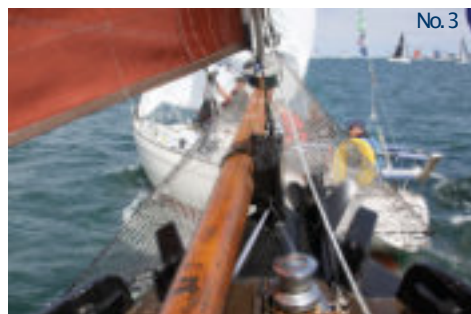
Poetry in motion as a Howth 17 takes advantage of the weather



Witnessing a close shave from behind the lens! No. 1



No. 2



No. 3



No 4. Phew!

To celebrate the 200th anniversary of the foundation, the four waterfront yacht clubs combined their strengths to organise a bumper Regatta taking place from 6 - 9 July, 2017. In addition to races for every class of boat in Dublin Bay, the organising committee wanted a particular focus on classic boats, and approached Dublin Bay OGA for their participation. To provide the best spectacle for the public a special pontoon was provided for the classics, and the assembled craft were 'dressed overall' for maximum impact and finished their races in the Harbour.

By a miracle, superb weather was enjoyed throughout the four days, with sunny skies and gentle breezes. Not only did gaffers appear from all over Ireland, but some came from far afield. Robert Mason sailed his lovely gaff cutter 'Myfanwy' across the Irish Sea from Neyland YC, Milford Haven, a great achievement in view of the sparse conditions on board. Joe Pennington sailed his Manx longliner 'Master Frank' single-handed from the Isle of Man. Amongst the superbly restored 'old timers' were the gaff sloops 'Colleen Deas' and 'Colleen Bawn' as well as the 123-year-old Watson gaff cutter 'Peggy Bawn' which the writer sailed in 50 years ago.

Over 475 boats, crewed by over 2500 sailors, spread out all over Dublin Bay was a sight to behold.

The sailing masters at the starting lines must be commended for the way they conducted the starts for wave after wave of every conceivable type of boat, leaving the Gaffers to the last where we could do the least damage! Because the 'Skippers briefings' never happened, we did not know our course until minutes before the gun. Nevertheless, the courses were skilfully planned in order to give maximum sailing satisfaction. Former OGA President Sean Walsh had generously provided a very weighty 100 guinea purse for the second day's racing, won by 'Myfanwy' and she also won the 'Kingstown 200 Trophy' for the fastest classic boat over the four days. As was to be expected, there were a few dramas. 'Master Frank' got a rope around her propeller, not sustained during the races, and it was left to DBOGA member, diver, and maritime historian

Cormac Lowth to dive down and do the necessary. Getting the rope off was no problem, but lifting a very substantial Cormac back on board was a different matter!

This Regatta was a unique event, on a scale never before attempted, at which we saw so many superbly restored classic boats, both gaff and Bermudan gathered together and performing at their best in Dublin Bay.

Dennis Aylmer, President,
Dublin Bay OGA



'Tir na Nog of Howth' powers up with the New Library building behind

SW Gaffers: a busy summer season

Apart from the usual SW Gaffers programme of events, they hosted visiting boats taking part in the Sou' by Sou' West Cruise in Company. Full reports for SW Gaffers events may be found on their website and in DogWatch. The SW season started in Brixham and this report just missed the deadline for the July Gaffers Log.

Brixham Heritage Regatta: 27–29 May

There were 34 entries of classic and historic sailing vessels of all shapes and sizes, berthed free thanks to Torbay Harbour Authority. Boats and crews gathered from Thursday evening in glorious weather. The Heritage pontoon looked like a snapshot from the past on Saturday with over two dozen local and visiting boats attracting much interest. Following registration on board Brixham trawler 'Pilgrim' we all headed to Brixham YC who kindly hosted the weekend. Sea shanties and seafood pie were followed by an amazing firework display over the harbour, courtesy of Brixfest.

The main sailing event took place on Sunday afternoon with a spectacular parade of sail as 30 boats left Brixham Harbour. Torbay was filled with the sight of traditional sail shapes and colours including the famous ochre red sails of the trawlers and smaller gaffers. For the first time this year, there were the red sails of three Chinese junk rigged boats as well. Vessels ranged from the largest 80ft traditional Brixham sailing trawlers 'Vigilance' and 'Pilgrim' to the smallest sailing workboats such as



the 19-footers 'Mayblossom' and 'Amnesia'. The blue Cornish lugger 'Our Daddy' that has recently completed three years restoration alongside the Old Fish Market deservedly won the Concours prize but also proved beauty is more than skin deep by winning the best lugger in her class for skill in sailing. The famous Brixham trawler 'Ibex', designed and built by Uphams locally, was so successful in the late 1800's regattas that she was awarded a permanent silver trophy. This has been 'lost' for over 60 years, but recently found and returned to the family. The Heritage Committee were pleased to award it to the yacht 'Stardust' visiting from Exmouth for the best sailing performance of the day. The King George V perpetual challenge cup for the winning trawler was awarded to 'Vigilance'; the King was a competitive sailor and amongst others, engaged Brixham fishermen as his crews as the best boathandlers in the country. SW Gaffers were well represented with 'Little Tern' taking on the President, Peter Crook, and Treasurer, Elspeth MacFarlane as crew and winning the Alfred Wallace Memorial Trophy; closely followed by 'Theta' and 'Syrinx' in 2nd and 3rd places respectively. 'Timbobbin' came 2nd in class whilst 'Minx' won her class as first working boat. It's encouraging that all five SW Gaffers boats were placed.

Crews were able to obtain decorated shirts for the event remembering our late chairman, Peter Blanchard, who did so much to re-invigorate this event in recent years. The prizegiving party was a lively affair finished off with an excellent auction in aid of the RNLI. Over £800 was raised due to the tireless efforts of auctioneer Alistair Moorhouse and the generosity of the bidders.

Now it's onward and upward to even greater success next year. The small organising committee of Chris Coote, Richard Spreckley and Penny Jolley were thrilled with the take up and enthusiasm of all participants and are already planning the late May Bank Holiday in 2018! For full report, complete list of entrants, results and photographs please visit: www.brixhamheritagesailing.org.uk

Paul Jolley, South West Area

River Dart Rally: 4–6 August

Although cruising boats attend the Rally including the recently restored 6-metre 'Muriel' (p.59) it is particularly attractive to trailer sailors who come from far and wide to join SW Gaffers. Most arrived on Friday to set up camp on The Ham, a grassy space overlooking the river. This is usually forbidden but the OGA has a special dispensation. We were pleased that some participants in the Sou' by Sou' West Cruise stopped by to join us. Saturday was the day of the race preceded by a parade of sail to show those enjoying Ditsum Regatta what a fine spectacle gaff-rigged craft make. Organisers, Dittisham SC set a triangular course of four laps in a good breeze. Most of the 16 starters completed the course.

Peter Crook, Area President, SW Gaffers



'Muriel', see p.59 for more about her

Westward Ho!

Westward ho! The South West Cruise

Fleet sailing has its special challenges I discover. Everyone nudges each other on. When the going gets tough and you would normally stay put, you find yourself out there, and in waves you might not want to meet and some challenging seas! This kind of bravado all starts when a wine fuelled fellow skipper brashly declares that there is a destination to reach and he at least, will be 'up before first light' to get steaming! Other skippers' thoughts of claiming old age and infirmity seem only too cowardly, and so we all move on!

The OGASou' by Sou'west cruise had that 'All for one and one for all' spirit. Day One out of Yarmouth gave us an early taste of what was to come with head winds and breaking waves forcing some to take early refuge in Poole Harbour. St Alban's Point's overfalls, bigger and more menacing than ever, were threatening the smaller boats with journey's end by Day Two!

But Portland Bill and Lyme Bay were made to seem easy as the winds eased. After a big welcome from the local OGAs in Brixham more strong head winds and crashing waves off Berry Head, brought a broken tiller and shattered mast collar. Determined to continue westwards we sheltered up the River Dart and had another party. Re-energised as the weather came good, we sallied forth! A big warm welcome to a gathering and race with the SW Gaffers in Plymouth, a pontoon party in Fowey and ten days into the mission we arrived tired but elated in Falmouth. Of the 30 or so boats that joined us, four crews found that extra energy to go on to the Scillies. Skippers and crews share their stories in the following pages, with reflections on 'sailing in company' with fellow gaffers.

A big thanks go to Paul Jolley, John Gallagher and Don Garmen of SW Gaffers for organising the great welcomes en route and making the trip so special for us all.

Ben Collins, The 'Admiral', Solent Area



Cruise in Company, 2017

'Comcockle' sails west with the fleet

With Cornwall and the Scillies already in our sights for this year's cruise in 'Comcockle', our Heard 28, it turned out to be a fortunate coincidence that we could join forces with the Sou' by Sou' West Cruise. That the cyclonic weather pattern was well and truly set against us throughout our outbound leg actually made the bonding stronger within our flotilla of gaffers large and small, young and old, all determined to keep heading west. Had we been a lone boat, our plans would undoubtedly have changed. The really nice thing about Sou' by Sou' West was its casual unpressured nature. There was always a plan for the next day or two, together with the overall goal of the Scillies, but absolutely no compulsion to adhere to this.

Ben Collins, 'the Admiral', aboard 'Betty II', elected to use 'What's App' as the principle media tool which captured photos and comments from individuals and enabled those using it to maintain an overview of the group when dispersed. Looking back at the Sou' by Sou' West WhatsApp trail now, it is a massive resource and record of events.

From that and our ships log I see that in 27 days on this voyage we only hoisted our topsail on three occasions, but were sailing frequently with no. 2 jib, reefed staysail and double reefed main. Heading home flying the topsail with a welcome free wind at last, we came close to a spot of bother. It was during the final hour of our non-stop return from the Helford that we found ourselves tired and over-cannvassed as we approached Hurst Narrows, with rapidly rising wind and sea. Meanwhile, dolphins were leaping

and breaching all about us and the sun was shining in a sky with fleecy white clouds. What a homecoming! I had no stomach for lowering the topsail with its long yard in those conditions, so we doused both headsails instead and between the two of us managed the weather-helm until we got into the calmer waters of the Solent. With tide now setting against us and feeling exhausted, we gladly picked up a mooring in Newtown.

Reflecting on the myriad of events of our participation in Sou' by Sou' West, shoreside highlights include a perpetual social hub gaffer style, dancing at Plymouth (thanks to folk band and Penny of 'Minx' for hornpipe fun), sea shanties at Brixham and Falmouth, welcome good grub laid on for hungry gaffers at Brixham SC and Plymouth. Great thanks to the organisers, SW Gaffers John Gallagher and Paul Jolley. And at sea, so many images, mixing with an offshore race at Anvil Point and rounding a rather lively St Albans Head, racing in Plymouth Sound where you 'started when you felt like it', muscling in on the meminess at Helford SC prizegiving for the Passage Race from Falmouth, dolphins and gaff rigs aplenty to wonder at.

So what about shorts, swims, bike-rides, Pimms, meals in the cockpit and lazy plain sailing? Well, they'll feature on next year's cruise, won't they?

Peppy and Graham Dadd, Solent Area

Our 'Minx' adventure

This extract is taken from the full account published in SW Gaffers Newsletter, DogWatch.

The first of the fleet arrived somewhat wet and exhausted in Brixham on Monday 25 July, having crossed Lyme Bay in one hit in fairly high winds and lumpy seas. Then the wind went to the west and Brixham was bathed in sunshine with the sailing trawler 'Vigilance' hosting an early evening reception for visiting crews, welcomed by SW President, Peter Crook. Heading into a constant force 4 with a lumpy sea 'Minx' and the rest of the fleet sought shelter in Dartmouth and at Dittisham, a party broke out on 'Hester'. 0330 on Saturday found 'Minx' off to catch a favourable tide round Start Point heading for Plymouth followed by a steady procession of lights from the fleet. There was good wind for racing on Sunday but 'Minx' was scuppered by the Pilot Boat chasing us off the route to let a ferry pass! On 2 August our log records a shipping forecast of S/SW 5-7 occasionally gale 8, moderate to rough seas with some rain showers. 'Minx' headed for Falmouth with a challenging passage mooring up at 1400 with a welcome from SW Gaffers Cornwall representative Don Garman.



'Minx' races at Plymouth Photo: David Patuck

Sou' by Sou' West

Heading further west to Helford, again f4/5 on the nose with slight to moderate sea, we decided to proceed no further as we did not want a 'run and back' visit to the Scillies. The Helford was beautiful, as always. It was then time to head back and we decided to try a new port, Mevagissey with two other boats from the Cruise. We set sail for Fowey in fair conditions, staying there for two nights on the Polruan side. After leaving Fowey we headed for the Yealmin in ideal conditions, N/NW 4/5 and then onto Salcombe. We had a fantastic day sailing on the last day of the Sou' by Sou' West adventure highlighted by Penny achieving a SOG of 7.6 knots over the Skerries Bank. Early evening saw us moored back in Brixham after 16 days away.

It was a terrific experience with much to be learnt from sailing in company with like-minded crews talking boats and sharing experiences, giving help when needed. For the passages westward crews at times dealt with fairly strong winds and seas. I think all those taking part learnt a variety of things during the cruise. The social side was excellent varying from organised main events to chatty informal evenings with two or three crews getting together.

Paul Jolley, SW Area

The fleet arrives in Falmouth

Eleven gaffers arrived in Falmouth during Tuesday 1 August following a reasonably pleasant sail from Fowey in comparison to their previous day's experience. 32 skippers and crew plus a few local gaff enthusiasts gathered for a convivial meal in the Five Degrees West. Having studied the weather forecast for the next few days, 'Admiral' Ben Collins sadly announced the formal end of the Sou' by Sou' West Cruise.

Wednesday was wet and windy with poor visibility, not conducive to sailing! Skippers were ferried to Sail Tech, A2 Rigging and Sea-ware for repairs and replacement parts where required. The local businesses came up trumps and provided an excellent service; rigging done whilst skipper waited and sail returned the following morning. Some visited the National Maritime Museum. A minibus



'Comcockle' Plymouth bound

'Swift' cruises with the OGA

and cars arrived on North Quay in the afternoon to transport folk to Penpol Boatyard, where Holly and Ashley of Butler and Co provided a guided tour around the collection of Dalymore, Butler and Fairlie boats in for repair and storage. An evening of fish and chips at Harbour Lights and beer in the 'The Front' were much enjoyed.

On Thursday evening 'Gwenili' and 'Susan J' departed for the Scillies. The remainder of the fleet explored the Fal and Helford before returning east.

Don Garman, SW Gaffers in Cornwall

Swift

New member, Nick Ward, tells his tale of sailing with Gaffers for the first time in his Folkboat 'Swift'.

I met up with my old friend Tony Kiddle at a wedding, and was taken with the notion to join the OGA and sail in company to the Scilly Islands. It was my second season of sailing a Folkboat I rebuilt, it was time to test her a bit more. No, I do not have a gaffer, but Tony gave full assurance the Gaffers are a friendly bunch and I was a 'sort of classic', being wood and built in 1957. So I set off single-handed in hot pursuit of Tony's very pretty gaffer late in July.

