

GAFFERS LOG

September 2005



The Official Newsletter of the Old Gaffers Association

Fanny of Cowes leading the August 2005 Classics Cruise – ECOGA

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Cover picture: *Buttercup on Clywedog.*
 OGA Trailer Section. See page 25.



Mick and Dee Wells have owned their Hunter Minstral 'Muskrat' for 12 years and writes:

"Further to our telephone conversation, here's a shot of our Hunter Minstrel, Muskrat.

Although 'plastic' she is a pretty little boat, and we've had her for twelve years. 'Nothing naffer than a plastic gaffer', I know, but it will probably be the likes of her, the Drascombes and the Crabbers and so on that will carry forward the delights of the four sided sail into the coming decades and perhaps even the next millenium!"

Best wishes
Mick and Dee Wells

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	24"	£ 18.00	£ 18.50
	30"	£ 20.00	£ 21.00
Membership Flags	12"	£ 15.00	£ 15.50
	15"	£ 16.50	£ 17.00
	18"	£ 19.00	£ 19.50
Ties (new design – single pitchfork motif)		£ 7.50	£ 8.00
Brooches		£ 4.00	£ 4.50
Sweatshirts	S,M,L,XL,XXL	£ 15.00	£ 16.00
Polo Shirts	S,M,L,XL,XXL	£ 15.00	£ 16.00
Smocks	M,L,XL	£ 20.00	£ 21.00
Brass Boat Plaques with OGA boat number		£ 15.00	£ 16.50
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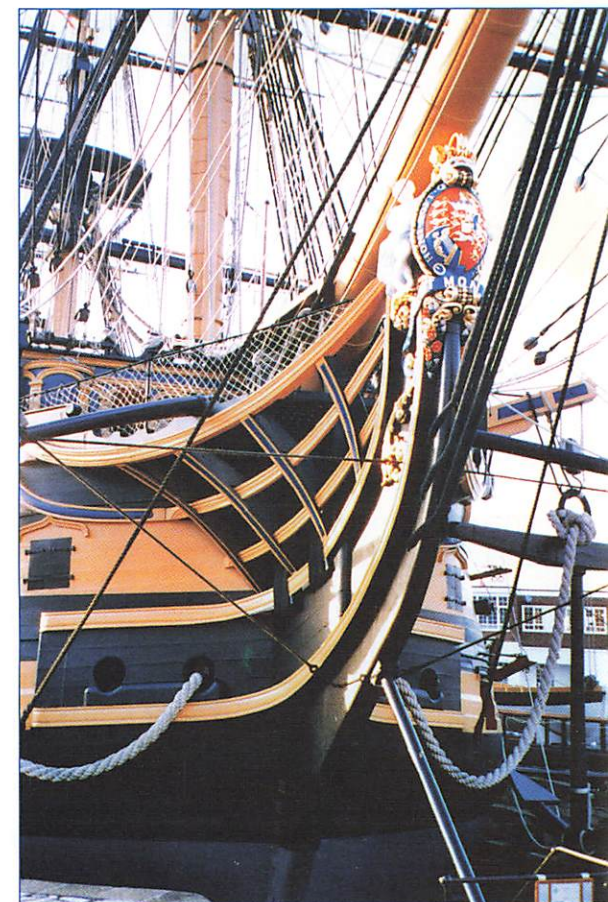
Please note, that to keep the costs of personalised sweatshirts and polo shirts down, the supplier has asked us to place minimum orders for 10 items. That may sometimes mean a delay of up to 8 weeks, but you will be advised of the situation when you place the order.

Prices include postage and packing – surface mail for overseas. Please send orders, with cheque or postal order, payable to Old Gaffers Association (overseas members can pay by credit card or by draft on a London bank) to: Moray MacPhail, Classic Marine, Lime Kiln Quay, Woodbridge, Suffolk IP12 1BD.
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THE BATTLE OF TRAFALGAR – 21ST OCTOBER 1805

In the hours leading up to the battle, Lord Nelson, in the quiet solitude of the Great Cabin in HMS Victory, composed a prayer that says much for him as a patriot, a naval commander and, above all, a very generous and humane man. He understood the rigours and hardships of sailors and held a strong belief in Christian charity and had no wish to see his philosophy of annihilation to proceed beyond the act of surrender.

The Fleet observed Nelson's prayer to the letter. Yet no one present in the Fleet could have known what he had written before hand. It is a tribute to the example that Lord Nelson set for his officers and men that when the burden of history fell upon them they did not fail him or their country.



HMS Victory at Portsmouth

"May the Great God whom I worship grant to my country and for the benefit of Europe in general, a great and glorious victory; and may no misconduct in anyone tarnish it; and may humanity after victory be the predominant feature of the British Fleet. For myself individually I commit my life to Him who made me, and may this blessing light upon my endeavours for serving my country faithfully. To Him I resign myself and the just cause which is entrusted to me to defend. Amen. Amen. Amen."

With thanks to the Nelson Society.

Another sailing season is rapidly passing and again there have been a huge number of superb OGA events that skippers and crews could have attended on just about every coast of the UK. The theme of many of them has been the 200th anniversary of the Battle of Trafalgar. Many of us will also have seen Lord Nelson and Lady Emma Hamilton in person, such as at Yogaff 2005, and the International Festival of the Sea at Portsmouth to name but two. It also has to be said that they both look remarkably well, all things considered! At Yogaff were Michel and Rayanne Bernede, who had sailed their beautiful 28 metre brigantine 'Spirit of Chemainus' (see pages 8 & 9) over from Honfleur to take part, and in the usual good fellowship of the OGA they were invited to watch a re-run of the famous battle. But as Michel gracefully declined he explained with a wonderful Gallic shrug 'merci mes amis but I already know the result!'

The OGA goes from strength to strength with new members joining every month, and the number of events in which we are either the organisers or lending our support grows as well. Welcome to all of our new members and many many thanks to all those who have helped to make these events take place.

As members will see on page 29 our Area Secretary for the Bristol Channel, Alan Hidden, sadly died recently. However we are pleased to report that Viv Head has volunteered to step in.

The Solent Area are looking to appoint a permanent 'Race Officer'. If you think that you would be interested please get in touch with Geoff Skinner on 023 8040 3155.

Phil Slade
Editor

The copy date for the next issue (December) is 15 November 2005

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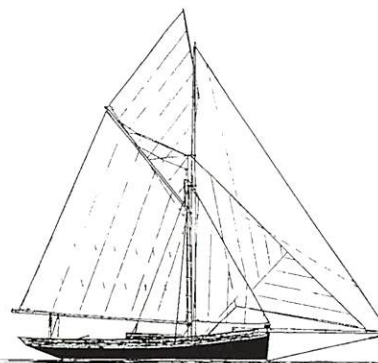
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The following abbreviations are sometimes used in the newsletter to denote OGA areas:

NE - North East	CWL - Cornwall	SCO - Scotland
EC - East Coast	BC - Bristol Channel	FR - France
MNK - Medway & North Kent	NW - North West	GER - Germany
CP - Cinque Ports	CNW - Conwy & North Wales	WA - W. Australia
SOL - Solent	DB - Dublin Bay	DEV - Devon
NL - Netherlands	TR - Trailer Section	
NI - Northern Ireland		

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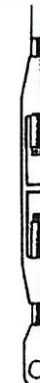
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LIFE TIME COMMITMENT AWARD GOES TO GEORGE AND BRENDA JAGO

From time to time we read in the yachting media of people in various sections of
our sport receiving awards and honours for the work they have done.

In common with previous years the RYA continues it's own established and
recognised system of awards presented annually to a selection of people judged
to have made a significant contribution. The award categories being 'Lifetime
Commitment' (exceptional commitment and dedication over a number of years),
'Outstanding Contribution' (commitment over 5 years or less) and 'Youth'
(regular commitment from someone under 25 years of age).

This year it is very satisfying to be able to inform our Membership of the RYA
presentation of the 'Lifetime Commitment Award' jointly to our President George
Jago and his wife Brenda. This is a well deserved recognition of all the years of
service and dedication they have put in, both in their own area (East Coast) and
nationally, being a past editor of Gaffers Log and Publicity Officer respectively.
George, as many will know, stands down as President at the coming AGM in
January making this is a very fitting and timely recognition of all the work they
have done.

The presentation will be at a luncheon and presentation ceremony to be held in
London on 13th October 2005, before the RYA's Annual General Meeting in
Westminster later that afternoon.

Well done George and Brenda.

**Robert Holden
Hon Sec**



George and Brenda sailing their beloved Janty

SPIRIT OF CHEMAINUS



The 2005 Yarmouth Old Gaffers Festival was graced by the presence of a 28 metre brigantine, the *Spirit of Chemainus*. She is a handsome and powerful ship, and how she came to be at the Festival is an interesting story.

She was built in the town of Chemainus, on the coast of British Columbia, Canada, in 1985. The design was heavily influenced by Howard Chapelle and his scholarly work on the fishing schooners of the American North East (think *Bluenose* and *Captains Courageous*) and she was rigged as a brigantine for sail training. Beautifully constructed of Douglas fir, carvel planked on oak frames, the deck house is yellow cedar and Honduras mahogany. All spars are Sitka Spruce. She has a 5-cyl Gardner engine.