I never saw Tony after he picked up a favourable current west of Cowes. I had a great sail to the Needles, where I put in a reef among the entire Cowes-Deauville fleet. Cracking on to St Albans Head, the wind had headed me slightly and up to a good force 5. At 1600 I decided on plan B, head for Studland Bay, not Weymouth.

So my first night away cruising in company was on my own at anchor. Then the phone rang. Tony told Ben 'the Admiral' I was in Studland, he invited me to South Deep. My cruise kicked off with alcohol and good yarns shared with three gaff rigged boats.

We left for Weymouth in a force five on the nose. Having caught the south end of St Alban's Race, I had a long sail and reached Weymouth around 1800. My new found friends had settled in for the night and offered a welcome cup of tea. These

Gaffers are really a lot faster than I thought. A day's rest in Weymouth then to Brixham. The fleet left the day before, but on advice from Ben, and the force 5 still blowing, an evening with engineless 'Harbinger' and skipper Mike Sullivan and crew seemed good.

Weymouth to Brixham was discussed at length over pints, wine and more pints. The tides and Coastguard were consulted. Both boats left Weymouth 0930, with no wind. We bounced around Shambles Bank until noon, taking the safe route south of the Portland Race finally picking up a breeze, which gave a steady fetch straight to Brixham. Navigation on a small boat, single handed and out of practice by 30 years, focused the mind. I still couldn't understand why my little Folkboat wasn't going to windward like my gaffer friends.

By 4ish land was out of sight. 'Harbinger' had taken the coastal route, we were back to a steady force 5. I was thinking about the rebuild, having taken off and re-bedded the keel, new transom and new decks. How good is epoxy? Will it actually do what it said on the tin? The mast, now taking a bit of a battering, had been condemned. Replacing the rotted section with a 2' piece of ash seemed a good idea at the time, but was it a going to work?

Then, the best thing ever, a pod of maybe 15 dolphins spent half an hour or so with me. My



morale went sky high! The tide turned two hours out from Brixham and I didn't make the harbour until 2245. My engine, a 5hp outboard, is lashed to one side of the transom with baling twine. It only works in calm conditions, or sailing on starboard tack, but in the dark I made it!

I must explain that my nav. lights are a rather agricultural affair. The ensign comes out of its hole and the stern light goes in. Port and starboard lights are mounted on a contraption more befitting a Massey Ferguson tractor of the same vintage as the boat. It's a 3' stainless steel tube which bolts onto the Samson post with the other end lighting up. This lighting comes complete with the added adventure of crawling up the foredeck in a harness, the stop of which is always too short. But what a fantastic warm welcome from my gaffer friends in Brixham: a hug from Ben's crew Paul, wine and food, brilliant!

My new found gaffer friends had the bit between their teeth and with great promises, and total faith in their phones (I was beginning to realise people navigate using phones these days) assured me the wind, now

a force 6, would drop at 1410 to a good old 5. After a full English in Brixham, we were off, reefed, for Dartmouth, only a few miles south.

I thought I would leave early before anyone else, just grasping how fast these Gaffers are. We started to beat into what one fellow sailor described as a force 7. We, that is my little boat and I, were doing well, tacking along the coast ready to pop through the cliffs into Dartmouth. I had sailed here a long time ago, so had some knowledge of the coastline. One more tack out into Lyme Bay, and I could make the entrance to windward with plenty of searoom to get myself shipshape and ready to find a berth. The others were catching me with remarkable ease, but I was learning to accept this, humbling as it was.

I put the tiller over, and it came off in my hand! I had made it from short grain on a nice bit of ash. Idiot! I should have seen that coming! This is why Folkboats are so great. I backed the jib, she hove to, looking after me in lumpy seas, while I lashed what remained of the tiller to the rudder stock and went on my way into Dartmouth. What a relief.

We didn't make the Isles of Scilly, we got as far as Plymouth. The weather was not in our favour and I do this for pleasure. It's not an endurance test. We had a good time, met some great people with whom we were able to share boating talk and have a pleasant holiday. I did get to the bottom of why Gaffers are so fast during a session of Morris dancing



Heading for Plymouth Photo: David Patuck



Aiming to reach the Scilly Isles

in a very old pub in Dartmouth. To my surprise I learned that they pull their sails up and set the engine revs around 1500 rpm and put the kettle on! Would I do it again . . . in a heartbeat. I loved it.

'Swift' is now looking for a new owner. I've decided I need a bigger boat to cruise in company with the OGA next season. Visit My Classic Boat: www.myclassicboat.com/My-Classical-Boat-2/Folkboat-1960s-Swift to see the story of how I restored her from a written off wreck to the beautiful little boat she is today. The film has had over 100,000 views!

Nick Ward, Solent Area

'Jan Blank': by trailer from the Netherlands

Rik and Edith join the South West Cruise from the Netherlands, trailing their boat 'Jan Blank' and driving to Plymouth - thus avoiding the strong headwinds, but missing most of the rest of the fleet. Meeting 'Gwenili' on the Scillies, 'Jan Blank' was one of four boats to reach the final port of call.

We set all sails including gaff topsail and arrive in Fowey. The forecasts were bad and we realised the S'bsw group would arrive much and we did not want to sail back. We reefed and motor-sailed out of the rough entrance with strong wind against the ebb and on to Falmouth. With an even worse forecast we went to the museum and to Penryn where we dried out in the mud. Saturday we sailed up the Fal and anchored in the rain. Sunday to Helford, what a lovely place!

Monday we motor sailed against a strong wind, thinking we could stop at Cadgewick but found

no shelter there. Further round the Lizard, much too close and encountering big waves, but dolphin enlightened the scenery.

Tuesday August 1 we sailed to St Michael's Mount and moored in the small harbour. There was a lot of swell due to countless launches bringing tourists to and fro. So we sailed to Penzance, found the lock already closed and back to Newlyn. We went fishing, four mackerel on one line, we smoked them.

Rain again on Wednesday, so we took the bus to Mousehole. On Thursday it was SW 6-8 so we walked to Penzance and visited our neighbour Roger who just sailed from the Scilly Islands and gave us very good nautical advice. He gave us Google Earth photos where the water is so clear you can see the rocks or the weed where you better not anchor. Friday the wind abated, still SW 4-5, significant wave height 2.5m, a bit less than the 4.5m the days before. Coming so far we decided to try to reach the Scilly Islands and it helped that it was sunny!

Starting at 0900, as we were advised to have 7 hours stream with us, we motor sailed with a reef against, in our opinion, very high waves (4-5m), especially after Lands End. But somehow you get accustomed to the wild movements and with gannets diving and dolphins playing with 'Jan Blank', we reached St Mary around 1900 and anchored in Porth Cressa. We had a drink from the bottle of wine which was given to us by Roger for this purpose: to have reached the Scilly Islands. We sailed to St Agnes, anchored in the Cove close to the beach.

East Coast OGA 'Gwenili' arrived after 18 hours motor sailing so they needed sleep. What a beautiful

island! We walked around, enjoyed a meal in the Turks Head with the other crew and had a musical evening with Edith playing accordion. We sailed out to the other side of Trescon Sunday, Old Grimsby. Against advice we chose to sail around on the Atlantic side. It was indeed very rough, waves splashing on the rocks on both sides! Very uncanny!

After we gybed we sailed into the sound, took a mooring and walked around on Tresco. What a special vegetation at the Abbey garden! To avoid anchoring in the swell we chose to dry out just before the expensive restaurant where we only had a glass of wine and prepared our pollock caught that morning.

At dawn, Monday morning we sailed back on a good weather forecast, alas the weak wind came dead from astern, did not help the engine at all and we arrived in Helford around 1800. Leaving Helford on Tuesday, we used the gaff topsail, but that was to be taken down because of increasing NW 5-6 wind, which was good to bring us to Mevagissey. We had an uncomfortable night between buoys in the harbour.

Sou' by Sou' West

Thursday with even more wind we had a look in Polperro, but sailed on to the beautiful river Yealm, where we stayed another day.

Friday we sailed back to Plymouth, visited the town and on Saturday morning we put the boat on the trailer. Sunday we were in Ipswich where we found our OGA East Coast friends starting their August Cruise and had dinner on the Thames barge 'Victor'. Monday we sailed home on the Stena ferry.

What a fantastic voyage it was, we enjoyed the Scilly Islands so much that we are sure come back another time. 'Jan Blank' had proven to be a good seaboat and very easy to handle with the electric rollers on jib and staysail, made from a car window wiper motor. Also the reefing worm gear on the mainsail works well. Nearly all can be controlled from the cockpit. On light winds we can set a bigger jib or even an asymmetric spinnaker, but this holiday there was so much wind, we did not use it at all.

We apologise the South by Southwest group for not waiting for them, but I hope they will understand.

Rik and Edith Homan, Netherlands OGA



'Jan Blank' at Tresco



'Susan J'

In this extract from a longer article, David Patuck reports on his passage to the Scillies and back where he met up with East Coast Gaffer Martin on 'Gwenili'. Find more about David and 'Susan J' on p.42 and in the SW Gaffers newsletter; 'DogWatch'. Read more about 'Gwenili' on p.44 and p.52.

Don Garman welcomed us to Falmouth and with gales on Thursday, some of us enjoyed a trip to Butler's Yard at Penpol, near Devoran. With several daunting projects on the go this was a fascinating and sobering experience for those of us with plastic gaffers. An impromptu gathering at the 'The Front' on Custom House Quay, was not only dry, but stocked, in addition to all of Skinners, a selection of unusual ales, including Scillonian, which some of us felt obliged to sample as it looked increasingly likely that we might not get there.

On Thursday, by 1700, having tidied the boat, done the laundry, worked out, at last, how to make the shore power work, visited the Bosun's Locker and re victualled, there were some gleams of sunshine and a promise that the westerly gale would ease. Less battered than most of the fleet, like Martin Goodrich on 'Gwenili', we decided to try for the Scillies, leaving our Solent friends to explore the Fal and Helford at their leisure. An early start on Friday would mean a late arrival at St Mary's but a long tack into Mounts Bay would

make Newlyn a sensible plan B. We were surprised to see searchlights and boat engines starting at 5am. The local fishermen were up before us. By daylight, despite F3-4 winds forecast, we were motor-sailing towards Black Head. The wind rose and a very pleasant two tacks around the Lizard had us walking 1.5 'Cornish miles' to Mousehole for a pint before a very pleasant supper of really fresh hake and chips aboard in Newlyn.

Another dawn start to catch the tidal push from 08:30 at the Runnel Stone was achieved in a glorious sunrise and showers with rainbow over Tater Du, on Saturday. Fine reaching, we arrived exactly on time and by mid morning had tacked past Wolf Rock and eagerly anticipated our first 'overseas' landfall. By mid afternoon, having been surrounded for about 20 minutes by several schools of dolphin we were in sight of the low lying islands. We spent about three hours tacking to and fro off St Mary's, which gave us plenty of time to identify Crow Sound and St Mary's Sound. With the forecast still in the west we were tempted to head for the

Cove between St Agnes and Ghu, where it transpired 'Gwenili' already was. However, the crew's perceived need for a shower meant Hugh Town or bust. We spent about an hour and a half motoring through the sound against the tide and nursing the alternator belt. We moored up to a visitors buoy, safe but rolling, blew up the dinghy and went ashore for showers but, apparently, we were too tired for the pub!

On Sunday we went ashore and played at being tourists. We took the first ferry to Trescoe and had a delightful day, walking around the whole island and we might have seen 'Jan Blank' on legs in Old Grimsby, which, despite its NW aspect, looked a lot more comfortable than Hugh Town! A late tour of the gardens and we met some of Gwenili's crew. She had anchored off the south tip of Trescoe to facilitate their visit and returned to Hugh Town later that evening, where they found us polishing off a late carvery at the Wolf and Bishop. They joined us and we persuaded the ladies to accommodate another five gaffers despite

the late hour. A very convivial meal was enjoyed but with Fiona catching an early flight to Exeter in the morning, we adjourned to 'Susan J' where we were serenaded by 'Gwenili' into, what seemed like, the small hours!

Next morning, we walked past Old Harbour and Porthcressa, where we thought we would be less rolly and well placed for an early start. Porthcressa was just as rolly, but we set off at dawn with showers and a rising WNW wind. We arrived about two hours early for our tidal gate at the Lizard and had been pushed north so had to tack downwind before running around the Lizard into heavy rain squalls off Black Head. A double tack took us east of the Manacles and back to the Helford, a run of 13 hours!

That was the end of our cruise and we never met Rik on 'Jan Blank' who had come all the way from Holland. However we did catch up briefly with 'Corncockle' again and a week later were found by Patrick and Rose on 'Capraia'. She was one of two Heard 28s who set off from Milford Haven to join the Sou' by South West cruise at the Scillies. They had both been storm bound on the N. Cornish coast but 'Capraia' reached Newlyn and crossed to the Scillies on the day we ran all the way home. She had spent a week in the islands, rather more than the rest of us.

David Patuck, SW Gaffers



Plymouth to Fowey Photo: David Patuck



'Susan J' races in Plymouth Sound Photo: Steve Lorraine



'Carlotta'

Our final report from the South West cruise fleet is an extract from a longer article by Piers Rowlandson, who sailed 'Carlotta' from Yarmouth, Isle of Wight, departing 22 July. We join 'Carlotta' with her crew in Falmouth on 2 August as they hear from 'Admiral' Ben Collins that it seems to be 'Journey's end'.

2 August

Another damp and dreary morning, spent shopping. I like to keep three days' victuals on board. We visited the Maritime Museum, taking in the Captain Bligh exhibition and a display of tattoos and tattooing. Ben sent a messenger around the fleet to say the voyage was over. The forecast was not at all encouraging and the crew of a boat coming back told stories of being rolled out of their bunks. It was clear the weather was not favourable for a trip to the Scilly Isles. "You need a week of settled weather," said one old hand. "Do not go to the Scilly Isles if you have to reef," said another. "We could beat our brains out motor-sailing 75 miles to windward, have a day's rest and then come back," said Sally. "It is just not worth it."

It was very disappointing to have to give up the voyage to the Scilly Isles, especially as Sally had told me so much about her friends there, and my brother was waiting for us in a B&B booked before Christmas. I had warned him we might not make it though, the trip is very weather dependant and there is no good anchorage free of the Atlantic swell.

3 August

I visited the Winifred Nicholson exhibition and walked up the hill out to the Point. Walking boots can be very useful on a trip like this. After a meal of ratatouille and eggs on board, I took the rubber dub out to 'Greyhound', a Cornish Lugger had anchored off Trefusis Point. We all went off to The Shed to meet up with the Martin and the crew of 'Gwenili'.

4 August

Sally left to join her father at a ballooning festival. Ed and Kathy in 'Hester' and Ben and Jeremy in 'Betty II' came to the rescue and we sailed in company to Restrouguet. It was Ben's birthday, celebrated on 'Hester' with bubbles. Six of us piled onto 'Betty II' and Ben very skilfully guided us to the pontoon at the Pandora Inn. "Help the old man ashore!" said a young mother to her husband.

I laughed so much I nearly fell back into the river. There followed an excellent meal, and lively conversation.

5 August to Malpas

It was a brilliant sunny morning. 'Betty II' returned to Falmouth to begin the voyage home. Ed, Kathy and myself went ashore in the tender and walked past some fabulous houses to Ashley Butler's boat yard further up the creek where we met his partner Holly who served up tea and cheese cake. Lin Pardey appeared and there followed a wide-ranging conversation that included life in New Zealand, Starship Children's Hospital, boatbuilding in NZ and the Royal NZYC. Ashley showed us over the two 50' Mermaid Yachts that he had designed and built. After a cold meat and salad lunch aboard 'Hester', we moved up river to Malpas, and moored up on a pontoon just below the Heron pub. Spaghetti carbonara on 'Carlotta' was followed by drinks in the pub as the sun went down.

6 August: Malpas to Helford River SC

'Carlotta' cast off and followed 'Hester' downriver, out to sea. Sails were hoisted as the river widens out at Weir Point. Just as 'Carlotta' got out into the Channel the tender broke its towing ring and was being dragged along sideways by the one remaining

metal ring on the port side. I hove to and wrestled the dinghy on board and deflated it, then motored back onto starboard tack. After about an hour I tacked for the mouth of the Helford River and caught up with Ed, now on his own in 'Hester'. We took up a green buoy opposite Helford River SC. A solo artist was singing the Blues. Excellent hamburgers and beer went down well, followed by showers. There followed a long discussion with Dave and Kay about motorbikes over coffee in the bar.

7 August

'Hester' sailed off towards Mevagissey, where she joined other gaffers heading home. I motored up to Frenchman's Creek where I found Graham and Peppy in 'Corncockle'. Frenchman's Creek was too shallow to enter at low tide even in the tender, so after coffee on board 'Corncockle' I weighed anchor and headed downriver. I had crew joining so went back to Falmouth Haven. It was flat calm. A racing fleet was hanging about hoping for wind and it began to rain. The Falmouth workboats were going out to race. Falmouth Haven advised me to raft up alongside a Jeanneau 40 DS. It continued to rain: another fry up and so to bed.

8 August

My new crew, Graeme, arrived just in time to be introduced to the boat, before taking the skipper out to the Hut for a fabulous seafood platter. We finished up in the Shed and met Martin, his son Luke and Jean-Lou on 'Gwenili'. They were heading off to Paimpol. Martin reckoned it would take about a day and a half. The forecast of strong northerly winds and poor visibility meant that for us it made sense to head for Salcombe.

9 August: Falmouth to Salcombe

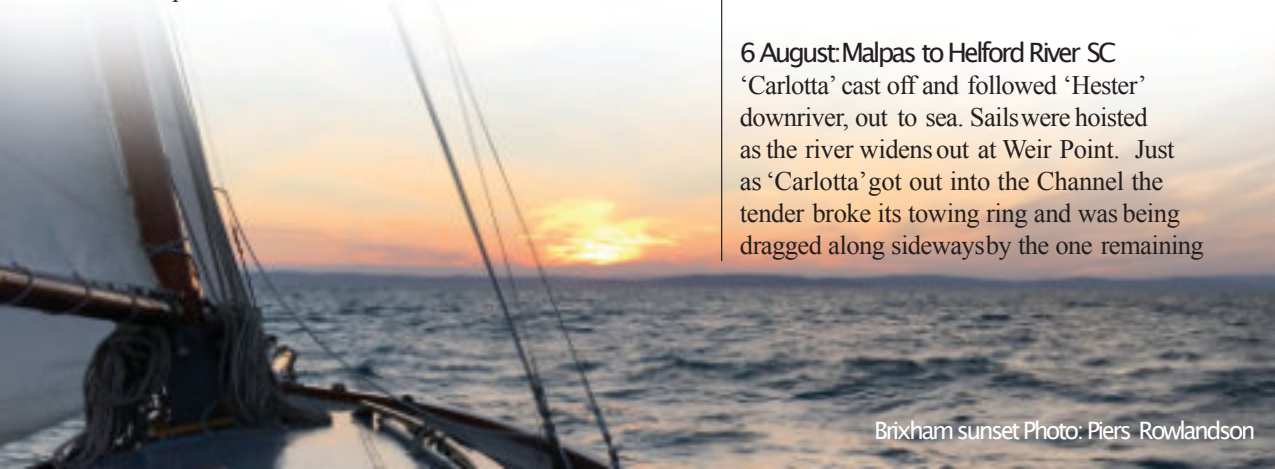
We left Falmouth about 1100hrs. It was raining and started gusting over 25kts so we put in two reefs. Up at the mast I was knee deep in water as a wave swept over the bow. I got the reefs in and retreated to the cockpit as a nut hit the deck and went overboard. I could not see anything amiss in the rigging and so ignored it. It later turned out to come from a bolt holding the saddle to the gaff and was easily replaced with a locking nut. Half way to Salcombe, as we passed Eddystone Light, the wind moderated and the sun came out. The sun set in glorious technicolour as we motored into the river. The Harbour Master's deputy sent us up river to a mooring buoy. It was so dark by the time we got to where the buoy was supposed to be it was difficult to know if we had moored to the right one. It did not seem to matter and spaghetti carbonara was soon on the table.

10 August: Salcombe to St Peter's Port

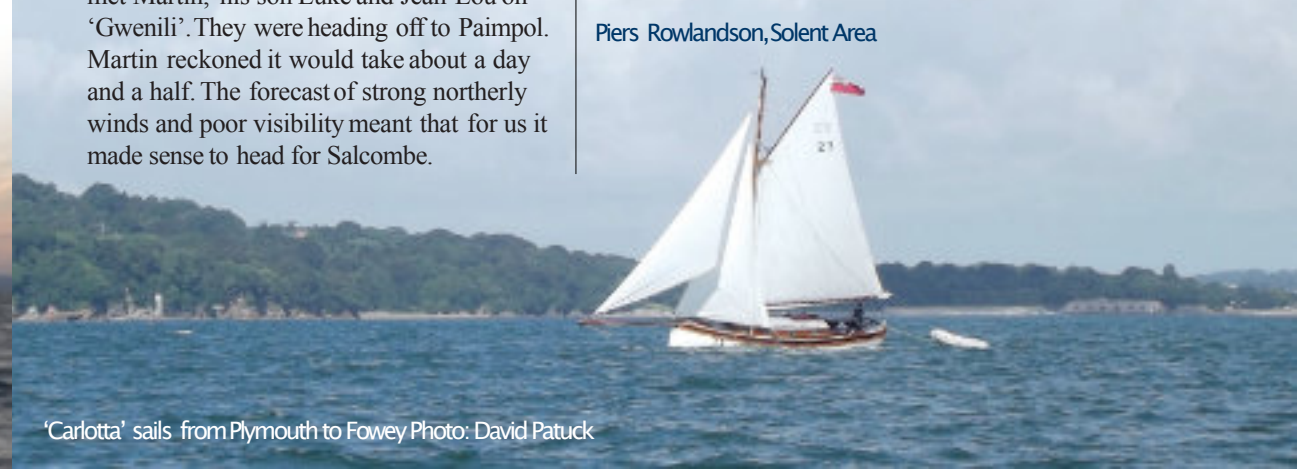
The sun came peeking out from behind a hill and we were up and off. The wind was still from the north. It was a dead run to St Peter's Port, but we elected to reach with the tide sailing with the wind on the quarter, and when the tide turned we gybed and continued to reach towards the south west end of Guernsey. It was growing dark and the Peimont Point light was flashing its warning every 13 seconds, when we started to motor the last stretch along the south coast of the island. It was too rough to cook supper, even an omelette, and it seemed an age before we were able to turn into the Little Russeland head for the port.

The pontoons were jam packed with boats rafted three out. There was no harbour launch to be seen as it was past midnight, so we went alongside the waiting pontoon. A woman on an American flagged boat told us we would be aground at low water, but we did our calculations and in time we were proved right: there was plenty of water for us.

Piers Rowlandson, Solent Area



Brixham sunset Photo: Piers Rowlandson



'Carlotta' sails from Plymouth to Fowey Photo: David Patuck



OGA Annual Races, 2017



East Coast Race: 15 July

A full report with results is on the East Coast website, along with a gallery of photographs.

Saturday 15 July, 2017 saw the 54th running of the East Coast OGA Race, at Brightlingsea, with an excellent small boat event at the same venue on Sunday. 31 boats entered of whom 28 started the race on a day which at the 8am Race Briefing looked as if it might add to the ulcers the Race Officer acquired during last year's event. The fleet surged off to Colne Bar, with some requiring tacks to stay the correct side of marks in the Colne channel. Very soon they were lost to sight from the Bateman's Tower Race Office, but progress was reported by 'Tempus' and 'Tornado Rib' from the course. Light winds soon picked up to provide a thrilling race out to the Wallet no3 buoy, especially with the fastest boats being sent off last, and sailing through the fleet. Dinner at Colne YC was followed by presentation of prizes and much discussion about how the race might change in future.

Report: Keith Watson, East Coast Area
Photos: Sandy Miller, East Coast Area

BCA Cardiff Bay Race: 10 August

This year, we enjoyed sunshine and a brisk breeze. After close quarters racing on the first lap, the 2016 winner, 'Daydream', Keith McIlwain's Golant ketch, took a decisive lead to retain her trophy. Second was the Sou'wester 18 'Chloe', helmed by Charlie Harris, and third, 'Piglet', a Skipper 17 recently converted to a gaff rig by helm Roger Flambert. Following an entertaining race, during which Keith clearly demonstrated his racing pedigree, we retired to the Cardiff Bay YC bar for a meal, and discussion.

Charlie Harris, BCA President



'Daydream' Photo: Roger Wallington

Solent Area: 2 September

We had a great turnout for our Annual Race and Rally. The berthing master at Shepard's Wharf had concluded that a boat requiring 19 metres of mooring length must be of the large motor variety so we were glad to educate him in the way of bowsprits. Once again, the actual race, being almost windless, produced only one finisher, Liz and Nick Harvey's 'Sophie', whose crew therefore won both first prize and the Laggards Ladle. An ingenious idea of using handicap to award prizes in each class led to an entertaining evening and some unusual winners. We welcomed some very longstanding members and possibly our youngest ever gaffer (unless of course you know better) eight day old Leo.

Notice of Solent Annual Race, 2018

Next year will mark the Solent Area's 60th Annual Race. Mindful of the section in Rule 8 which says we "shall endeavour to select dates ... which will give members from other Areas a chance to enter" we cannot do other than run the race on Saturday, 18 August, 2018 during the OGA55 celebrations on the Medina River at Cowes.

SW Gaffers Annual Race: 1 July

Our Annual Race had been held for many years in Start Bay and we had discussed it at our last AGM. The consensus was to retain its traditional format and we were hoping for a good turnout. Unfortunately, attendance was, again, rather disappointing, though all those who attended seemed to have a good time. The event started on Friday evening at Dartmouth YC with supper and added interest in the form of the local sea shanty band, The Naughty Buoys. Race day dawned with a wind that was rather different to the forecast. The fleet experienced a variety of conditions in the Bay but, by the end, I think everyone felt they had had a good sail. After racing, crews assembled for supper and prizegiving in the Royal Dart YC. A full report is available in DogWatch.

David Bewick, SW Area Secretary



Racing abandoned in the Solent Photo: M Manning



Changeable weather in Scotland

Campbeltown Classics: 19–21 May, 2017

Friday 19 May saw a fleet of traditional boats arrive in Campbeltown for a weekend of fun, friendship and excellent hospitality at the sailing club. This year's event was a revival of scenes from a few years ago with boats arriving from other parts of the Clyde including Bute and Tarbert plus three from Northern Ireland and a couple from Wales. The Welsh boats included 'Molly Cobbler', the smallest boat in the fleet and well sailed single handed by Mary Gibbs, her owner.

'Swyny Mor', a converted RNLI lifeboat from the 1930s was a stunning sight both under sail and when alongside in the marina. Having circled the world there were plenty of stories narrated to the assembled company about her adventures.

A drinks reception on board the Scottish OGA President's boat started the festivities, quickly followed by a meal at the Argyll Arms. The weekend was attended by Alistair Randall, recently elected

Association President, who had flown from London to join the fun. After a pleasant sail around in the loch on Saturday afternoon that gave good opportunity for enthusiasts and photographers to capture the scenes, the assembled company met at Campbeltown SC where an excellent meal courtesy of Argyll Bakery was the start of a fun filled evening with music provided by Paula and Bryan. Needless to say, the club provided hospitality of the first order, much appreciated by all who attended.

Although the weather was very cooperative for the first part of the weekend, departure day on Sunday saw three boats deciding to extend their stay, while the Irish boats had a rather boisterous trip home before spreading word of their enjoyment of the whole weekend on social media.

Find more reports and photos of this event in the July issue of Gaffers Log, p.26.

Gordon Garman, President, OGAScotland

Enjoying a late season sail on 'Naiad'

At the beginning of September, we sailed on 'Naiad' from her mooring in Loch Feochan just south of Oban with a light south westerly breeze to take in fine style up the Sound of Mull and into the anchorage in Loch Drumbuie for the night. The evening forecast was for a strong NW the following day with the sea state for west of Ardnamurchan as 'high'. It was an easy decision to head into the shelter of Loch Sunart and the five miles of interesting pilotage as far as Salen Bay. There is a pontoon and very good facilities and a short walk to the hotel for beer and a meal. Two nights in Salen and a forecast for easier conditions off we headed for the open sea. As we approached the Sound of Mull it was obvious it hadn't eased yet so into Tobermory for the night.