After some time in sail training, she sailed to Baja California where she chartered for whale-watching parties. In 1997 she transited the Panama Canal and found a home port in Puerto Vallarta in the Gulf of Mexico where she was licensed for charter with 50 passengers and five crew. She was able to sleep 12 guests in three major cabins. And so things remained until 2004.

On this side of the Atlantic, a relationship was being forged which would bring

Anatilde – Itchen Ferry.

This beautiful little boat is looking for a good home with some one to love her and sail her again. LOD 17ft.6ins. Long keel in lead. Built about 1914. Seen and admired by David Cade in the past. Some minor work needed but mainly TLC. Many original features. Lovely shape. Good spars. Price £2,500 ono. Contact Mr Seb Cole on 01797 280306



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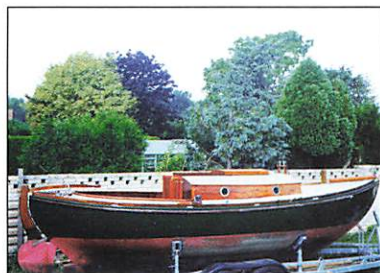
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Spirit together with two adventurous and imaginative people, and bring about major changes for them and for the ship.

Rayanne, a Canadian girl working in the airline business and based in London, visited the Yarmouth Old Gaffers Festival almost by accident. She had no idea what a gaffer was, but like so many of us was caught up in the romance and excitement of it all – particularly when she met Michel. Michel Bernède had for 10 years been skipper of *Dehel*, an 18m Ouistreham pilot cutter, built in 1931 in Honfleur on the Seine Estuary.

Despite Michel's initial misgivings – after all, Rayanne had no boat – the Festival atmosphere worked its magic. As Rayanne says, "...after a few drinks, we started dancing and really, we haven't stopped since (drinking or dancing!)". They married soon after.

What to do? Michel was *Dehel's* skipper and tied to Honfleur, Rayanne needed to be within 4 hours travel of Heathrow for call-out. Why not buy a boat to live on and keep her on the South Coast of England during Rayanne's spells of duty and sail home to France during periods of leave? Michel found *Spirit* on the Internet and they found partners to help with finance and a crew to help sail her back to France from Florida, where she was berthed.

In 2004 they sailed her to Honfleur via Bermuda and the Azores. Rayanne gave up her job so she could concentrate on *Spirit's* maintenance.

Rayanne, Michel and their partners look after the boat lovingly in Honfleur and are keen to welcome British gaffers into their very pretty harbour.

Dick Dawson



THE INAUGURAL ROUND LUNDY ISLAND RACE

by Phil Slade



Ilfracombe from the air.
Photo Chrissie/Nautilus Imaging

About a year ago during a routine meeting at the Ilfracombe Yacht Club a plan to stage a race, initially to Lundy Island, but which quickly evolved into the first 'Round Lundy Island Race', was borne. Ilfracombe, situated on the North Devon coast, had a long history in the days of sail as one of the very few ports of refuge open to the old sailing pilot cutters operating in the Bristol Channel. With no other such events on the West Coast it was hoped to develop a race which would, in years to come, be a major event.

Dave Turk, Race Officer, with Bob Thompson, Commodore, spent

many a long evening developing the idea, and assisting the bar profits as they went. With much more support from within the club and the town itself, it was decided that the inaugural 'Round Lundy Island Race' be held on Saturday the 23rd July. The RYA was asked to handle the handicaps of the wide variety of craft expected, and to ensure that all aspects were properly considered in organising such an event for the first time. This was especially important, as in this first year, it was decided to open the race to all types, from three multi hulls to our own 1936 gaff Cutter 'Wendy May', Neil Johnstone's Cornish Crabber 'Tir An Og' and the Drascombe Lugger 'Arromanches Lady'. The result was that 38 yachts started in three classes to sail the 45 mile round trip. Planned to coincide with the ebb tide down and the flood back, although the distance seemed daunting to some of the smaller boats, with a strong spring tide giving an extra couple of knots it was not as far as it first seemed.

The day dawned to one of those wonderful forecasts, calm at first, variable soon and 4/5 later, maybe up to 6. What a mixture! We drifted across the start line thanks to the tide, and for the first half an hour down to Morte Point, enjoyed the early morning sunshine. With the calm conditions continuing and only the lightest of airs to move us along doubts were raised as to whether to shorten the course to finish at the South Light on Lundy. Then as the predicted wind came it was decided to only shorten the course for class three, the smaller boats, whilst the rest of the fleet would round Lundy Island in the full spirit of the race and back to Ilfracombe. For those who managed to reach the South Light the rapidly rising wind gave us a strong sail round this ruggedly beautiful island with its colonies of puffins and seals back to our very own port of refuge, the Ilfracombe Yacht Club who looked after us fantastically.

The 'Round Lundy Island Race' is already being planned for 2006 and it is hoped to have a much larger class of gaffers sailing. Certainly a date for the calendar.

Phil Slade

Barnacle

A rather special version of the Classic Cornish Crabber Mk1. No 177. Built in 1978 of GRP, renovated to high standard 2003/4 with cabin doors, Hatch, engine cover, cockpit floor and transom in Oroko hard wood. LOA 24ft plus bowsprit. Beam 8ft Draught 2ft.4ins. centre board up and 4ft.8ins. centre board down. 6 sails, 305 sq.ft, Wickham Martin furling on Jib and staysail. 4 berths + 2 cockpit tent. Reconditioned Kubota 15hp 3 cylinder diesel installed 2004. Mooring available Poole harbour and 8ft GRP tender (Barnacle Bill). Price £16,500. Telephone Richard Eckford 01202 883 906 Mobile 07803 205 308. Email eckford.design@virgin.net



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"Ruach" is a gaff rigged sloop built in GRP with teak trim on the lines of the Falmouth workboats. Great fun with accommodation for two and easily sailed single handed. In immaculate condition with new sails, galvanised road trailer and extensive inventory. In commission at Largs Yacht Haven. £9,950 o.n.o. Contact Gordon Findlay on 01505 705405



Anna Louise

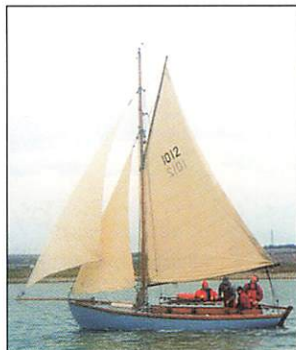
16 foot gaff sloop. Reluctant sale after 20 years of ownership. Currently out of commission but sound. Open clinker semi displacement hull, mahogany on oak, long keel. A very shapely and strong open lifeboat conversion built Galmpton in 1951. Very well balanced with a light helm and stands plenty of wind and sea. All sails, spars, oars, most rigging, wooden blocks, substantial road trailer, customised for this hull, new winch, spare wheel and tyre. Lying ashore under cover at Arlesford Creek, Colchester Essex. All reasonable offers considered, we are not looking for a large sum. Contact Tony Judd on 01789 774558 or email sales@central-aircoil.co.uk

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The prettiest boat in Amble Marina is reluctantly for sale. Laurent Giles 'Normandy' class bermudan sloop.
LOA 29ft.10ins Beam 8ft.6ins Draught 4ft.10 ins. Built 1965 iroko on oak with teak houses, coamings etc. Spruce mast and boom. Recently refitted and re-rigged. Roller reefing main and genoa. Fully reconditioned original Volvo Penta 7hp auxillary. Very full inventory including yard cradle and choice of tenders. Price £12,000 but offers considered if she's going to a good home. I'm prepared to be very flexible.
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Deben 4 tonner, gaff cutter JANTY

Designed Wm. Maxwell Blake, built C. Whisstock, Woodbridge, Suffolk 1939
Registered Ipswich 1947
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Construction larch on oak, scantlings to Lloyds rule.
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SMALL CAN BE BEAUTIFUL

by Moray MacPhail

I am sure you will have heard of the "Peter Principle", whereby people in an organisation hold their current position by dint of their performance in previous jobs, and so rise to the level of their incompetence. MacPhail's variant, derived from years experience of running a chandlery, states that:

"Most people own a boat larger than they need or want"

Have I any evidence for this? Well, the usage rates of non-racing craft – I deliberately omit here the racing fraternity who often commit heavily to their boats both in terms of time and money – are strikingly low. On an average weekend between May and September – in the UK – some 3-5% of boats are away from their moorings or marina berths according to informal soundings taken from harbour masters and marina operators. Put the other way round, that's 95-97% of boats unused, and that is a phenomenon which bears casual confirmation. Now, call me naive, but I thought the point of owning a boat for pleasure was to get onto the water, so unless a good many people revel in the cachet of simply owning a boat, some thing is going slightly wrong here.

I cannot determine the reasons for lack of use from first principles, but have to deduce them from those with whom I come into contact. Roughly in order of precedence, they are as follows:

Lack of time – to afford to own and maintain such a fine craft, one must have a pretty high-powered job. In these straightened times, holding down said job is so time-consuming that there is little time, or energy, left over for the boat.