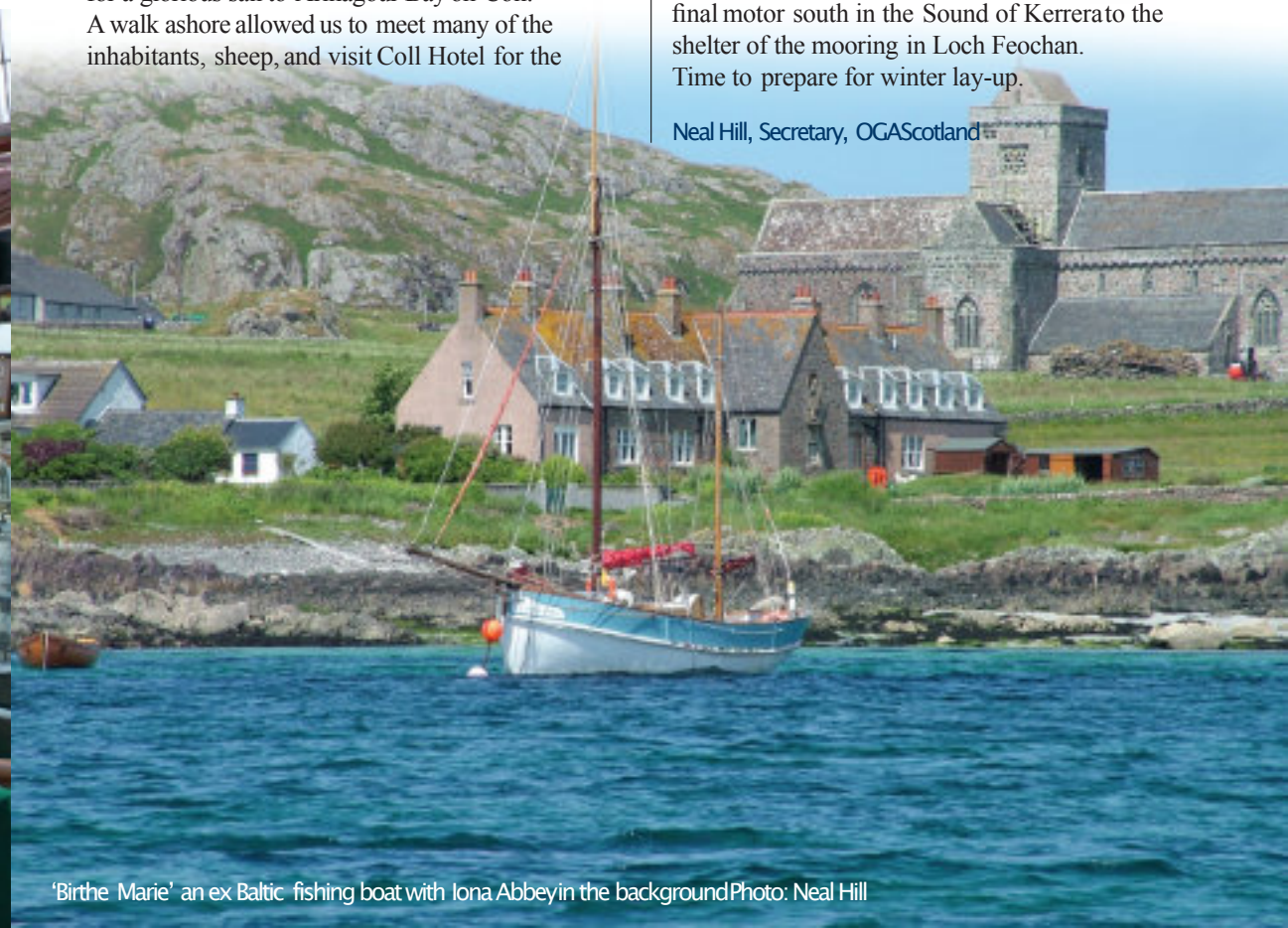
The forecast was for lighter wind for the next few days so with an early start we motored to the north of Mull and picked up a northerly breeze for a glorious sail to Arinagour Bay on Coll. A walk ashore allowed us to meet many of the inhabitants, sheep, and visit Coll Hotel for the

evening. The fair wind the next day allowed a visit to the Treshnish Isles, a line of interesting and peculiarly shaped islands, all different with the most obvious Dutchman's Cap at the southern end. Then past Staffa and on to Iona where at the south end of the Sound of Iona we sailed through the 'Steamer Passage', a navigational challenge avoiding underwater rocks, now thanks to 'Antaries Charts' accurately charted, and into the wonderful anchorage of Tinker's Hole.

The weather was to return to normal later the next day but before the gale and rain we motored in calm conditions along the south of Mull to Oban and the newly opened 'Oban Transit Marina'. It has taken many years to get this marina but it will be a great asset allowing berthing in the centre of Oban with all its facilities but with a maximum stay of three nights. It is very convenient for the old but recently re-opened Oban Inn, good beer, food and chat.

The SW gale and heavy rain arrived in time for the final motor south in the Sound of Kerrera to the shelter of the mooring in Loch Feochan. Time to prepare for winter lay-up.

Neal Hill, Secretary, OGAScotland



Reflections on becoming a 'gaffer'

Extracts from David Patuck's article on his first season with 'Susan J' are published in the SW Gaffers newsletter; DogWatch. In this extract, we find how he came to find 'Susan J', as Dan and Mike Shaw fulfil their dream in purchasing 'Nomad'. Find a report on 'Susan J' reaching the Scilly Isles on p.34.

I learnt to sail during holidays in Gillan Creek, in clinker built dinghies, gunter and Bermudan. Later there were Fireflies, Enterprises and the occasional Wayfarer. We pottered with the family in a Mirror dinghy, and a lug sailed Anarth rowing boat. We also had a modern 20' Jeanneau Sun 2000. I've been privileged to crew on 'Bonita' with East Coast OGA Mike Beckett crossing the North Sea, English Channel and Falmouth to Waterford leg of the OGA50 Round Britain. All this had enthused us to become 'Old Gaffers' but nothing could fully prepare us for ownership.

We spent two years looking for a suitable, sea kindly, comfortable coastal cruising boat and enjoyed meeting SW gaffers at Plymouth and Falmouth winter social gatherings. It was becoming clear a gaff rigged workboat could provide a comfortable, spacious hull of modest length but a sail plan more suited to a longer hull, to provide some meaningful passage making. Looking at several tired working boats we realised we might need to adjust our budget.

We saw 'Susan J' was for sale and she looked just the part. We knew some of her provenance. Mike and Dan Shaw kindly offered us a sail back to Poole from Cowes at the end of the August 2016 OGA Rally. 'Susan J' could cope with waves and wind better than myself. Everything seemed to work, although the hot pizzas prepared aboard were appreciated more by the fish in my case. We were both smitten and agreed to have another look in November. We took the plunge and agreed the Shaws would continue her winter maintenance and storage ashore. Like, as far as we can see, all 'gaffers', they have been a mine of information, help and encouragement. We watched some of her maintenance, helping them re-rig her for launch. After completing the Bill of Sale they took us on a day sail in early April 2017 before going to the Netherlands to secure 'Nomad'.

While we knew, all along, we were on a very steep learning curve, all this, although immensely helpful, can never fully prepare one for ownership of a large, 25 year old, traditional, gaff rigged yacht. We have spent this summer taking on, delivering, cruising and participating in events with 'Susan J', as her third custodians.

Our first five months have been exciting, stressful but immensely rewarding. 'Susan J' has proved to be the sea kindly, comfortable, handy boat we were looking for. As we anticipated, it is the boat who is looking after us rather than the other way around. Yes there have been a few problems with the boat but these are to be expected after 25 years and, as we sort each one out, our confidence and satisfaction increases. We have really appreciated the opportunity to meet other gaffers and their boats, afforded by Ben Collins, John Gallagher and Don Garman in our first season and have enjoyed meeting lots of other 'gaffers', now in the context of their boats. Without exception, they have been friendly, helpful and tolerant of our shortcomings. I am sure we are not the only boat that has achieved more this season than we would have done on our own.

Recently, Matt, with our daughter Rosie, returned aboard 'Susan J'. They enjoyed a relatively stress free short cruise to Fowey and back, where everything worked and we had two rapid passages. Perhaps we're beginning to get the hang of 'gaffering'!

David Patuck, South West Gaffers



Photo: Miranda Delmar-Morgan

Fulfilling a dream: 'Nomad' returns

Last June, Dan and I went over to Holland to sail 'Nomad' back to her new home port of Poole from Breskens. It was the fulfilment of a dream. Some 20 years ago, both of us remember reading the Classic Boat article about the light-displacement gaff cutter designed by Nigel Irens and Ed Burnett. We fell in love with her lines. She is, in some sense perhaps, the forerunner of such beautiful, fast boats as 'Zinnia', 'Foxhound' and later, 'Ivy Green'. We had not heard much about her since the original owner, who commissioned her to be built by Fairlie, sold her to the Dutch Olympic sailor, Boudewijn Binkhorst, who for 19 years has cared for her impeccably, making many of his own modifications in consultation with Nigel Irens and Ed Burnett. He increased the sail area and, like all good Dutchmen, installed a larger engine. She was cherished and was joyously cruised by BB & Marion.

About four years ago, we noticed she was on the market. We lusted after her, despite simultaneous love for our Heard 28, 'Susan J'. We are ashamed to say that, disgracefully, we stalked off to Holland to meet BB and sail 'Nomad'. We returned to look at her in the shed. We were smitten, no longer our own masters, but utterly in thrall to 'Nomad'. We had to sell 'Susan J'. As if by magic, David and Julie Patuck sailed back with us after the Annual Race, loved 'Susan J' as much as we did, despite the soaking they endured from the foul weather, and bought her. We now had no defences and no reason not to buy 'Nomad'.

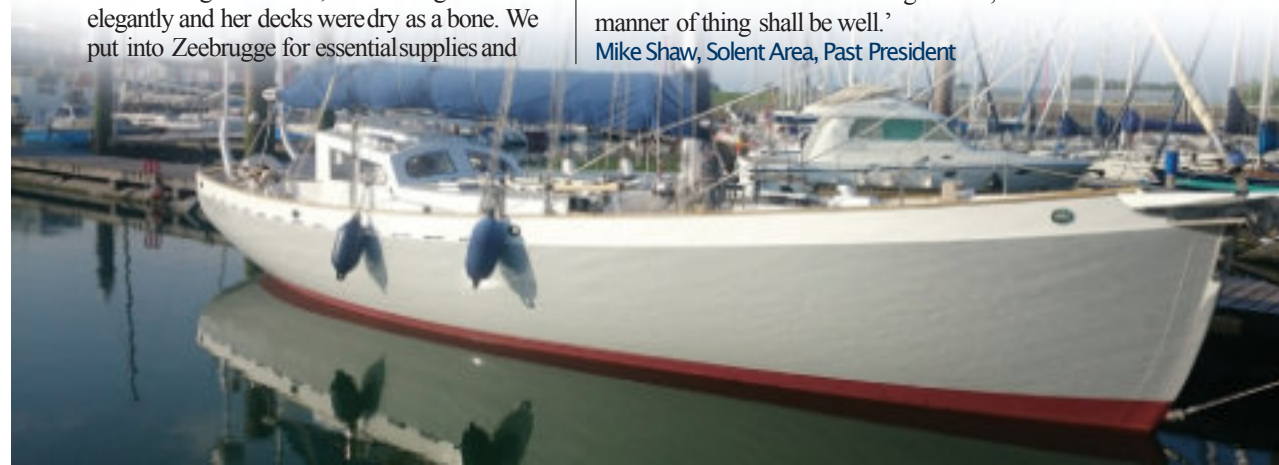
We had a farewell meal with BB and Marion before leaving Breskens on the tide. 'Nomad' handled the strong wind easily, her motion similar to a gentle canter, shouldering the waves elegantly and her decks were dry as a bone. We put into Zeebrugge for essential supplies and

headed for Dunkirk where we waited for the tide. Actually, it has to be admitted, to have a gigantic seafood lunch, so chuffed were we. That helped us catch some sleep and slog overnight to Dover. The wind died and we had to resort to the engine, blessing BB for installing such a big and quiet-running Volvo. It always seems to rain in Dover but the next morning was bright with a gentle breeze and a tide that took us swiftly past Dungeness. These seemed perfect conditions to fly the topsail and, seeing that 'Nomad' enjoyed the conditions, we explored the mysterious sail in the forepeak. This is a light asymmetric of generous proportions set from the end of the bowsprit, poled out and controlled by a sheet from the cockpit. We raced along for a while but sadly the wind dropped. Now we could see how 'Nomad' sails in light airs. We couldn't hold our ideal course because of a pesky wind farm being built off Brighton. The guard ships had an irritating way of asking us whether we could see the turbines. As night fell and almost at the bottom of the tide we ghosted over Chichester Bar, escorted by two paddle boarders who appeared from nowhere. We anchored off Hayling Island, listened to the sounds of the night and poured ourselves a wee dram.

Next morning it was back over the bar and a brisk sail up the Solent to Yarmouth in a strengthening easterly. What luck! What fun to see just how short the Solent can be! In Yarmouth, other gaffers welcomed us back. Adrian Turner took our lines and pressed beer into our hands. Dick and Pat Dawson came aboard, accoutred with a bottle of fizz to christen 'Nomad'. They pronounced her, 'A considerable boat that I know will give you years of pleasure and excitement.' So far they are correct.

We had a brisk sail to Poole and anchored in Swanage Bay so the family could join us. We had already been spotted by a yachting journalist and member of Swanage SC. He asked Hatty and David, our family there, about 'that boat in the bay'. This was a hopeful sign because my wife, Marian, was also in the water taxi travelling out to 'Nomad'. She was none too sure about this new boat in our lives. She had not seen 'Nomad' before. The sun was out, the water was blue, we had white wine cooling and some sea food on the barbecue. Something told us, 'all shall be well and all manner of thing shall be well.'

Mike Shaw, Solent Area, Past President



TwoFrench Festivals

La Semaine du Golfe with 'Gwenili'

Heading W/SW along the Channel is always a challenge, particularly if you have a fixed date of arrival. Past experience has taught me that nights in port waiting for the weather to abate means you will be late. Forecasts are invariably W/SW, force 4, 5 or 6 for long periods so the sea is up and squalls come in touching 30mph, with rain. Not comfortable.

These conditions were predicted for over a week as we left Greenwich on 13 May, 2017. Great sailing to North Foreland, but how the winds seem to increase as you turn the corner going SW! Ramsgate becomes a heavenly port of rescue. Sailing to Dover was a challenge, winds on the nose, gusting force 6.

Entering Dover Eastern 'Gwenili' was being tossed violently stem to stern, port to starboard, at 45 degrees. With crew hanging on, losing their grip in the jolting, it was almost impossible to maintain control of the helm. 'Gwenili' groaned and vibrated for what seemed an age, but most likely for only about 10 minutes.

The only cure was to accelerate, at very high revs., and hang on tight. This was at HW after prolonged Force 6 westerlies. Leaving later that evening, two hours before LW, we were forced back after only a mile. The waves were too rough, with wind against, to make any kind of progress SW.

"Dear crew and friends, I love you, you're great, thanks for putting up with me, but we have to get going", seemed to be my cry. "Fair weather sailing in Morbihan is the reward". Staying in Dover has its limitations, despite the new Banksy mural. "Let's try for Newhaven with the current tomorrow".

We left in the evening and motor sailed SW, the winds abated and we made fair progress sailing as close to the wind as possible. Dungeness and Beachy Head fly by as we sail through the night. Let's miss out Newhaven and see how far we can get until the current turns in our favour. The crew discuss destinations. Isle of Wight, Alderney (my choice), Cherbourg...? The current around Alderney was not in our favour, so Cherbourg it was. The wind

came and went, at times 3/4, and torrential rain. My deck repairs held up, the crew were dry and comfortable. The long approach to the port was a welcome sight, but it seemed to take forever.

Leaving the next afternoon, and anticipating the next challenge as we pass by Alderney, is it to be Channel du Four or outside Ouessant? We plot the inner route and make good progress. Is it to be Roscoff, l'Aberwacher or Cameret?

Two birds, swallows we thought, landed on the boom tucking themselves in the folds of the reef and seemed to make love. They came and went for over an hour then disappeared at sunset. Great sailing through the Four, our planning was spot on, so on to Cameret. 179 nm in 28 hours.

We left at 1000 and made good progress wind SW on beam force 4/5, perfect, passing 'Our Boys' topsail and mizzen staysail up, great sailing at last. Through the Raz de Sein on past Pte de Penmarc'h but as we turned SE the wind came from behind, so we ran before the wind and into the night. There was a significant Atlantic swell as we slid and rolled up and over the waves into gybe conditions, which we did several times. As the wind fell away the sails came down and we motored on, soon to be through La Teignouse passage, past Belle Isle and turning east into the approach to the Gulf du Mo, maybe smaller rbihan with the excitement of the currents at the entrance. On through the islands we passed Ile aux Moines and our designated mooring for the Festival. We had arrived in time, a day early in fact. Total trip, 569 nm.

The Festival was fantastic. Weather brilliant, activity and celebrations each day, lots of Gaffer friends from UK. We entered a navigation challenge course but went aground on rocks, the current and engine soon took us off, 'Phew!' There were three races against classic 60's Bermudians and we came 8th and 11th against the spinnakers and 3rd where spinnakers couldn't fly but our mizzen staysail came into its own as we overtook 'Pen Duick 2'.

Gulf du Morbihan is a very big, exciting event with spectacular parades of sail through fierce 9k currents. Hundreds of boats, thousands of people. I'll go again!

Martin Goodrich, East Coast Area

Paimpol Music Festival, 2017

The Paimpol Music Festival is considered to be the best of the Breton gatherings of traditional vessels and culture. Held every two years but unlike the Morbihan, Brest and Dourananez events there is no racing or parades of sail. The boats are corralled so tightly it can be possible to cross the dock without touching water. Up to 200 vessels and 200,000 visitors attend, taking over the town. The Bretons love their boats and they come in all shapes, sizes and rigs, rowed or sculled with crews in traditional garb. They go out of the way to welcome any British boat, original or replica, as long as it is traditional rigged.

The festival started on Friday 11 August, 2017 and invited boats arrived on Thursday for the crew supper. It was some party. About 1,000 sailors gathered in the Town Hall to enjoy a fine meal accompanied by the local Oompah band. So who were all these boats and crews?

Star of the fleet was probably French barquette 'Marite' followed by the 'Earl of Pembroke' set up as one of the stages. The Spanish replica 'Vittoria', first vessel to sail around the world, was very popular with visitors along with the Portuguese 'Sagres', both steered by whipstaff.

Berthing became a real challenge for the bigger vessels, but the most impressive entrance had to be the Charleston based brig 'Phoenix', deftly negotiating scores of vessels before reaching the southernmost end of the dock and turning ninety degrees to slip into a space with no more than three feet either end. Undoubtedly the most opulent vessel was the Dutch Hydrographic vessel 'Hydrograf', retired from active service after World War I and lavishly fitted out for functions in the Edwardian style. The crew are all volunteers from the Dutch Merchant Service.

The Brixham and Lowestoft trawlers are always a hit at Paimpol. What a great sight 'Leader', 'Provident', 'Excelsior', 'Vigilance' and 'Keewaydin' made and what a combined history they have between them. Nearly all were sold to the Scandinavians as cargo ships in the 1920s only to return 60 years later. If you want a free lesson in maintaining your own boat, look no further than 'Keewaydin' where skipper/owner Paul Welch spent most of his time at his mobile workshop. At his sewing machine or with palm in hand he repairs all his sails and leathers vulnerable parts of his rigging.

Smaller boats had made passage from England too. 'Our Boys' and 'Our Daddy', the Looe luggers resplendent in dark blue and vivid yellow both



A pretty full harbour! Photo: John Gallagher

Paimpol Music Festival, 2017(cont)

looked immaculate. The doyen of the dogs had to be Poppy, a light chocolate labradoodle aboard 'Our Boys', who delighted all with her antics.

One of the best parts of a Festival is visiting other boats. I caught up with Luke Powell, skippering his own boat 'Agnes'. Luke is the renowned builder of seven Scillonian pilot cutters. I asked him 'Enjoying sailing your own boat, Luke?' knowing that he was taking a year off boatbuilding.

'Yes', he replied, 'but I actually prefer building them.'

'What are you building now?' I asked.

'Asixty eight footer', he answered, 'on the Fal just south of Truro.'

Uhm, hope you've got a buyer lined up, I thought to myself. But then Luke never has a problem selling his boats. Close by was the immaculate 'Polly Agatha', a pilot cutter built by Cockwells, who have now taken over Martin Heard's site at Mylor.

Several Heard boats were at Paimpol. M'Yvonne, a 35 footer from Plymouth, based in Roscoff because of the very favourable berthing rates in France, and two 28s, 'Witch Hazel' based in Emsworth and 'Marie Louise' of Granville. My lone replica Falmouth Quay punt 'Arriana', a Tamarisk 29 built by North Cornwall Marine and based in Calstock was alongside a French lifeboat and 'The City of Bradford' from Salcombe.

But what of the original boats? There were a score or more of little French luggers and PL92s paraded the harbour with two trapeze artists demonstrating their skill. I was particularly taken by the Bordeaux built yawl 'Gwenili'. Skipper Martin Goodrich takes her anywhere that offers a festival, picking up crew as he goes in the best tradition of an Old Gaffer. See p.52 for Martin's impressive log for summer 2017.

Finally I came upon the most interesting of all the original boats. On Saturday morning a boat gently bumped alongside my own and two Frenchmen were busy making fast. It was 'Girl Joyce' an 1855 gaffer restored by her owner Monsieur Corre. Over a coffee he informed me it was a Plymouth Hooker. It certainly had the beautiful lines of a thoroughbred and carved into the main beam was its provenance and tonnage. He told me his previous boat was an East Coast smack without an engine he'd used for trading wine to Ireland 40 years ago, before losing her on a lee shore. Should you ever visit his studio in Treguier, you will not be disappointed with his art and printing in the traditional way.

Paimpol is a delight to attend. Music on the water, on the boats, on the quay and it's definitely in the blood of the Bretons. Next year there will be a quieter gathering of traditional boats at about the same time, organised by the owners of the French gaffer 'Pen Azen'. Do attend if you can, but definitely don't miss the next Paimpol Music Festival in 2019.

Mike Forwood, SW Gaffers

Music aboard a trawler: to Paimpol with 'Marie'

East Coast member, Claudia Myatt, travelled to Paimpol from the River Deben with the electro folk/Celtic fusion band 'Aartwork' aboard their boat 'Marie' BA211. A Scottish herring trawler, she was launched in 1963, fishing mostly out of southwest Scotland. In 2005 she retired from fishing, due to the demise of the industry, and is now based in Woodbridge, Suffolk.

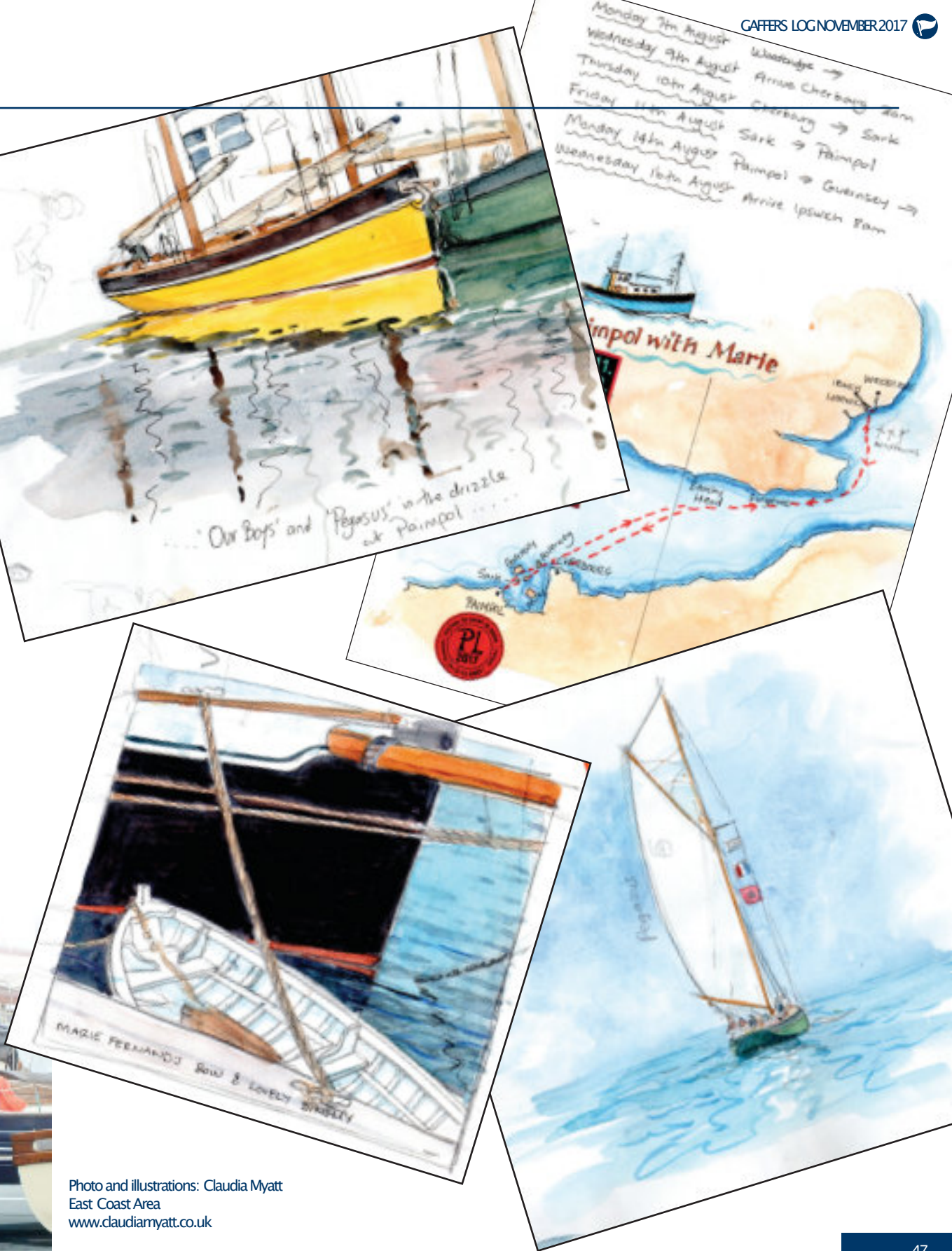


Photo and illustrations: Claudia Myatt
East Coast Area
www.claudiamyatt.co.uk

Stourport to Gloucester:

As the sound of wood splintering on bone gives way to peals of laughter from best mate, I ask, "Remind me why are we doing this?" Our aim is to travel from West to East across Britain, to explore its unfolding scenery and landscapes, going ashore as often as possible. No tides, cross currents or weather to worry about! The other aim is to meet up with as many friends and family as possible! This takes some planning. A chance to reminisce about the old working sail days, re-visit historic quays, sad almost forgotten commercial ports.

The River Severn is Britain's longest river and while delightful on its upper reaches rising in the wild moorlands of mid Wales, it flows into the wider waters of the Bristol Channel. The Upper Severn is a wild place to be, as it tumbles along through valleys, gushing waterfalls and gorges. By the time we pick it up near Stourport, it rolls through hills and woods, quiet and undisturbed. We know the Severn Estuary can be a dangerous place, with shifting sands, a rapid rise of tide and strong tidal currents. Upriver, it is a navigation (canalised river), enabling craft to navigate safely over the past 150 years to small towns and deliver their cargoes to the Midlands and beyond.

We resolve to do some proper passage planning. At Stourport we see four locks leading in four

different directions. With signs like Stafford & Worcester Canal and Stratford-upon-Avon, it is easy to stray off. Before leaving Stourport, we take the mast down with help from the previous owners. After encouraging words and farewells, we set off and rather proudly enter our first lock. 'De Sperwer' magnificently takes up the whole chamber. We manage our first lock without incident, and then another. Minnie is adept at locks, and stronger than me. 'De Sperwer' is a Zeeschouw, a traditional design from the Friesland Islands. She has working boat history, gaffrig, shallow draft, roomy, robust and proven sailing ability. Bristling with nav. equipment this barge has been to sea. She has the comforts one needs, including the smallest woodburner. In short, she is the perfect base for exploring our beautiful rivers, canals and waterways.

Armed with our Nicholson's we head south in early Autumn. We chug through the unfolding landscape, remind ourselves about its history, great Civil War battles, passing under bridges built by Thomas Telford no less. On through wooded hills and fertile green pastures, we moor up, enjoy the still warm sunshine and lunch near Holt Castle. Beside it is the discreet tower of a small church. There are few landing places.

west to east across Britain, part 1

The Cathedral spire of Worcester beckons around the bend. Having successfully negotiated the three locks, one is reminded that canals took you and your cargo into the heart of cities and towns. Not always a pretty sight these days. Canal restoration revives cities and towns, neglect saddens them. We moor up a stones throw away from the Cathedral and step off the boat to explore the fine old city, and meet Elgar with a parking cone on his head. We pass several working barges still plying their trade. The warmth and friendliness of boaters constantly infuses us with the desire to stop and natter.

We treat ourselves to an excellent supper right on the waterfront. The early Autumnal sun sets across the river. Next morning we cast off in warm sunshine and soon the distinctive landscape of the Malvern Hills beckons in the distance. We pass through medieval villages built at the time of King John, half-timbered and brick cottages abound, forgotten churches, almshouses, old village schools, dilapidated jetties, all a reminder of a village life from long ago. And not a soul to be seen!

The delightful town of Upton upon Severn hoves into view with its remarkable 13th century tower right by the water's edge, topped with a copper-covered cupola. The river winds its way through peaceful countryside, narrowing as we approach Gloucester. The bank and bushes draw ever closer and we anxiously turn on the depth sounder.

Beyond the outlying industrial works and old quays we enter Gloucester Lock with some trepidation, a massive chamber with tall sides. Wondering how the Dickens we throw a line up, a helpful Canal & River Trust member lowers a long pole and invites us to turn a bight or two around the hook. How simple.

Emerging into the Historic Docks and Gloucester Quays, we are taken aback by the superb renovation undertaken. An excellent example of what water can do for a Victorian port once derelict and littered with wrecks and untidy boats. It is very popular, and boasts a museum, visitor attractions, inns and restaurants, a reputable boatyard, offices and flats. We moored up opposite a fine restaurant.

Strolling around the Docks we come across T Nielson & Co., their skilled craftsmen working on large vessels. Good to see several youngsters learning their trade.