The family aren't interested – "I bought it because my partner/family wanted a larger/more comfortable boat (but in fact it turns out that they are not really interested after all)". So finding "quality time" for the family to assuage the guilt of spending yet more money on your own interest reduces the time available for boating.

Lack of crew "I can never get a crew together on a regular basis, at least not the sort of people who know what they are doing". I sometimes wonder whether crew are needed primarily to help sail the boat, or more to boost the owner's confidence?

Bigger is better – "I thought I ought to get a bigger boat so we could go further afield". At the risk of biting the hand that feeds me, there does seem to be an inexorable pressure from peer groups, the media, and a cultural notion of "progress" to go bigger, and hence better all the time. In the context of boat ownership, it is often self-defeating. Those with car-toppable or trailable boats routinely go further afield than those with larger craft. Given the limited time available to most of us, chartering is surely the better bet for exploring new waters

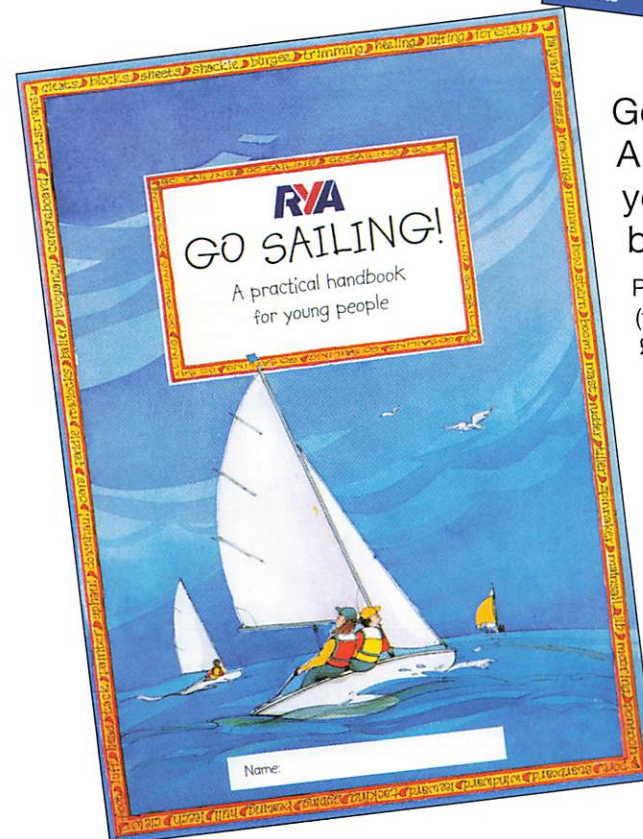
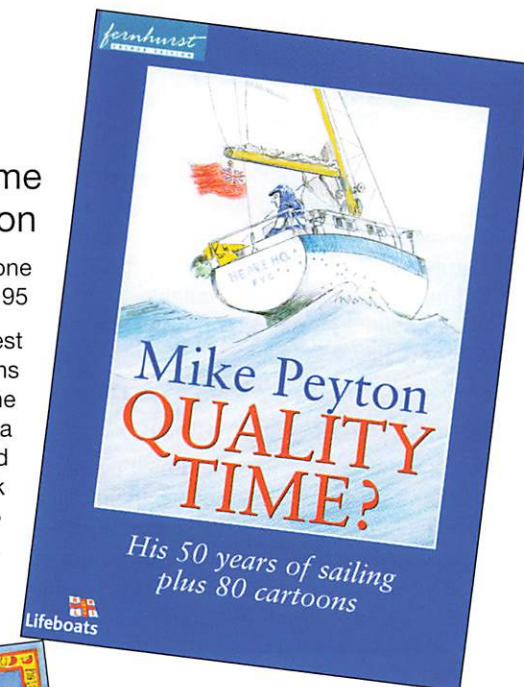
The cost – "I'll skip it this year because I can't afford it just now"

If you recognise any of the above constraints, it may be time to re-evaluate your ownership of a boat. Start by doing the thing you should never do for a leisure activity. Add up the number of hours spent using your boat this last season on the one hand, versus the expense (including depreciation and capital costs) and hours spent on upkeep (costed at the same rate as your local yard, if you are feeling brave) on the other. Does it make sense, either in absolute terms, i.e. total amount of money or time, or as £/hour? What do these figures represent in terms of weeks chartering, a family holiday, or time

Quality Time
by Mike Peyton

Published by Fernhurst Books (telephone 01903 882277) price £12.95

A member of the OGA since it's earliest beginnings this book with over 60 cartoons from Mike Peyton's recent work plus the story of his 50 years of sailing makes this a most amusing and interesting book. Good value and well worth a place on the bunkside bookshelf from a man who understands gaffing.

Go Sailing!
A practical handbook for
young people
by Claudia Myatt

Published by Starfish Books (telephone 01437 541201) price £6.99

ISBN number 1 905 1040 4 9

This book is fantastic. If you have young children who want to learn to sail or nephews and nieces you need to buy a present for, look no further. Well illustrated by Claudia herself it explains the basics of sailing and how to do it in straightforward terms that all can understand. Not only informative but amusing as well.

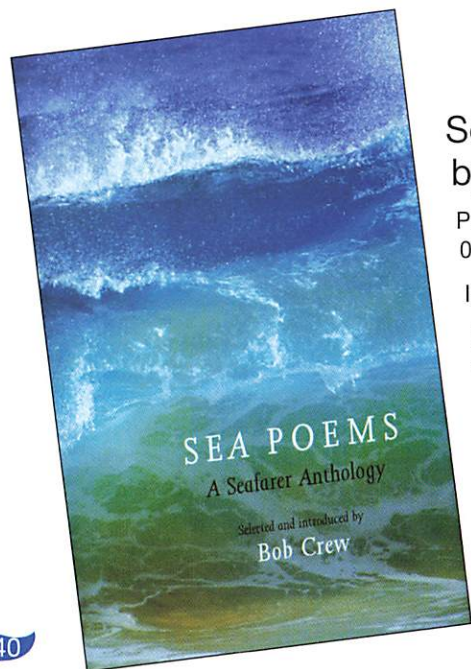
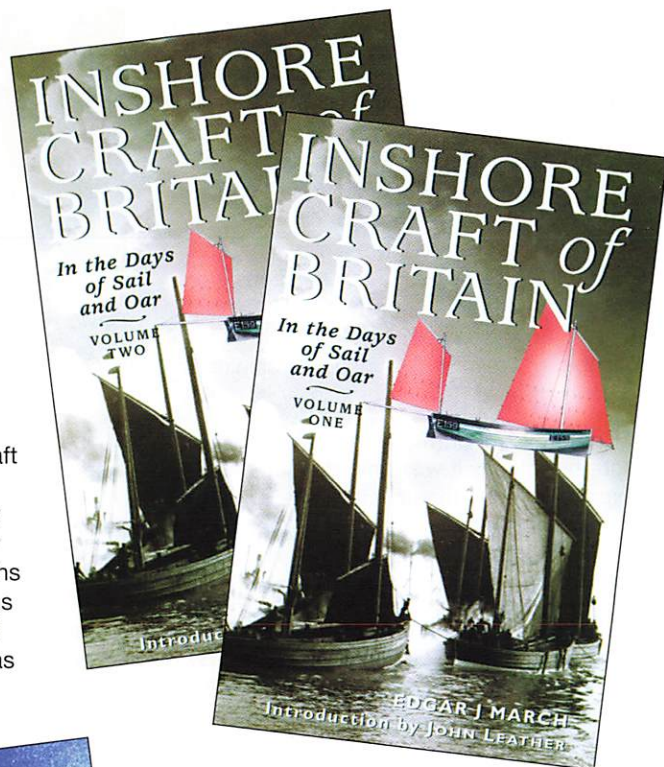
Inshore Craft of Britain – in the days of Sail and Oar by Edgar J March

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Edgar J March was, in his
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historian of local craft of the
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1970 they describe all these craft
and explain their method of
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Published by Seafarer Books (telephone
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Bob Crew is a London poet who has
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favourite poems accompanied by a
commentary and interspersed with a
selection of his own work. There are
poems here for all, whether seafarers or
landlubbers.

spent doing other things? I have to say that the only groups of people who add up the costs regularly are either professional boat users – such as fishermen, charter operators and boatbuilders – or those who are in a syndicate who need to reclaim their 1/2 or 2/3 or whatever from the other owners. Us ordinary mortals usually don't want to know, even though the household and or car expenses may be scrutinised in detail.

Enough cold calculation, let us now turn to address the issues in a more positive way, by suggesting a few solutions:

If you suffer from lack of time, perhaps the most obvious thing to do is to make more time for boating. This is not quite as facile as it sounds, since almost all of us are under pressure of time, doing more of one activity necessarily displaces another to some extent. A theory I heard propounded a few years ago was that we only have time for 2½ activities, one of which is usually our job. That leaves 1½ for all our other commitments. Is your boating a "1", a "1½", or does it vie with a host of other activities for the odd spare moments? Another option is to make your existing boat easier to use by basing it closer to home or at a marina, even if this does involve a trade-off of expense versus time. Or you can base the existing boat in an area where shorter trips are more readily available. This will almost certainly be more expensive in absolute terms, but not necessarily in £/hours used. Perhaps you can reduce the preparation time for going boating, by kitting the boat out with enough food, water, fuel etc to enable you to go with minimum delay should an unexpected opportunity arise. Finally, there is always the option of selling the boat and chartering, or borrowing, when required, thus freeing up the time spent on maintenance.