We chugged to our winter mooring along the Gloucester & Sharpness Canal and were greeted by several wintering boaters, some live-aboards and others with local jobs. They couldn't have been more helpful. We left 'De Sperwer' in safe hands and a sheltered spot, all battened down and covered up for the winter.

*"Thank you for choosing to support Prostate Cancer UK. The boat is beautiful, what an adventure!"
See p.16 for the reasons behind this voyage.*

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Cock o' the Bristol Channel Race

28 September, 2017 saw the 81st year of the Cock O' The Bristol Channel passage race organised by Barry YC, as it has been since its inception. Bristol Channel pilot cutters are prominent in the race with other similar vessels also able to take part. 'Dolphin' was at the start line as was 'Mascotte' but two other pilot cutters due to enter were forced to drop out at the last minute. Also there was the beautifully crafted wooden-hulled Bristol vessel 'Jan Roelan' based on a Brittany pilot cutter. OGA wanderer John Laband in his ferro-ketch 'Working Yacht 1' was awarded the Tern cup for first non-pilot cutter finisher in last year's race. She is currently away in Portugal though and unable to defend the cup.

Not for the first time, several small gaffers from Cardiff were planning to sail down to join the cutters before the start, but were once again thwarted by some wet and windy conditions. We had to be satisfied with driving down and a grandstand view from the end of the breakwater. 'Mascotte' was first out of the harbour followed quickly by 'Jan Roelan'. But 'Dolphin' remained tied up on the pilot buoy, with time running out for the 1130 start. In the nick of time she let go under sail and manoeuvred out of the inner harbour to draw alongside 'Mascotte' to immediately begin the race bang on time. We could only see two figures on deck and later learned that a third crew member was forced to withdraw only hours before the race.

'Dolphin's preparations must have been all together a bit breathless; she had arrived in the Bristol Channel direct from Greenland and Iceland where she had spent the last 18

months since winning this event in April last year. She called at Cardiff to offload some of her excess gear and then straight to Barry for the race. No wonder perhaps that her navy blue hull was looking a bit weatherbeaten.

Charlie Harris and I watched these magnificent vessels slide off down channel heading for Lundy Island under grey skies carrying the threat of imminent rain; they were well heeled over in the lively conditions. The 125 nautical mile course, with much of it to windward, required leaving Lundy Island and the West Helwick buoy, on the Welsh side of the channel, to starboard. We meanwhile, were quite content to be watching from solid ground, with our collars turned up, rather than mixing it with the big boys in our respective 19 footers!

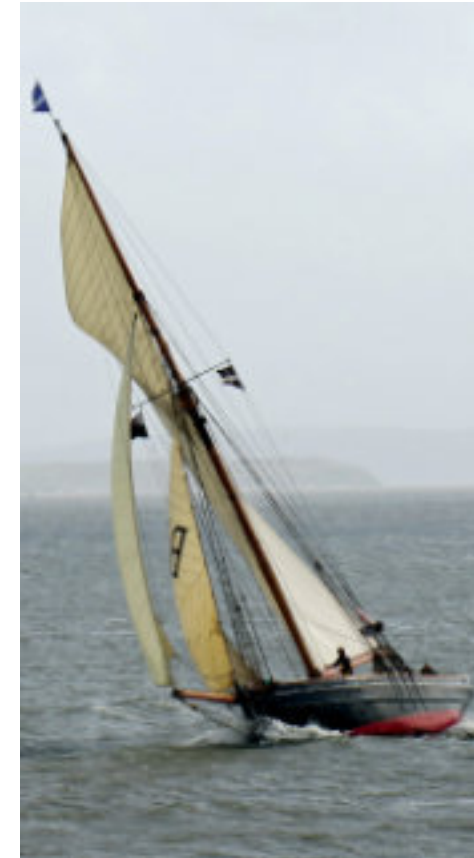
As things turned out, the weather got rather nasty and only 'Mascotte' completed the course, finishing just after 1500 hours on Saturday, taking just over 27½ hours. 'Jan Roelan' encountered extreme weather conditions some 15 miles from Lundy and retired on Friday evening. 'Dolphin', built in 1909, is one of the smaller pilot cutters but at 39', still a handful for two men in those conditions. They battled on but eventually

even the ice veteran 'Dolphin' had to abandon hopes of rounding Lundy due to the weather, combined with a wind shift to the south and adverse tide. She continued sailing however and rounded the West Helwick buoy early on Saturday morning. She had favourable tide as far as Nash Point but then made only slow progress up channel and resorted to using her engine. She eventually reached Barry late on Saturday.

Prizegiving for the race was postponed to allow the pilot cutter crews to get their boats up to Gloucester via the Sharpness Canal to repair any wear and tear, and get their vessels ready for the winter.

The Bristol Channel can be an unrelenting piece of water sometimes.

Photos and report: Viv Head, Bristol Channel Area



BOOK REVIEW



'Restoring a Dunkirk Little Ship'
by Peter Draper
September 2017
96 pages
Colour photos throughout
Amberley Publishing £14.99

'Caronia' was originally built in 1927 as a St Ives fishing vessel, converted to a motoryacht in the 1930s, and in 1940 joined the fleet of requisitioned boats sailing to Dunkirk. Peter Draper acquired 'Caronia' in 2002, by which time she was in need of some serious restoration.

In this readable and well-illustrated book, full of photographs to help explain the intricate details of the task, Peter recounts his story.

The introduction starts with a question asked of (or by) many an OGA member: 'Restore, rebuild or repair?' Peter suggests he's doing mostly 'repair' and moves quickly on to summarise the chequered 90-year history of this Dunkirk Little Ship.

Having set the scene, the rest of the book provides a step-by-step account of the sometimes painstaking and challenging work involved in the series of projects to return 'Caronia' from houseboat to National Historic Ships Flagship, Solent in 2017. The chapters are punctuated by getting ready for three passages of the 'Return to Dunkirk' in 2005, 2010 and 2015.

The narrative is well structured and Peter's enthusiasm and passion for his project shine through the text and photos. Deciding to undertake most of the work himself, it is clear that this great undertaking has been very much a 'family affair' with son, Lewis and daughter, Natalie actively involved.

The book will be of interest not only to the enthusiastic amateur boatbuilder but also to anyone with an interest in maintaining our historic fleet of wooden boats in a seaworthy condition for future generations to enjoy.



2218 nautical miles with 'Gwenili'

In the summer 2017, skipper Martin Goodrich left Greenwich to sail 2218 nautical miles with 'Gwenili', joining festivals and OGA events in France and SW England. The following summary of her log includes: Greenwich to Golfe du Morbihan, return for Falmouth Classics and Helford River Festivals. Depart Dartmouth with Classic Channel Race to Paimpol. Join OGA 'Sou' by Sou' West Cruise from Yarmouth to the Scilly Isles. Return to Falmouth for second crossing to Paimpol Festival du Chant de Marin en Bretagne. Return to Greenwich.

13 May, 2017 0900 depart Greenwich: destination Golfe du Morbihan for La Semaine du Golfe Festival

Crew: Rod Fysh, David Styan & Kevin Whelan, Greenwich YC. 1940 arrive Ramsgate: 67nm in 10hrs 40 mins.

14 May arrive Dover 22nm in 4 hrs. Held up by tide and strong wind.

15 May 1700 depart Dover bound for Cherbourg wind SW/SSW rain.

16 May 1130 arrive Cherbourg 176nm in 30.50hrs av.

5.77k 17 May 1450 depart Cherbourg.

18 May 17.45 arrive Camaret 179nm in 28hrs av. 6.4k. motor sailing.

19 May 1000 depart Camaret good sailing at last.

20 May 0800 arrive Morbihan 125nm in 22 hrs av. 5.6k.

Enjoyed seven days sailing in Golfe du Morbihan races and events covering 115 nm.

28 May 0915 depart Morbihan: heading for Falmouth

Crew Kevin Whelan

30 May 0300 arrive Falmouth 251nm in 41 hrs 45mins.

Motor sailing in light and variable winds av. 6k.

Participated in the Falmouth Classics, 3rd in class after three races, followed by Helford OGA Rally 3rd again then sailed in Falmouth waters, distance sailed 45nm.

6 June depart Falmouth: Classic Channel Regatta

Crew Tim Goodingham, GYC, Matt & Henry, to compete in Classic Channel Regatta from Dartmouth. Passage to Salcombe 53 nm in 11.5 hrs.

7 June arrive Dartmouth: 16 nm. Participated in two days of racing in Start Bay waters.

Cross Channel Race to St Peter's Port, Guernsey. Left port 1308 Race started at 1400. We were 10 minutes late at the start. Made good progress, finished 3rd in class. 96 miles in 14 hrs. 56 mins. av. 6.59k. Left St Peter's Port for second leg to Paimpol. Departed 0800. Retired, out of time, 1616.

Arrived Paimpol waters in parade of 70 boats to be applauded entering the locks. 57 nm. Jean Lou Delair joined the crew.

13 July Race to Lezardrieux followed by Dense des Classiques.

14 July return to Paimpol: 28nm.

15 July 2025 depart Paimpol for Lymington, UK, sailing via Alderney Race.

17 July 0057 arrive Lymington 141 nm in 27.32hrs av 5.16k. Sailed Solent waters for several days with Lou as crew 65nm.

Joined OGACruise in Company 'Sou' by Sou' West at Yarmouth, Isle of Wight

23 July depart Yarmouth IoW for Weymouth 39nm. We sailed in company from Weymouth to Lyme Regis, Brixham, Dartmouth, Plymouth, Fowey and Falmouth covering some 178nm.

4 August 1645 depart Falmouth for Isles of Scilly with fresh crew, Liam Newnham, Luke Goodrich, Matthew O'Shea & Jean Lou.

5 August 1050 arrive St Agnes Cove 72 nm in 16hrs av. 4.5k head to wind all the way. Moved on to Hugh Town.

7 August 2137 depart Hugh Town for Falmouth arrived 1330 66nm av. 4.9k.

9 August 0200 depart Falmouth for Paimpol Festival du Chant de Marin en Bretagne

10 August 0626 arrive Paimpol 145 nm in 26.5 hrs av. 4.91k.

23 Sept. 1130 depart Paimpol for return trip to Greenwich with new crew, Kevin Whelan & son William. Arrive St Peter's Port in 8hrs distance 50nm av. 6.25k.

24 Sept. 0622 bound for Newhaven arriving

25 Sept. 0600 134 nm in 24.22hrs motor sailing av. 5.5k.

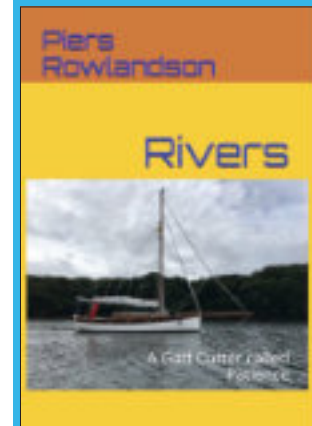
26 Sept. depart Newhaven 0830 arriving Greenwich YC 27 Sept. 0845 137nm in 24.15hrs, av. speed 5.67k

Martin Goodrich, East Coast Area



'Gwenili' Photo: Anthony Clay FRPS
Fellow of the Royal Photographic Society

BOOK REVIEW



'Rivers'
by Piers Rowlandson
November 2017
Kindle or paperback
versions available
from Amazon

This self published story is loosely based on the logs of Piers' own boats although the characters are wholly imaginary. We embark upon tales set in traditional boats voyaging the Solent, the South West and Brittany. We even attend an unusually violent Gaffer event. Many meals and bottles of wine are consumed. There are some observant and delicate descriptions of natural sounds in the harbour and at sea.

The picaresque action spans the genres from adventure and romance to thriller and, finally, detection. It is punctuated with moments of pathos and high drama, one example of which shows exactly why you should never, ever sail wearing flip flops. There is a strong thread of comic irony. One laugh out loud episode involves the hero Rick's escape from hospital.

Rick is surrounded by strong females. The first segment concerns scantily clad Lucy, a fantasy of sex and steering maybe but with a mind of her own. Lucy's alter-ego, Rick's daughter Tori, comes to the fore in the second part. The third episode, featuring the enigmatic Lottie, assumes a darker tone. The gripping finale comes with a twist.

A novice sailor might experience a gentle education in navigation, pilotage and manoeuvring a long keeled boat. Old salts can argue with descriptions of handling a spinnaker, use of an autopilot and coming alongside.

The narrative contains some scenes of a mild sexual nature.

Marion Shirley, Solent Area

AREA REPORTS

Bristol Channel Area [Race report p.38]

Following an early season when our programme was hampered by the weather, the hoped for period of benign summer weather largely failed to materialise, at least on the days when we wanted it! Planned cruises from Cardiff were severely disrupted, including the two-day cruise to Portishead Marina in June, abandoned in the face of forecast winds of Force 6 for our return journey. Instead we day-sailed on day one, returning to Cardiff in the evening, and then two boats ventured into the Channel on day two, only to be driven back by high winds and high seas. Our two down-channel cruises in August and September were similarly waylaid. The first, after boats had sailed down to between the Islands of Flatholm and Steepholm and forced to turn and run for home in big seas and a gusty Force 5, and the second in September when, with similar conditions we elected to sail up channel against the tide but under the shelter of the coast.

Thursday evening Gaffers Nights in Cardiff Bay have continued into October, with our newly

introduced self-timed races around a fixed course adding a competitive edge to the sailing. Boats not only cope with the usual water buses, speedboats and yachts within the restricted waters of Cardiff Bay, but on one evening were forced to retreat to the sidelines in mid-circuit to allow a seaplane to land! A WhatsApp group allowed competitors to report their best lap times each week. After 18 weeks the overall winner was 'Daydream', with Roger Wallington's Memory 'Arwen' second and 'Piglet' third.

Our final scheduled event was the OGA small boat fleet in Cardiff sailing to Barry Harbour to join the pilot cutters arriving for their annual Cock of the Bristol Channel race. With westerly winds F5 gusting 6 forecast on race day and the usual swell off Barry Harbour, the small boats wisely decided to stay at home. Indeed, as reported on p.50 only one cutter, 'Mascotte', actually completed the race. Bristol Channel OGA members thoroughly enjoyed their AGM at the Underfall Yard in Bristol, a chance to start planning for a busy year in 2018 and have a tour of the boats at the Yard.

Charlie Harris, BCA President



Cardiff Bay Race supper
Photo: Roger Wallington

Solent Area [Race report p.39]

After YOGAFF, a posse of Solent boats began to make its way west. We were represented at Falmouth Classics, on the Helford and in the Classic Channel Regatta. In July, in the teeth of strong south westerlies, our 'Sou' by 'Sou' West fleet rallied at Weymouth, then headed for parties in Brixham, Plymouth and Falmouth. We were introduced to a more sedate and old-fashioned way of boating. One anchors in rivers and bays, hangs off buoys or moors on heritage pontoons much more frequently than crowding into marinas. We were most appreciative of the work by members of SW Gaffers. We have forged new friendships and hope to return. For reports and photos see p.27 of this issue.