If it is the case that your family are not quite so enthusiastic as yourself, that often stems from a misconception of the dangers or difficulty of boating. You stand a good chance of terminally discouraging non-boating members of your family if

The only worthwhile outings are days long

Your time pressures are such that you have to go on specific days or weekends, come what may

Merely getting to the boat is a significant evolution in its own right

You don't involve them. For instance, the skipper does not always – indeed should not always – need to be at the helm. I will not even mention the relative merits of kitchens versus galleys!

There is only one possible way of doing things. Much of the ink and hot air devoted to "seamanship" could be saved if it were remembered more often that the end – of delivering the boat and crew safely to their destination without inconvenience to others – justifies any means that work reliably.

It is often hard to accept that other members of the family don't share your enthusiasm – I must make allowances for the fact that my wife considers a bus timetable an essential piece of sailing equipment – but set against that is the enormous appeal of "messaging about in boats". If you are able at relatively short notice to take advantage of good conditions to involve the family, and so slowly – it may take years – but surely build the confidence, enjoyment and skills, you will have crew for life. If you really are on your own, it is probably best to accept it. My wife would rather go to ballet on her own than have me fidgeting in the next seat trying to get enough light to do the crossword.

Lack of crew is not an uncommon problem, usually most successfully solved by sharing



Derwentwater 2005 by Pete Farrer

the ownership of the boat, or joining a club to get readier access to a pool of skills. Another approach is to modify the boat and/or mooring arrangements to allow easier single-handing

Lastly, if the main problem is that the boat is simply too big or expensive, then apart from sharing ownership, the answer is obvious! Also bear in mind that, as mentioned above, many people find it hard to get skilled crew, so it is not usually too much of a problem getting sailing even if you don't have a boat

One approach cuts across all these issues, and that is to have a smaller boat – unless you have a single-seater kayak or windsurfer in which case there is really nowhere to go. Think of some of the freedoms which a smaller boat can confer:

Lower initial outlay, or higher quality for the same outlay, or, a solution a number of people find rewarding, a “bespoke” boat for the same outlay. There has perhaps never been as wide a choice of custom – or semi-custom – built boats as there is now. Many are the sort of craft which can give real pride of ownership.

Lower maintenance costs – partly because you will need smaller quantities or sizes of items which need replacing – i.e. rope, rigging, paint and so on. It may also be that many of the maintenance tasks could now be done yourself, even if time is short

Lower storage costs – especially if the boat is car-toppable or trailable since you might be able to be based at home, in which case finding the time for maintenance becomes that much easier

Fewer things to maintain, so the boat tends to be easier to keep in good shape, thus increasing seaworthiness and eventual re-sale value

Ardglass 2005

If it's August Bank Holiday, it's got to be Ardglass, possibly the most laid back sailing event in the calendar! Gaffers began to arrive at Phennick Cove on the Thursday ahead of the start on the weekend on the 26th August. Once again it was good to see gaffers from the Isle of Man and Howth travelling to join the NI OGA social event. By Friday evening the small marina was rapidly filling up, and once fed and watered, the crews headed up to Manney's for a pub quiz. Questions were asked, pints drunk, nobody bribed the quiz master, and eventually the Toucan Do's rose to the top, their intellectual ability shining through. Or was it just that they had the greatest combined age?



The winning quiz team at Ardglass led by David Hopkins

With the arrival of members of RUYC cruising section on the Saturday afternoon a sail was not possible, as it was unlikely that your berth would be available. Instead much effort was expended in the manufacture of a self propelled vehicle that was to be raced on the Sunday morning. All manner of materials were scavenged and designs weird and wonderful assembled with varying levels of skill, ranging from over engineering worthy of BMW to a few beer tins stuck together with gaffer tape and bungee cord.

In traditional fashion the entertainment on the Saturday night was provided by the Gaffers Boat Band and the Gaffers themselves. By Sunday morning, the level of excitement reached fever pitch as the hour of the self propelled car race approached. Anticipation was high. Could Dave Hopkins and his crews hand drill powered wagon steal an early lead, or Rick Wylie's flare propelled mono wheeled creation do the business? As ever, the simple designs are the best ones, and Alex Kennedy's catapult powered truck was the clear winner.

With the debris cleared away and wounds licked, prizes were awarded to those who were the most deserving, and to all who made the effort to turn up for the event.

As an increase in the wind strength prevented an immediate departure, the party moved, with instruments to a nearby pub for some music, a few pints and planning for next year. A great time was had by all, even the big shiny boats from RUYC thought so!

Stephen Clark

Don't forget, NI gaffers, Our AGM is on 28th October in Hollywood YC at 200 hrs and our Annual Dinner is on 25th November. If you want a place ring Alan Aston on 0289090426497.

Gaffers gathering for Ardglass 2005



The August Classics Cruise was also nearly another weather disaster with the fleet gale bound at Walton, a bit like last year! However things picked up well towards the end of the week, with races to Wrabness (where we had a barbecue), Two Rivers to Levington and the final OGA President's Race in the approaches to Harwich was a magnificent affair with good wind and brilliant sunshine. Numbers were up, there was a good spirit, the organisation excellent, lots of prizes spread around and good value for money. Fanny of Cowes, who used to be unbeatable in 60's and early 70's really proved her return to racing with yet again line honours and first on handicap (that might change in 2006!), winning the Victor Ludorum Trophy. Good performances were also had from Transcur, Bonify, Molly Cobbler and Nipperkin, with Rhumba showing her paces in the bermudan classics.

The season ends with Maldon Town Regatta and OGA Anniversary Rally on 24 September and the Woolverstone Rally /AGM on 29 October.

It has been pleasing to see Brian Hammett (Area President) and his wife Lorna making such good recoveries from their illnesses and operations earlier in the year. Brian is feeling so good that he has been urged to stand for Association President next AGM!

Jon Wainwright Area Secretary

Northern Island

Bangor Traditional Sail 2005

Bangor was the place, 3 -5 June the date, and all the usual suspects turned up for a weekend of sailing, craic and a few glasses of whatever took your fancy. It was great to meet up with familiar faces from previous events and to catch up on their news in the big tent on the Friday evening during registration, and get to know those gaffers making an appearance at Bangor for the first time. The harbour wall was filling with boats from as far a field as the Clyde, the Isle of Man and Howth as well as local Gaffers from Strangford, Larne and Belfast Lough. The chat continued long into the night and a leisurely start to Saturday morning guaranteed.

Saturday brought a clear sunny day with the smell bacon and a buzz and rising from the companionways of yachts gently rocking in the harbour. For visitors to the town, the morning provided an opportunity to explore and buy bits and bobs, returning in time for the Skippers briefing and the area race. A fresh breeze in the afternoon ensured an exciting area race, even for those who normally prefer to sail sedately around and leave charging around the buoys to the plastic fantastics. For those who suffered gear failure, there was no shortage of cool beer and "experts" to provide advice on the best way to repair the damage in time for a sail on Sunday. Early evening appetites were satisfied by local eateries, the Gaffers returning to the marquee for a night's entertainment provided by Over the Hill. As with previous years the band were on top form and played late into the night. Hot, tired and possibly a little confused it was time to negotiate the ladders down to the boats and a welcoming bunk with a night cap for those who wished.

Sunday morning came, and went, quietly. As the day warmed so did the level of enthusiasm for an afternoon parade of sail. Most of the boats left the harbour and enjoyed a sail in bright sunshine, returning for the prize distribution and farewells. By late afternoon it was over. Some had to leave almost immediately to catch the tide, others stayed to party on. All enjoyed the event and are looking forward to next year. Hope to see you there.

Shorter trips seem more adventurous in small boats, and you can explore smaller creeks impossible for larger boats. Short trips are good for involving the family – if you reckon on 15-20 minutes per year of age maximum per trip for children, you stand a good chance of keeping their interest and enthusiasm, even if you do lose them to the racing circuit for a few years!

Finally, the consequences of a minor error of judgement such as unscheduled contact, either with terra firma or someone else's belongings, are usually less serious in a smaller boat.

There is one significant drawback, and that is the risk of capsize or swamping. I'll be looking at those aspects, and associated safety issues in a later article.

Though I have now probably filled the Editor's postbag with indignant letters, I contend that a smaller boat is more used, more fun, less onerous and may leave you with both the enthusiasm and enough change to charter a larger boat for more ambitious outings. Even Herreshof agrees:

"It is my opinion that the double-paddle canoe gives the most fun for the money of any type of boat a person can possess, and I must say that it is my favorite form of aquatic sport."

Moray MacPhail



*Swallows and Amazons
2005 – ECOGA*



OGA AT THE BAY UNDER GREY SKIES

by Viv Head

The very first Old Gaffers event to be held in the sheltered waters of Cardiff Bay was planned for a glorious weekend in early June. Four boats arrived from England on the evening tide on Friday and tied up on the outer pontoon at Cardiff Bay Yacht Club. Mike Evans had been there all week, having trailed *Suzy Fay*, his 19 foot Cape Cutter down from Cheshire. Mike Stevens came up from Swansea and Mike Smith brought *Ramailo* from Hereford whilst those in home waters were being readied. In all, twelve boats turned out to participate. but as ever, the one part of the plan that couldn't be guaranteed was the weather. A lively wind on Friday increased to a Force 6 under moody skies by Saturday. CBYC had arranged to lay a course for an afternoon race but after a few tentative splashes cautioned prevailed and the race was reluctantly cancelled.

Three boats, including *Suzy Fay* and the locally built *Christina* and *Windfield*, did get out for a sail and a couple of others motored across the Bay to tie up at the public pontoons at Cardiff Pier Head. There, the crews had an opportunity to stroll amongst the crowds attending the Urdd, the annual Welsh youth festival of the arts, at the newly opened Wales Millennium Centre. Other crews were admirably forced into hospitality mode, having to break open ship's stores down below.

An excellent evening meal was laid on at the CBYC clubhouse on Saturday evening, when awards were made to the various class winners who would have won if indeed there had been a race. It seemed unreasonable to allow the weather, which was beyond anyone's control, to rob worthy winners of their rightful reward.

The clubhouse must be one of the finest locations of its kind anywhere. From the upstairs Quarterdeck bar, a commanding waterfront panorama unrolls across the Bay. To the right lies Penarth Head and the three giant locks at the barrage, then northwards passed the old Norwegian Church where Roald Dahl was christened, to the emerging Welsh Assembly debating chamber and the arched back of the new Wales Millennium Centre, affectionately known as the 'Armadillo' and which some say is a rival to the Sydney Opera House. Finally, the eyes rest on the giant arachnid structure of the Millennium Stadium, the finest rugby stadium and sporting arena in the world, nestling in the heart of the city. It is said that if you stand up anywhere in Cardiff and you can't see the stadium, you're either inside it or you're not in the city after all!

The wind eased considerably on Sunday though the skies constantly threatened rain. Whatever happened to flaming June? After an early lunch the boats took to the water for a cruise around the Bay before passing through the barrage at the 1400 hours lock opening. The Bay is 500 acres of

Tir An Og and Esther



Broads and the coastline north of Orfordness. A lot of work was put into contacting organisations and individuals, as well as local publicity, and it was disheartening. Although there are several gaff rigged vessels sailing on the Broads, they already have long established organisations which look after their interests very well, and the desire for an OGA type organisation is clearly not there. However there are germs of interest on the coast which may come to fruition, but it is not something which can be forced along from on high.

The last minute event at Wrabness for a Trafalgar Rally with the Royal Hospital School at Holbrook was something of a contrast in terms of the effort / result ratio! There is great potential for OGA to have a formal affiliation with this magnificent establishment with all its seafaring connections going back centuries, and introducing young people to the traditional side of sailing. Several OGA boats were in attendance, enough for a morning race to Harwich and back. Then we moored off the Suffolk shore at Holbrook, and taken for a tour of the school, finishing with a buffet lunch. There was a brief Parade of Sail in the afternoon, with the school Shrimpers in attendance, followed by a beach party and barbecue in the evening at Wrabness.

Entries for the Southwold Festival of the Sea had been very slow in coming in, and after Wroxham there was great potential for even greater OGA loss of face. However at the eleventh hour things did perk up, and we even had entries from the Solent Area (Lucy and High Barbaree), and Holland (Blackwater and Raven) to boost our numbers. All three races went well, the Passage Race from Harwich, the Race for the Nancy Oldfield Trust and the Sole Bay Race. The latter was made even more spectacular with the firing of the cannons off Gun Hill at the fleet, the entire number of which had been made temporary members of the Dutch OGA so we could re-enact the Battle of Sole Bay! Fanny of Cowes was the star performer, winning all three races from Deva, Lucy, Bonify and others. On shore at Gun Hill we had an OGA stand and exhibition.

The Swallows and Amazons Weekend for Open Boats at Walton is one event which seems to be almost guaranteed to be a winner, more than making up for the almost complete lack of interest in the OGA by

Highly competitive Mersea Fisherman's Open Boats. There were 42 entries, 37 of which managed to complete the OGA "Round the Islands" Race, the highest number ever! Dido was the first gaffer, Happy Days the first Smacks Boat, and there were other prizes for Spirit of Tradition (Lucy Beth), Scows (Lucy Worm) New Classic (Gironde) Little Gaffer (Peter Pan) and Jewel (Spinel, who also won the Nancy Blackett Cup). In the afternoon there were prizes for Paper Boats, won by Tangerine.

As that event finished so the North Sea Classic Passage Race and the Shipmate Dutch Classic Yacht Regatta started. The North Sea Race had to be delayed due to bad weather, and there were some problems with finishing in the North Channel off Roompot. Ragamuffin, the Dutch Presidential Falmouth Workboat won on handicap, Windbreaker taking line honours. The Rally at the secret port of Steenbergen was fabulous, and it was very pleasing to see a good contingent of Solent members and the Nat Sec in Emanuel! The actual regatta at Hellevoetsluis was blighted by poor conditions, and on the last day one of the bermudans actually sank. Racing was then cancelled, except for the Dutch Old Gaffers Race which continued in appalling conditions of rain and violent squalls. Kestrel and Transcur kept the British end up with first and second in the series, credit also going to Anemone (Belgium) and Snug (Nearly Belgian).

The Seafood Festival Queen Louise Taylor delighted competitors by presenting the prizes at the evening reception.

On the Sunday rowing races were held in the harbour with the Skiffs built by Tarbert Juniors.

The weather was kind and the boats were well visited by the public.

The Club's thanks go to all those who brought their boats to Tarbert and those who supported the event – Tarbert Harbour Authority, Tarbert Enterprise Company, Argyll Vintners Ltd, A & R Way, W B Leitch and suppliers English Braids.

Finally there has been talk of a Gaff Rig Cruise in Scotland next year. If any members have news of this or have ideas about it please get in contact.

Norman Mikkelsen Area Secretary

East Coast

Mixed weather might make sailing interesting and more challenging, but it is a headache for long suffering organisers of OGA events! Even in Holland it is the same, and Force 6 winds at the Enkhuizen event in mid May caused the British entry to be reclassified as a submarine and the VKSJ to stay out of the IJsselmeer for our joint meeting. Though the gaffers did sail over to join the berms at Lelystadt, and an impressive sight they made!

Very mixed weather was on the agenda again for the 20th Anniversary of the Crouch Rally at the Royal Burnham during Whitsun. Day 1 was cancelled because of gale force winds and day 2 had to be delayed because of no wind. But at least Mehala had her day with an incredible victory, sad to see she is now up for sale.

A tremendous amount of work on shore-side and water borne events was put in by EC Committee members in partnership with the Colne Yacht Club and Maldon District Council for the Colne & Blackwater Festival of Sail (Brigaff 05). The East Coast Race was slightly better supported, sail training for youngsters went down well and the Sea Food Buffet at West Mersea was over subscribed. However the weather – ice bergs off Colne Point etc. – did not help in terms of bringing in the visitors, and more boats on the events, especially after the main EC Race, would have helped the general spectacle. The EC Race saw the

impressive return of the big smack Alberta, almost unrecognisable after her rebuild in Kent. She led the fleet for line honours and Tom Bolton Cup, whilst the East Coast One Design Wizard won the East Coast Old Gaffers Race for the first boat on handicap over 50 years old. The schooner rigged six metre Eilen won the Privateer Trophy for the first under 21 helm- incidentally Privateer was also on parade on the race, looking magnificent after her rebuild.

East Coast morale took another dip with the almost complete lack of interest in a public meeting at Wroxham to discuss the possible formation of a separate OGA area taking in the

Lucy from Solent Area competing at the Southwold Festival of the Sea 2005



splendid freshwater, filled and fed by the Ely and Taff rivers. It has a waterfront of more than five miles. Locking in or out though can be an invigorating experience, especially on springs, with a huge volume of water filling or draining the spacious locks- the height of tide at Cardiff on Sunday was 12.3 meters! Looking down channel passed Penarth pier, it was quite a sight as the gaff rigged fleet began to fan out. But what is a rare sight today would have been commonplace in years gone by. The ports hereabouts are steeped in history and helped to shape the trading routes of the world. In the spring of 1859 the wind blew in from the west for more than a month and not a ship was able to make its way to the open sea. When at last it swung round to allow vessels to make passage, ships poured out of Cardiff and Bristol and the other ports along the Severn Estuary. At Penarth Head the people came to watch as more than 800 ships under sail filled the horizon. Even in those great days of sail it was a truly remarkable sight.