An informal rally at Bembridge in August attracted a range of boats to this top holiday spot. Gaffers raced at Bursledon Regatta in August and Hamble Classics in September.

Our final organised event, the Royal Solent Yacht Club Centenary Chase pursuit race was held on a blustery day. Nevertheless, there was a good turnout of bigger boats with the Shaw family in new boat, 'Nomad', taking wind from John Chilvers' 'Charlotte Elizabeth' just off the pier and coming in first.

Our AGM at which we will re-live good moments from this season is to be held at Marchwood YC on 25 November. Our programme of winter events will include a March visit to the RNLI in Poole.

Marion Shirley, Solent Area Secretary
www.oga.org.uk/solent



'Rely' is the winner!
East Coast August Cruise

AREA REPORTS

East Coast Area [Race report p.38]

On 16 July, following the East Coast Annual Race at Brightlingsea, the small boat race saw 11 open boats sent on an upriver course. The variety of boats present on both days showed just how wide the OGA's remit can be, from large smacks to modern kites, and smack'sboats to a gaff rigged Wayfarer.

A very windy Friday saw fewer boats turn up for the Swale match on 29 July, but a great race was held nonetheless, with much enjoyment being had in the evening despite torrential rain. This year's August Cruise started with its normal fun regatta in Ipswich dock, and a delicious meal on the barge 'Victor', catered by Alice Hill, daughter of the Area President and Secretary. The assembled boats then headed south down the Wailt to the River Blackwater for a few days cruising and racing in a different area. Smaller numbers joined in than in previous years, but this made it easier to squeeze everyone in to Heybridge Basin, a new venue for the cruise, and remembered from 25 years ago by Tony Bailey p.18. Thanks to the organisers for all their hard work!

The Southwold Rally was for small open boats this year and a good sailing breeze enabled the participating contingent to enjoy a good sail up the River Blyth followed by beers at Southwold YC and supper at the Harbour Inn.

Our final sailing event of the year, as usual, was at Maldon Regatta. Better weather saw more boats than last year. Dinner was organised by Maldon Little Ship Club.

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



AREA REPORTS

North Wales Area

Our 11th Traditional Sail Festival held in Holyhead Harbour 25 - 28 August was once again a huge success. We had 33 participating boats with small boats trailed from all parts of the UK. Larger boats sailed across the Irish Sea from Ireland, the Isle of Man, Pembrokeshire, Liverpool and North Wales.

The weekend started with a Civic Reception attended by the Mayor of Holyhead Ann Kennedy who gave a few words of welcome on behalf of the Town Council. Paying us an unofficial visit were Kathleen Kelleher and Stephen Stokes, both ex-mayors of Greystones in Wicklow. Holyhead is twinned with Greystones.

The Holyhead Lifeboat opened their doors for two days providing entertainment and activities within the station. Although this year we had light winds, the racing on Saturday went ahead, with 17 boats completing the large boat course and seven small boats completing two races in the harbour. Over 2000 people watched Sunday's parade of sail and

battle led by the Holyhead Lifeboat. Cannon and musket fire were heard booming from the tops of schooner 'Vilma'. The Liverpool Brethren, dressed in their pirate costumes fired cannon from the shore. The Mayor of Holyhead was on board 'Vilma' with Keith Thomas, Holyhead's deputy Mayor, Kathleen Kelleher and Stephen Stokes. On the shore music was played by the Beaumaris Brass Band. Mandy Fairey displayed her willow work and encouraged young children to make their own dragonfly or fish. We even had a miniature battleship manoeuvring around the harbour and a visit from the new air sea rescue helicopter based in Caernarfon.

Prizegiving took place at the Holyhead Sea Cadet unit on Sunday with a final farewell taking place on 'Vilma'. Sue Williams, Sea Cadet Unit Commander played sunset on the bugle at 6pm as we lowered the flags. Next year's tides mean that the festival will be over the August Bank holiday weekend.

We wish all members a very happy festive season and look forward to seeing some of you during 2018.

Sue Farrer, North Wales Area Secretary

Scotland

After a good start to the sailing season the weather following Campbeltown (p.40) can only be described as changeable; it has been described as the worst summer since last year. There were good days between the spells of strong wind and heavy rain, but it was the rain which is memorable. See p.41 for a report of our September sail on 'Naiad'.

Neal Hill, Area Secretary, Scotland

What for 2018?

Campbeltown Classic is not an Irish Sea group event next year but thoughts are to continue the association with the town and have a Campbeltown Muster. It would be an informal event but depending on numbers, berthing and a get together could be arranged. Late May is the best time with boats back in the after winter refit and to make the best of early season fair weather. Any thoughts or suggestions please to: scotsec@oga.org.uk

South West Area [Race report p.39]

I am presenting an overview of what has been going on in the Area since June as several of our events are reported more fully elsewhere.

One of the highlights of the sailing year for many people in the SW Area was the OGA Sou' by Sou'west Cruise passing through these parts during July and August on passage to the Isles of Scilly. Unfortunately, this coincided with a spell of rather unpleasant weather, resulting in a several very wet legs to windward. The first port of arrival in the SW was Brixham, where the fleet was made very welcome by Paul Jolley and his team. Picking up local boats as they went, the fleet moved on to Plymouth where they were well looked after by John Gallagher with evening events and a day of racing in the Sound. From Plymouth, the fleet moved to Falmouth

where, stormbound, they enjoyed several events organised by Don Garman. The cruise was formally terminated at Falmouth but a few intrepid crews did make it to the Isles of Scilly. Feedback received from participants suggests that they were very appreciative of the welcome received in the SW.

The River Dart Rally runs concurrently with the Dittisham Regatta and took place in early August attracting nearly 20 competitors, mostly trailer sailors, but including some bigger boats on passage home after the Sou' by Sou'west Cruise. The prizegiving and very convivial pizza supper were held on Saturday evening in Dittisham SC. On Sunday, after breakfast in The Red Lion, crews set off up river in company, stopping off for a cream tea in Stoke Gabriel.

There are several events on the sailing calendar supported by SW Gaffers but not organised by us. Several of our members enjoyed good sailing at the Brixham Heritage regattas and various Classics events in the Area. Unfortunately, due to problems with the berthing arrangements, Plymouth Classics did not take place this year. Dartmouth Royal Regatta has included gaffer races in recent years but only a few boats took part. Just five turned up on Saturday, when racing was eventually cancelled through lack of wind and only two joined the first start on Sunday.

As the season comes to an end, we are looking forward to our Laying-up Lunch and AGM on 11 November. We have several interesting topics on the agenda. We also know there will be changes to the Area Committee next year and we are looking for some 'new blood' to help us organise things.

David Bewick, SW Area Secretary
www.oga.org.uk/south-west



Start of the big boat race at Holyhead

TALES FROM THE BOATYARDS

A major part of what the OGA stands for is maintaining the heritage of our 'old gaffers', the boats that is! This issue runs three 'Tales from the boatyards' each having long-standing OGA connections. 'Muriel' and 'Cachalot' were launched this summer following restoration and refit, whilst 'Sea Pig' is starting out on a restoration project after being rescued from certain destruction. These three boats also illustrate the 'connections' between OGA Areas: 'Sea Pig' links 'Muriel' in the South West with 'Cachalot' on the East Coast as she's an East Coast Deben Cherub taken by her new owner, Thomas Morley, to his home in Devon.

'Sea Pig' OGABOAT no. 64

It is both a new beginning and journey for both myself and 'Sea Pig'. For her, a new home and eventually new life in her sails. For myself, after recovering from surgery to remove a brain tumour, a new challenge that in many ways is a nostalgic one, keeping me close to my grandfather's memory, and my love for the East Coast and its maritime history. My grandfather lived at Woolverstone and sailed out of Pin Mill. I also love learning something new. I have never restored a wooden boat and my intention is to learn in a traditional manner. In doing so I will really know her inside out. I have many goals with 'Sea Pig' but one is to sail her back to the River Orwell to join in with an OGA event there, but mainly to enjoy her and maybe race occasionally.

Now in her new home, she is propped up and waiting for a makeshift barn to be built around her so the

restoration can begin. She has been stripped out and carefully surveyed. Although relatively solid she is in no condition to patch up and mend. All her floors are split and need replacing, her sternpost is split in half and her forefoot is so dried out, with so many splits it will be replaced. Some of the planking will be saved above the waterline but after dropping out the ballast keel it became apparent that at no point was the boat built with a rabbit anywhere from bow to stern. A slight re-engineering to the length of her will be needed and so I have decided to replace all the planking below the waterline and all the ribs making them slightly larger. A new rudder and assembly as well as a much stronger mast step are needed, a refit of the interior and the removal/replacement of many steel bolts and screws which have thankfully not harmed her too much. So, there's much to do but her deck is good and her rigging, mast, boom and gaff are in fine condition, as is her Farymann engine.

My intention is to make her much stronger than before, I will have a new set of maroon sails made including a topsail. She will eventually lay at Topsham on the Exe in a muddy berth and an estuary with shifting sands. With her shallow draft of 2.8' she should be quite at home.

I am very thankful to have been gifted this boat by the former owner's son, Colin Edmond, and so I hope when she is finished he will see her again sailing in the River Blackwater.

Thomas Morley, SW Area



TALES FROM THE BOATYARDS

'Muriel' OGABOAT no. 2226

'Muriel' was built in 1905 of pitch pine and oak by AE Stowe of Shoreham, a very early example of a 6 metre class. 33' overall, she has a beam of 6'6" and draws 4'6".

Paul Heighway, an active OGA member for many years, rebuilt her twice, firstly at Wicor Marine, Fareham when living in London. Originally white, there was always a thick film of oil and grease in the water at Portsmouth and Paul hated dirty topsides. He managed to liberate some red paint from Chay Blyth and 'Muriel' became the dark red of the Parachute Regiment.

Her second rebuild was in 1993 by Nash & Holden of Dartmouth when she was refastened, modified and re-rigged. After the passing of his parents in 2016, Jonathan and Penny Heighway took on 'Muriel' and she underwent a thorough refit by Simon Beer and Blackness Marine. Lee Rogers fitted a new hollow mast and running rigging. The

mast was a job Paul had always promised himself he would make when he retired!

To reflect the next stage of her life, 'Muriel' has been painted white and once again looked stunning at her launch at the end of July, 2017. 'Muriel' will continue to sail with the SW Gaffers.

Jonathan Heighway, SW Area



TALES FROM THE BOATYARDS

'Cachalot' OGABOat no. 222

On 4 August, 2017, the gaff cutter 'Cachalot' emerged from her tent on the banks of the River Deben at the Tidemill Yacht Harbour, Woodbridge after a ten year restoration.

Built in Folkestone, Kent, 1898 'Cachalot' has an interesting history of illustrious owners interspersed with periods of neglect. Having spent most of her life on the English East Coast, previous owners have sailed her in the western isles of Scotland as well as the Mediterranean. She took part in the Dunkirk evacuation 'Operation Dynamo', and joined the 'Return to Dunkirk' in 1990. In 2009 she received a restoration award from the Transport Trust.

Her current owner, Steve Yates, had fallen in love with her counter stern when he first saw her at The Suffolk Yacht Harbour, Levington in 2005. After a year sailing on the East Coast and planning a programme of winter maintenance, she almost sank at her berth in January 2006.

Following a careful inspection rot was discovered in the arch board and beam shelf. She had also suffered from over-enthusiastic re-fastening of the

planks. It was clear that she needed more than just a programme of re-caulking and was declared a project in May 2007.

It turned out to be an extensive project and included a new ply deck, 90% new planking in larch, new sternpost, stem, rudder, bulwarks and replacement or sistering of most of her frames. Her bowsprit, featured in Tom Cunliffe's book 'Hand, Reef and Steer' (first edition) has also been replaced. At launch, the old bowsprit was used as a temporary mast to allow her to be dressed overall.

Her Yanmar engine has been reconditioned and some of the old reclaimed teak deck has been used to make new boards for the sole and cockpit. Fitting out her interior is planned for 2018.

Following the launch, she motored up river to Larkmans Boatyard for her mast to be stepped and was measured for a new suit of sails by the Ratsey & Lapthorn team on 16 October.

Living in Derbyshire, how could we manage to undertake this project? The Tidemill Yacht Harbour allowed a large tent to be erected for her protection

since she was too fragile to move elsewhere. We bought a camper van as summer accommodation, which doubled as an office when necessary, parking it beside the tent at the Tidemill.

As members of the OGA, we had plenty of local support and made lots of new friends. During the summer months visiting yachtsmen, berth holders and OGA members called by to provide encouragement and to marvel at how much progress had been made 'since the last time we were here xx years ago!'

We're only sorry not to have kept a visitors' book to keep in touch with everyone!

Find the full story online:
www.cachalot.org.uk

Steve Yates, East Coast Area



OGA burgees, flags, books, etc

OGA burgees & flags
order by email directly from suppliers
kirstie@flagmakers.co.uk
phone Kirstie for flags & burgees
+44 (0)1494 783938

OGA burgee (triangular)

12"	£18.02
15"	£19.54
18"	£22.54
24"	£25.54
30"	£28.54

OGA flag (rectangular)

12"	£36.46
15"	£43.90
18"	£51.42
24"	£61.24
30"	£68.86



Burgees and flags can be ordered directly from the suppliers. Use the details above or on the OGA website. These items are made to order so you need to think about them when planning your cruise, rather than just before you leave!

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

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

Order books and small items listed below, including Christmas cards, from Marion Shirley by email, phone or the OGA website. Payment is by cheque, or PayPal.

www.oga.org.uk/shop

to order online with PayPal

email

merchandise@oga.org.uk

phone Marion Shirley

+44 (0)2381 787148 or

+44 (0)7748 218444

Books and small items

'Sailing Gaffers' £23.00

'Conserving Historic Vessels' £26.00

OGA tie £9.00

OGA enamel lapel badge £6.00

OGA plaque £21.00 (engraved with boat name/no.)

OGA tea towel £5.00



OGA Clothing range

When ordering clothing make sure you specify which OGA design you want and whether you would like your boat name or any other text added.

Order online via our own website, by email or by phone.

Poly cotton polos

Men's, ladies' and children's pique polo (poly cotton 65/35), 'Fruit of the Loom' in five colours: navy, red, sky (light blue), white and heather (grey) XS through 4XL

Men's: £16, Ladies: £15, Children's: £12

100% cotton polos

All cotton polo shirts, men's and women's sizes but not children's in a range of colours:

black, bottle green, navy, red, royal blue or white

XS through 4XL: £20

Fleeces

Men's, ladies' and children's zip-through fleece (100% polyester) 'Fruit of the Loom' in a range of colours:

navy, red and bottle green

Men's: £28, Ladies': £28, Children's: £19

Smocks

Tan or Navy, V-Neck or crewneck

Small, medium & large: £38.63

X-Large: £40.43 XX-Large: £41.72

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



Logo 1 with two boats:

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

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

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

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

www.oga.org.uk/shop

for a link to all online ordering
order by email directly from suppliers

sales@blackjackdesign.com

phone Suzanne for clothing

+44 (0)1621 786686

*'Tis the month before
Christmas... and time to
send off for some gafferish
greetings cards.*

Two each of four designs by OGAmember Claudia Myatt, held at £5 including UK postage. The cards are blank inside for your own message.