Now, one by one the boats took their leave- *Working Boat One*, a 53 foot LOA cutter rigged ferro ketch built and sailed by John Laband, left for her mooring on the River Axe, *Ester* and *Tir-an-og* taking the longer passage around Flat Holm and Steep Holm with *Mrs Mouse*, deciding on a more direct course across the Bristol Channel. All three made the gate at Watchet around 2100 hours, though *Tir-an-og* only just scraped over the sill by the skin of her teeth for her overnight stay before reaching down channel to Watermouth on Monday. The Watchet crews gathered for a last drink aboard *Mrs Mouse*, rounding off a very enjoyable weekend. The local boats turned back through barrage locks to make their way back to the CBYC marina or onto their moorings on the river Ely. The weather may not have been too kind but it had still been a great weekend with the added bonus of a couple of new OGA members. CBYC is a very hospitable club with excellent facilities and clubhouse.

I did enjoy a solitary sail but perhaps I stayed out a little too long. On a last long drift across the bay in *Fleur*, a diminutive lug sailed ketch, the rain that had been picking all afternoon turned into a steady downpour. As I sat on the helm, watching the rainwater tumbling off the saturated main, the waterbus came up from astern emitting a strange whistling noise as it went by. The skipper was tunelessly whistling '*Singing in the Rain*' over the PA system. Two lonely passengers hiding behind foggy glass windows seemed as bemused as I was. '*Sailing in The Rain*' was certainly appropriate and having raised a

hand in half a wave at the waterbus, I couldn't get the pesky tune out of my head.

Viv Head



Editor's note: Following the sad death of Alan Hidden, Viv has kindly stepped in to become the Area Secretary for Bristol Channel OGA.

Mrs Mouse

SAILING SUB COMMITTEE

by Jon Wainwright

I do not have a great deal to report, as most of us have been sailing!

However, it is with great regret that I learn of the death of Alan Hidden. Alan's contribution to the OGA over the years is well known, but he also made a great contribution to the Sailing Sub-Committee. He will be sadly missed.

Two or three meetings will be set up in the winter period, before we all get involved in running events again. I will advise area secretaries on times and locations. In terms of information from the areas, I would like to receive results / reports of races held this year. As discussed in last Gaffers Log this will be very useful in terms of archive and possible developments in the OGA THCF/ rating system.

A number of our events are in partnership with other agencies, sponsors, yacht clubs etc. Obviously I know about some of the difficulties this can create, and of course the benefits, but I would like to get a picture from other areas. Levels of responsibility, liabilities that impact on race committee members/OGA, the issues involved with general public spectators, do we have the right organisation and back up?

There are a number of OGA events, which may not use the services of a yacht club in terms of event management. Indeed a number of events are run from a member's boat acting as start ship. What equipment should be provided, and should the OGA provide training for Race Officers in areas? I know we get by at the moment, and I have generally been impressed by our standards compared with some other organisations. However, it is quite a responsibility, and maybe a liability? Race officers and organisers have a lot to do, give up a lot of their spare time behind the scenes, perhaps the OGA ought to be doing more to help them in any way they can?

Reference Nick Skeates letter; the scenario being put forward is that when members are cruising, they can call on an honorary local representative (HLR) of the OGA (not necessarily a committee member) if they are in trouble, want to know where they can moor, where they can eat, where they can victual or fuel up, or just meet up for a pint. It is a case of the HLR being listed with name and telephone number, and having contact points or lists of local services to hand, and giving advice to visiting OGA members in their local river or port. The Cruising Association has operated such a system for many years. Eventually we can have a booklet of HLR's for members to carry on board when cruising- perhaps this could be part of the membership book. There would be a list of sailing areas, ports etc with the HLR's name and number attached. But we do need people to come forward to be HLR's before we can progress!

Enjoy sailing the rest of the season- or just carry on through the winter if you are as daft as I am!

Jon Wainwright



Jon's Deva showing her paces at the start of the Harwich – Southwold ECOGA Race 2005

The Cock-up Trophy – Ken Norman of *Kittiwake* for running over himself with his own trailer.

Sunday saw similar weather, and the F 3-4 winds made the Lexicon into an interesting test of boat handling and seamanship. Chris Woodcock & Heidi Winstanley in *Zircon* were first to finish.

Thanks to everyone who helped make the weekend a success. Also many thanks to all our sponsors which include subscriptions to many magazines, Varnol, Cumberland Pencil Company, Mailspeed, International Paints and many others.



The original regatta took place on this weekend in 1779, so it's the 10th or 227th anniversary next year. The date is 8th – 10th September 2006 – yes, it's a week later due to circumstances beyond our control.

The area AGM and dinner will be at the beginning of December – no firm date booked yet. Please contact Sue if you would like to come along.

Sue Farrer Area Secretary

The world famous Adenoid Sisters performing at Derwentwater 2005

Scotland

Tarbert Loch Fyne Yacht Club's Traditional Boat Rally was held in association with the Village Seafood Festival with 27 boats taking part from the oldest ELRHUNA built in Sandbank in 1904 and IOLAIR the Loch Fyne Skiff to some more modern boats of traditional design or construction. Several Classic motor boats attended and impressed observers with their style and condition.

The owners assessed each others boats in three categories to decide the finest example of their kind. The winners

Gaff rig	– 1st EMERALD, 2nd COLENA, 3rd BOOJUM
Bermudan rig	– 1st ELRHUNA, 2nd VAREN, 3rd SABOO
Motor	– 1st FRIVOLA, 2nd GOLDEN VIEW, 3rd FIONA

ELRHUNA owned by Charles Gifford of Glasgow was best overall and received the “**Survey One Cup**”. Charles also had the doubtful privilege of collecting a wooden spoon as a result of running aground in the harbour !

Races were held with 12 boats taking part in very blustery conditions. EMERALD won the Gaff class and local boat SWEDISH MAID the Bermudan class. Rough conditions restricted the smaller boats to shorter course with ACHNAMARA a Drascomb Longboat taking first place.

Archie McCallum of SWEDISH MAID received the “**Wooden Block Trophy**” for the best performance.

to their starting gun ten minutes later most of the 18 Nobbies had actually crossed the start line. The Classics class joined in the fun at a third gun.

The windward up tide course in a whisper of a breeze spread the fleet all across Conwy Bay on a variety of strategic tacks, but after an hour leeway had taken its toll and many boats were not much closer to the first mark than when they started! Our OOD was by now sore lipped from whistling up the wind and shortened course to the first mark, still a distant target for some.

Laura, ably helmed by our Harbourmaster, came home ten minutes ahead of *Cachalot* to win line and overall honours in the Nobby Race for the third year in a row.

In the Gaffers class *Shearwater* romped home singlehanded by her skipper Colin, since suspected of jettisoning crew to lose weight.

This year the Classics class was joined by many Conwy One Designs, our precious classic fleet of racing keelboats, and they showed their pedigree, taking all class trophies, headed by *Margaret II*.

Main sponsors Deganwy Quay hosted the prizegiving in a suave marquee furnished for the Conwy River Festival and the Mayor of Conwy kindly shook many salty hands in presenting the trophies and awards:

Nobbies Gaffers Classics Race, Sunday

Nobbies		Gaffers		Classics	
1st Overall	Laura	1st Overall	Shearwater	1st Overall	Margaret II
2nd Overall	Cachalot	2nd Overall	Puffin Bach	2nd Overall	Minnie
3rd Overall	Spray	3rd Overall	Eider Duck	3rd Overall	Phoenix
1st to Finish	Laura	1st to Finish	Shearwater	1st to Finish	Musketeer
		Best Turned Out Nimrod (Dennis)			
		1st Small Gaffer Gwenno			

OGA Race, Monday

1st Overall	Cachalot
2nd Overall	Ploughboy
3rd Overall	Lassie of Chester
1st to Finish	Cachalot

Our thanks go to the Conwy River Festival Committee for staging this year's events, assisted by Conwy Harbour Office, NWCC and CYC.

Derwentwater 2005 – 2nd-5th Sept.

For the 8th year in a row we were blessed with good weather – in fact, perfect sailing weather. Twenty boats and 55 people took to the lake in what has now become a 4 day weekend.

The Friday night bar-b-que turned into a cabaret night, with entertainment provided by an international cast, including The Adenoid Sisters, backed by Mike and the Andrex Twins; Monologue Fred, ably assisted by Angela; Arnold's version of "Sea Fever", and many more.

The Saturday's racing was interesting, with the wind strength ranging from F4 to F0, but at least maintaining a constant(ish) direction. The trophy winners were:

Blencathra Trophy (over 14') — Barry & Irene Mearing in *Quest*
 Derwentwater Marina Trophy (under 14') – Andrew & Joanne Wolstenholme in *Coot*
 The Alf Crossfield Trophy for seamanship — Arnold Baker in *Peg*

CHRISTMAS CARDS 2005

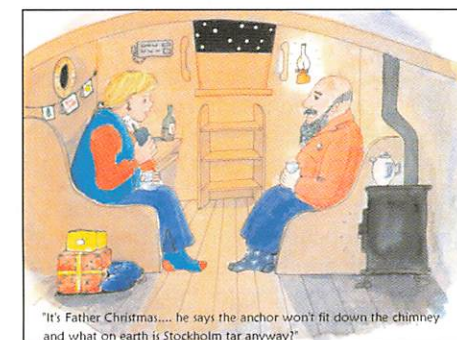
The East Coast Area is again producing two very 'Gaffery' Christmas Cards, the designs for which are shown below. As before, they are drawn by Claudia Myatt, for which very many thanks.

Prices are the same as last year at £5 per pack of 10 cards plus postage & packing which will be:

1-2 packs @ £1.25; 3-4 @ £2.25; 5-6 @ £3.25; 7+ @ £4

Please order on the form below but, if you don't like damaging your Log, a form can be found on www.eastcoastclassics.co.uk, or simply send a cheque with clear instructions to Graham Wadeson.

Blank cards (internally) can be supplied for business overprinting if requested before 15th October.



ORDER FORM

Name (in caps):

Address (in caps):

Telephone:.....email.....

Design 'Peace': packs @ £5 each Total £.....

Design 'Father Christmas': packs @ £5 each Total £.....

Postage & Packing £.....

Cheque herewith, payable to 'OGA' for: £.....

If the requested design is sold out, would you like to receive the other design instead?
 YES / NO

Please send your order to: Graham Wadeson, Sleepy Hollow, Woodbridge, Suffolk, IP12 4HD. Tel: 01394 383082 email: graham@wadesong.wanadoo.co.uk

TRAFALGAR DAY CELEBRATIONS ON THE EAST COAST

by Mike Robertson

On Saturday 26th June, members of the East Coast area of the Old Gaffers' Association together with members of the Holbrook Boat Owners' Association were the guests of the Royal Hospital School at Holbrook in Suffolk.

The purpose of the invitation was to celebrate the bicentenary of Admiral Lord Nelson's victory off Cape Trafalgar.

The event began in the morning with two races organised by the OGA. The first race, for cruisers, smacks, bawleys etc. was from Wrabness down river to Ramsey and back.

The second race, starting half an hour later, was for open boats around the three beacons (Stutton, Holbrook and Number 2) within the vicinity of Holbrook Bay. Unfortunately the open boats race had to be shortened although at least one boat did complete the original course. (Well done Mike and Sue).

At lunch time, members of the OGA either sailed or motored across river from the moorings at Wrabness to Holbrook where they met up with members of the Holbrook Boat Owners' Association, who were, up until this point, high and dry on the mud of Holbrook Creek. It was quite a sight to see several gaff rigged boats anchored in the bay.

Whilst at the creek one or two members had the opportunity to examine a coracle that had been constructed (in less than a week) by a local resident. It transpired that this coracle was appropriately named 'Sidney' after the farmer who provided the cow that in turn donated the skin for the hull. We are also reliably informed that there are plans afoot to construct a 17ft. coracle that will have a mast and sail. (Presumably gaff rigged).

We all then took a leisurely walk up to the Royal Hospital School where we were met, and welcomed, in the school chapel by groups of students, who then accompanied us on a brief tour of the school. We had an opportunity to view the School Chapel and had time to marvel at the superb quality and sound of the organ. We viewed the indoor swimming pool

and the Administration block and were able to inspect the numerous artefacts owned by the school as well photograph albums illustrating the schools construction in the late 1920s and early 1930s. The tour culminated in the Jellico Room where the school had laid on a superb cold buffet lunch. It was interesting to view the river Stour from the vantage point of the dais in front of the school under the clock tower. As many members confessed, they had often looked in awe



Outside the Royal Hospital

Devon Area

This season we have had the following events. The number of boats participating and enjoying themselves, are shown in parenthesis (brackets to you!). Brixham Trawler Rally & Race (9), Dartmouth Classic Rally & Start Bay Race (20) including two Solent members, ("Gawd bless em!"). Dartmouth Royal Regatta (8), mark you I think it is an expensive event, nevertheless we were mostly outclassed and definitely outnumbered by Shrimpers, who just won't join us! Two events in the River Dart, Dittisham Regatta (4) and Stoke Gabriel Regatta (5), homeport of the Dart Shrimpers but at least we fielded "Old Dan" our own Shrimper! Salcombe Festival (5) and Plymouth Classics (5). Not an inspiring turnout and it represents 16 boats from a potential of 80 Devon Gaffers! Are we getting it wrong or should we not bother?

I have been saddened to see our boats listed in Regatta Gaffer Entries as belonging to Yacht Clubs as opposed to Devon Gaffers, Solent Gaffers or even the OGA. Remember it pays to advertise and we desperately need the advertising, the Royal Tom Fool YC doesn't! However, on the up side, at least there are quite a few Devon Gaffer flags and burgees around which are generating some interest. Have you ordered yours yet?

Ah well! The end of another season but we can look forward to the AGM & Laying Up Supper (even if you don't look forward to the AGM!), followed by the "Nauti Bits Auction" (including some Christmas commodities perhaps?). A great evening, tickets from me @ £11.00. **1900hrs (Prompt!), 20th October 2005, at the Steam Packet, Totnes.** See you there?

Dave Keller Area Secretary

Conwy & North Wales Area

Portsmouth International Festival of the Sea 2005

How it happened I'm not sure, but I ended up co-ordinating the OGA stand at IFOS. After many phone calls and badgering, we were allocated space in the crew centre. I feel that the event went well for the OGA, and provided a focal point for both members and non-members; we met many members from the Solent and East coast areas who had only been names until then. The OGA name was well represented.

Many thanks to all who turned up to do a "stint" on the stand; I do not believe anyone found it a chore.

Particular thanks must go to Geoff Skinner, who was the main force in organising the stand and location, and to Tom Cunliffe, who lent us his lovely boat "WesternMan" for the duration.

Conwy River Festival

In our absence at Conwy this year, Barry Edwards has provided a report of the River Festival activities:

A much earlier forecast of gales and rain proved unfounded and made way for a clear calm cloudless sky over the North Wales Riviera on Sunday 7th August. Fatigue from Saturday's reception BBQ was no inhibition to a flag flying Parade of Sail at 1030, which presented a 38 strong gaff-rigged and classic fleet to the assembled crowds.

At 1200 the first of three cannon called the Nobbies upwind (all 5 knots of it) uptide and in the general direction of Puffin Island towards the first mark. By the time the Gaffers heeled

concertina. I am happy to report that he is considerably better at playing it than last year. Consequently, between the boats and his music, we attracted quite a lot of people to our display

Mike Stevens, Area Secretary

Beale Park Show, OGA tent



Solent Area

The Yarmouth Old Gaffers Festival in June has for a long time been one of the highlights of the Solent calendar. Attracting boats from along the South Coast and France, this year's event lived up to its reputation and saw an impressive attendance of over 100 gaffers. Ranging from the Cara 16 *Miss Ninghi*, to the 1939 yacht *Simba*, to the Looe lugger *Our Boys* and the Nigel Irens-designed *Roanna*, it was a mixed fleet of gaffers of all sizes, old and new.

For once the main race of the weekend saw plenty of wind, too. A good Force 4 produced excellent conditions for the fleet, and while some of the smaller gaffers were slightly overpressed it was one of the best races the event has seen in several years. The winner of Class 1 on corrected time was area president Tom Cunliffe, on board *Westernman*; Mike Shaw's Heard 28, Susan J, won Class 2; Don Wood won Class 3 and was the winner overall with the 1932 sloop *Windflower*, while Nick Gates and Vanessa Bird won the Class 4 title in their 12-Square Metre Sharpie, *Rudolph*.

Like many events this year, the Battle of Trafalgar provided the festival's central theme. Historian Alex Naylor in the guise of Admiral Lord Nelson opened the three-day event and on the Saturday evening, local scow dinghies were turned into square-riggers for a recreation of the famous battle. Exchanging muskets and cannons for water bombs, the 'battle' proved a great spectacle for the crowd, and was one of the most ingenious recreations seen this year.

Thanks go to Pat and Dick Dawson for their sterling work in organising the gaffers, the festival committee, Chris Waddington, the Royal Solent YC and the Yarmouth Harbour staff.

Chichester Harbour rally

August's Chichester Harbour rally at Thorney Island SC proved to be a success again this year. Inclement weather in the days preceding the event deterred many of the small boats from attending, but the rally still attracted a sizeable fleet of gaffers and the weather was particularly kind. Gaffers who attended included *Nightingale*, *Dirk II*, Russell Ferriday's newly restored Essex smack *Victorious*, Nick Bell's Western Skiff and a couple of West Wight scows. A race for small boats on the Saturday afternoon was followed by a barbecue at Thorney Island SC in the evening.

Vanessa Bird, Solent Area

at the school buildings from the river, but to see the river from the opposite angle put everything into a whole new perspective.

Everyone then returned to Holbrook Creek and the river where the school's own fleet of four Gaff Rigged Cornish Shrimpers had gathered after sailing round from Woolverstone on the river Orwell. Students manned two of the Shrimpers while the other two were manned by student's parents (to show how it should be done?).

There then followed a 'Parade of Sail' lead (unwittingly) by East Coast secretary Jon Wainwright in his boat 'Deva'. The four Royal Hospital School Shrimpers holding station in near perfect 'line a stern' formation.

In the meantime, I, together with my wife Sandra, transported the charcoal and other sundry supplies across the river from Holbrook to Wrabness. We would have liked to have joined the 'Parade of Sail', but with halliards and sheets buried under what seemed like a vast supply of charcoal, we both appreciated that this could have been a bit awkward, if not impossible. 'Amber' looking more akin to a collier than a gaff rigged day boat.