See above for details of how to order or visit the OGAShop: www.oga.org.uk/shop



Rowan IV: reduced to £18,000

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

Sadie: £11,500

Classic boat 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. 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 gives locker room, sea flushing heads, 3 berths small chart table & galley. Taylors cooker purchased to replace current unit, price to be agreed. With bowsprit 32' LOA. Pivot to the bowsprit installed October 2016 reducing LOA to 23'. Sandblasted & epoxied April 2016, launched May, brought ashore September. Stern shaped to take inboard engine, room below companionway for an engine. Outboard serviced for 2017 season. Impressive sail area & sails very well in all conditions (Main, jib, staysail & topsail). Lying Plymouth.

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

Martha Kathleen: reduced to £34,500

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, excellent seagoing qualities. Intended for short-handed cruising off the Western Isles. Gaff ketch rig, powerful Thorneycroft 50 engine, lots of space. Wide open laid iroko decks, simple coach-roof for 'ard of the mizzen, deep, secure self-draining cockpit aft. 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

Rare chance to own one of Paul Johnson's Venus 42 gaff-rigged ketches of which there are about 10 worldwide. Design 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.

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

Liffin: £8,750

East Anglian Bermudan mast head sloop. Designed Alan Buchanan, built Felthams of Portsmouth 1963, mainly of afromosia. 28' x 8' x 4.5'. Volvo diesel (20hp) overhauled 2015. New keelbolts & mainsail 2015. Roller headsail. New decks 2014. 4 berths, toilet, hanging locker and 6' plus headroom. Good cockpit lockers. Laying ashore Walton-on-the-Naze. David Skinner: +44 (0)1255 675358 | +44 (0)7740 636158

Dinghy: £950

12'6" long x 5' beam SP systems epoxy sealed inside and out. BS1088 ply. Good tan sails, hull sound but thwarts need attention. Sale includes launching trolley and road trailer. Located Emsworth, Chichester Harbour area. John Travis: emsworth501@gmail.com | +44 (0)1243 378394



Roma: reduced to £15,000 ono

A very pretty gaff cutter, with nice sized cockpit & 2 berths. Since 2002 new mast, boom and bowsprit, new sails and inboard Yanmar GM10 engine. Mostly bronze bound wooden blocks, standing & running rigging also new. Fully equipped, with VHF radio, heads in forepeak, two ring gas hob & sink. A good amount of stowage space both inside the cabin and in the cockpit. Kept on the Hamble River. Roma is fun to sail and had a very successful sailing season doing well in Cowes Classic Week and OGA Annual Race. Mike & Jessica Warren: +44 (0)1962 712529 | mwroma@hotmail.co.uk

Clearwater: reduced to £39,950

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. Built 1980 by Cygnus Marine (Penryn), fitted out by North Cornwall Marine (St Columb), only two owners from new. Lovingly maintained throughout her life in current ownership of retired Master Mariner for 21 years. Ashore at Mylor.

Jim Hughes: jim.hughes3753@btinternet.com
+44 (0)1872 553915 | +44 (0)7876 568061

Portchester Duck No 38: offers £3,750

11'9" dipping lug rigged, pram-bowed dinghy, Lucas sail, top-notch condition. Design 1927. Glued clinker planking, built 2007 at Long Tail Boatworks, Tobermory, Ontario, Canada. Classic creek and backwaters dayboat. Ashore Mersea Island, Essex.

Tony Bailey: tonybailey@waitrose.com | +44 (0)1206 384 777

Joëlle: price on application

'Joëlle' is a Yachting World 5 Tonne, built 1947 at Philips Yard, Dartmouth. She was berthed at Poole YC for 22 yrs and previously at RNLI Depot, Poole. Owned by the same family for 52 years, four generations have sailed in her. Maintained, re-rigged, re-engined, re-covered decks with Trakmark and converted from Bermudan sloop to cutter. In first class condition. For sale due to age and deteriorating health. A full inventory and further history are available on request. Laid up under canvas at Poole YC.

Stuart Welford: swelford@uwclub.net

Alice Pellow: £59,950

Cornish Crabber Pilot cutter 30. Well built, traditionally styled family cruiser with plenty of space below deck, enjoyable well-mannered performance. A delight to the eye, these pretty boats attract attention wherever they go. Nice sailing boats with excellent windward ability. Lifting keel is ideal for coastal cruising. Excellent condition, refurbished 2014 throughout. Well known in OGA and Cornish Crabbers Club. Some excellent modification eg saloon table converts to 2 twin berths/2 large singles, larger aft locker opens to store inflatable and a lifting bowsprit. New Yanmar 3YM and Stern gear 2017. Located at Emsworth Harbour.

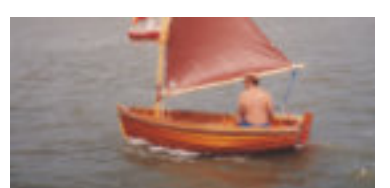
Dave Percival: +44 (0)7836 649969 | daveperci@aol.com

Swn y Don: £5,000

Yachting World People's Boat winner of the 1950 YW Magazine design competition. Built to very high standard by John Sant, launched 1964. Construction Thames Marine ply on oak, laminated stem & beams, epoxied below the waterline. Proved over many years to be a tough and reliable boat. LOA 24' with Yanmar 1GM 10 inboard, new boom stacker system, beaching legs, lifting centreplate in ballast keel plus lots of gear. Ashore at Poole. Dave Tallant: +44 (0)1202 742108 | peveril.anndave@gmail.com

Shuna: £2,500

Traditional 9'6" varnished sailing/rowing dinghy. Tan gaff sail, oars, centreboard, rudder etc. Superbly built by Suffolk boatyard mahogany on oak, clinker construction. Condition excellent, hardly used. Lying Brandeston, near Framlingham, Suffolk. Optional road trailer available: £200.00 Nick Hayward | NicHayward@aol.com | +44 (0)1728 685465



Estren: £12,950

Heard 23, built 1987 in current ownership since 2013. Exceptionally stable, fine boat which has taken me safely to France, Channel Isles and Scillies. For sale as she's a little small for my needs now retired & enjoying venturing further afield. Bought from an elderly gentleman who owned her from new. Folders containing history will be passed to new owner including letters between the owner and Martin Heard. Full specification on the OGA website. Peter Gerrard: gerrardpete@aol.com | +44(0)7541 929296

Nutmeg: £15,500

Sea Otter 18, beautifully designed & built by David Moss. Outstanding gaff yawl, excellent condition, featured in many boat magazines. Easy to sail single handed, very close winded, by far the most beautiful for size & class! Easily maintained, dry stored in the average garage on yard trolley. Rare opportunity to purchase future baby classic at a very reasonable price. David Maunder: +44(0)1983 616608 | +44(0)7833 936999 david.maunder@hotmail.com

Ariel of Greystones: £7,500

Heard 18.5 Tosher. Full refit, 2013: Floorboards, Cockpit Sole, Sheer Capping & Rubbing Strake, Keel Band. A joy to sail with family or single handed. Large open spacious cockpit ideal for fun trips with kids. Racing rig with 3 headsail sizes [Storm, Working and Racing]. Automatic bilge pump with 12v battery in bilge. Battery allowed for a VHF and navigation lights. 'Ariel' currently lies on a custom built 4 wheel trailer under cover of a PVC tarpaulin in Greystones Co. Wicklow, Ireland.

Joe Walsh: +353 (0)87 248 1159 | joe.walsh@wsal.net

Puffin Bach: £10,000

A sturdy boat with very sweet lines capable of serious cruising. Combines the practicality of a GRP hull with charm of wooden construction above the gunwale. Since 2007 we have sailed the entire Welsh coastline, Bristol Channel, Southern Ireland, coasts of Devon and Cornwall and to Lundy, Skomer and Isles of Scilly. She has comfortably handled all conditions we have been out in (that's beyond force 6) and we have always felt confident of her abilities. For sale in full commission and good condition.

David Lovelock: +44 (0)1935 891328 | lovelockda@gmail.com

Freya: £25,000

In same ownership since 2001. First Yarmouth 23 with moulded heads unit. Bookshelves above side lockers, mainsail furling lines to cockpit, holding tank. Main saloon full sized double bunk. Betamarine 13 HP diesel engine. Raymarine ST40 Log; NASA Depth; MLR FX412 GPS; Garmin GPSMAP 182C colour plotter, English Channel datacard; Simrad RD68 radio DSC calling; Autohelm 2000+ autopilot cockpit socket. Spray hood. Hot water tank. Wallas diesel stove. Main anchor Delta 6kg. Fortress kedge with chain & warp. Mast revamped 2015, engine fully serviced 2016. SSR registered, full VAT and RCD documentation. Inflatable dinghy may be available by negotiation. Phil Mott: +44 (0)797 119 6044 | pm@pmqc.co.uk

Thetis: £6,950

Lovely gaff-rigged dayboat, 16' 6" Salterns Tela, built 2004 in GRP with mahogany outfit and brass belaying pins. In excellent condition, recently refurbished, new mast, bowsprit, topsail & yard, purpose-built trailer, new wheels, bearings and suspension units. Reliable 2.5 Tohatsu outboard, cover, stub mast for trailing. Safe, swift, easy on the eye & pocket. Lying East Anglia. John Guy: +44 (0) 7710 9443749 | johnguybooks@gmail.com

Trevora: £54,750

Classic Silvers, designed by John Bain, built by Jas Silvers of Rosneath, 1938. Ketch rigged 12.3 metres x 3 metres x 1 metre. Pitch pine on oak frames with teak topsides. Sailed extensively on the west coast of Scotland, Clyde, Irish Sea and W Cork, regular attendee at Classic Boat and OGA events. Full specification & details available on OGA website.

Peter Bates: peterbbates@gmail.com

**Kingfisher of Hamford Water: £1,500**

Very stable, true classic dinghy of impeccable pedigree (designers Charles Nicholson & Uffa Fox). Ideal for Classic Festivals, amazing history: Chatham Dockyard-built, owned by HMS Ganges and Royal Hospital School, saved on a boating lake in Felixstowe, cared for by previous owner (ex-Navy) in a way that would bring a smile to the face of the strictest Bosun. Totally original (except for standing and running rigging) with superb bronze fittings that would make I K Brunel whistle. Two suits of beautiful Egyptian cotton sails with Chatham sail loft marks, made 1960's but in 'new' condition, one suit probably unused. 4 rowing positions. Charles Harrison: +44 (0)7808 911 511 charles.harrison20@virginmedia.com

Shireen: £12,000 ovno

Gaff sloop Clyde Class 19/24, designed Mylne, built McGruer, 1900. Historically important little old gaffer was virtually rebuilt from the keel up. Yanmar 1GM10 engine. Sleeps two, new full cockpit enclosure and sail cover. Sails virtually unused, furler on genoa. 19ft w/line 24ft overall. 2017 survey available. In commission, Scotland. May consider exchange for classic car. Neil McMaster: +44 (0)779 9374316 | n.mcmaster42@btinternet.com

Katie Morag: £35,000

Cornish Crabber 22 built 2002 offered for sale including many extras. Light cream/red two tone GRP hull with cream boot top, coach roof and decks. Teak trim/strakes, red antifouling and off-white boot top. Well maintained and in an excellent condition. See OGA website for full specification. Frank Davis +44 (0)7480 188817 | frankdavis@hurstpp.co.uk

Windfall: £1,800 ono

Dorado 12' gunter rigged dinghy. Fibreglass simulated clinker; built in buoyancy; oars and stainless rowlocks; winter cover; on launching trolley that fits on road trailer. Yvonne Mitchell: +44 (0)7411 326686 | yvonne.kajan@gmail.com

Drascombe Driver £3,950

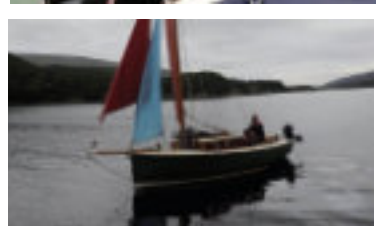
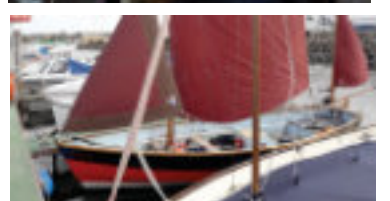
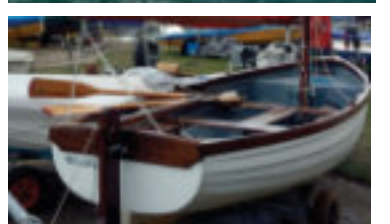
Lovely late Drascombe Driver, GRP. Similar to Lugger but with inboard and outboard. All usual gear, solid trailer. Amble, Northumberland. John Bird: +44 (0)1665 479351 | +44 (0)7427 413052 carolandjohnbird@gmail.com

Saorsa: £9998

Shallow draft gaff cutter built 1995, the first Memory built with a cabin. Fibreglass hull, LOA 24', LOD 19' Draft c/board up 18", c/board down 4'. Tohatsu 5HP 4 stroke outboard. Sails: main, jib, staysail and topsail. Rear locker, spacious cockpit cabin, 2 berths, twin burner stove, sink area, anchor locker, sail storage in bow. Sale includes braked road trailer, anchor & chain, berth cushions. Ready to sail and for a 19' shallow drafter, very seaworthy! Douglas Cook: +44 (0)7908 435701 | douglas.e.cook88@gmail.com

Chantey: £5,000 – £6,000

18' clinker day boat built by Harry Feltham of Portsmouth in 1934. Elm planking on Canadian rock elm timbers. Gunter rigged with spruce spars. In same ownership since 1955 with extensive, documented restorations in mid 1980's and again in 2003. LOA; 18', beam 7', draft 2' (plate up) 4' (plate down). Class winner at Cowes Classic Rally 2008, featured next to Classic Boat editorial 1998 and regular participant at Yarmouth OGA rallies. Extensive sail wardrobe, launching trolley, canvas cabin and single bunk for short-handed cruising. Lying Gosport, Portsmouth Harbour. Andy Rolf: +44 (0)7764 707376 | andrewrolf@yahoo.com



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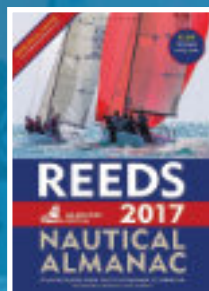
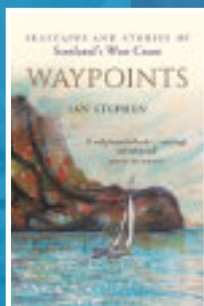


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