After an all too brief rest it was time to fire up said charcoal for a traditional Wrabness Bar B Que on the beach. Something like 60 members enjoyed a lamb burger, beef burger and, that Wrabness speciality, a chicken and vegetable kebab.

It is hoped that this particular event will lead to the formation of an affiliation between the Old Gaffers' Association and the Royal Hospital School. After all their primary vessels for sail training purposes consist of the current four Gaff Rigged Cornish Shrimpers, with the possibility that these may soon be augmented by a further two examples.

Special thanks have to go to Andy Woollard from the Royal Hospital School for arranging our invitation.

Also, thanks must go to Pete (the knife) and Sarah for allowing us the use of their beach hut as starting / finishing club house for the races, as a refuge for a quick warm when digits became a little too cold, and for their assistance with the organisation of the whole event (and for allowing us to clean them out of tin foil and tomato ketchup).

It is hoped that this event could become an annual fixture on the East Coast area calendar.

Mike Robertson

Editors note: Well done Mike. Let's hope that the affiliation comes about.



Look what happened to Sidney!

Dear Editor

My last foray into The Log linked a number of my thoughts about our aims, programme, communications and costs. It drew two responses, in broad terms, one each for and against. None of these letters can be said to have generated a wider debate in the letters' pages. However, as a consequence of discussion at the AGM, The F&GPC have been forced to consider similar issues. The last edition of The Log reported their findings over Area funding and in particular the direct support of what I believe we unanimously agree is our most significant activity; our sailing programme. The conclusion was described as "quite a shift in OGA financial thinking". Initially I concurred but on rereading and trying to fully understand the Notice Board Article, I became less certain and finally, partly as a result of reading the editorial, concluded that it was presentational veneer that fails to address any of the real issues.

A dissection of the article and the last published accounts leads to the following conclusions: (to keep the maths easy I've assumed a £20 subscription – it illustrates the generality.)

- For every subscription £1.50 goes towards what I have suggested is our most significant activity; our sailing programme, ie, 7.5% of subscription income.
- For every subscription £10 goes towards the Log, ie 50% of subscription income.
- There is something magical about 66 members.

It is now intended that we produce annually a membership handbook (cost unspecified but I suspect £2.50 a copy?), that will survive the odd cup of coffee spillage and will encourage us to "go aboard for a glass or two". ("Nice to see another gaffer, was that you off the headland this afternoon, are you an OGA member? Are you going to the pub tonight or do come across for a drink tonight?" generally works for me.) Alternatively, it could be downloaded from a members only area of the web site at no cost to the association (or membership). I can't help feeling that if we were concentrating money on supporting our local areas' activities (sailing programme!!!!), then we would soon recognise the gaffers in our area and their owners!!!!

If the way we spend our money reflects our priorities, then our priorities are wrong, if it does not then it should! There is an inescapable conclusion: there is no significant shift in our financial thinking and it is in no way linked to our *raison d'être* (which needs updating). I know of no other organisation that given the choice spends so greater a percentage of its income on support activities and so little on its most significant activities, and I include two other traditional sailing clubs that I belong to.

A genuine shift in financial thinking would be to align spend with our priorities, to pay our subscription to our local Area that then pays (say) 25% to central funds for essential business and national activities. The log and membership lists should be funded at cost (or to raise modest income?) and they should be at an additional cost to basic membership. I propose £15 per annum membership (£11 to your local region and £4 to the national organisation) with options of a subscription to the Log (£10?) and membership list (£2.50?) as a starting point for further refinement. Oh and in case you think I'm anti-Log – I am not, I am pro funding sailing events, and it would be churlish not to acknowledge the quality of the all colour version.

I now face a dilemma, why not just leave the OGA, check out the sailing programme on the web site, turn up to the events I want to go to and pay a non members entry fee? That way all my money goes to supporting the sailing programme. I'll still meet with the same friends, enjoy their company and the OGA ambience but I'll leave you to argue over the cost of membership, and how you fund everything other than sailing events!!!

Richard Pattison

The Trailer Section

The opening rally of the season at Clywedog turned out to be a trial with the weather, a Force 8 greeted early arrivals on the Thursday and continued through Friday. Gordon Bourne was heard muttering about the "Storm before the lull", but Saturday dawned with the gale still blowing hard. We even had to reef the tents!. That night, a party was held at the sailing club. A local ceilidh band entertained us as did an exotic dancer who being an OGA member has promised us her version of the "Dance of the Seven Blankets" at the next do. About midnight, we left the club to find a flat calm, so first thing next morning we began sailing. The sun shone, the water was blue and the winds light. Ideal conditions in fact. The afternoon was spent in cruising up the lake including a challenging "narrows" with little wind. All the misery of the previous days was forgotten in the perfect conditions. Too soon, it was all over, but we are back there in August.



Bata Gairloch Pavane at Clywedog



The beach at Glenridding, Ullswater

Our next rally was at Ullswater. 22 boats attended, This time the weather was ideal and Saturday found us all racing downwind to the beach at Aira Force where we held a picnic. Then, following a "Le Mans" start, we headed back upwind to the Glenridding sailing Centre. That night, supper at the Travellers rest was somewhat marred by the excessively hot weather. Little did we know of the enormous storms brewing up on the other side of the Pennines. Sunday was again a fine day with a little more wind, so we did what the OGA always seem to best...we messed about in our boats.

Honours for the racing went to:-

First Race

Cloud Nine (K. and G. Anderson)
Dolly B
Coot (A. Wolstenholme)

Second Race

Poppy (F. and L. Frost)
Kittiwake
No 29

Together with Peter and Sue Farrer, and Ken and Gladys Anderson we ran the OGA display tent at the Beale Park Boat Show. Coincidentally, Claudia Myatt, the Marine Artist, an ex East Coast, but now Bristol Channel and Trailer Section member was showing her work in the tent next door but one. This meant that we were able to display not only our boat "Aquarius," but also Claudia's scow "Buttercup".

We signed up a few more members and sold quite a lot of regalia, possibly because Peter excelled himself when he sat outside the tent (we wouldn't let him inside) and played his

Brian Keelan and Roy Chadwick

Sadly we have lost two of our members this year.

Roy Chadwick, with whom I had the pleasure of sailing last year, was a really nice man and skipper of our only other Cornish Shrimper. He had recently rejoined the OGA following a period of disenchantment, so we shall miss him for a number of reasons.

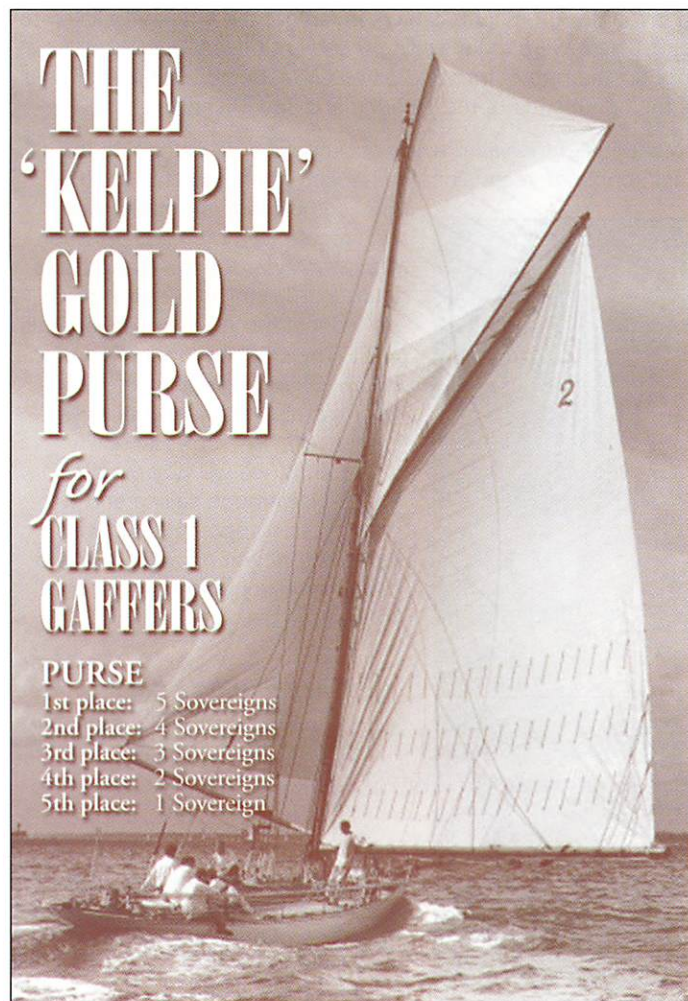
At the other end of the boating spectrum we have lost Brian Keelan, skipper of "Kelpie", a 57ft Gaff Cutter, which he maintained in pristine condition in the Dart. She was a joy to behold, with a cloud of white canvass against the blue of Start Bay. (We now wonder if she will be sold out of the country?). Last year she had no competition in the Dartmouth Royal Regatta so this year, Brian put up the "Kelpie Purse" respectively 5 4 3 2 1 gold sovereigns for the first five places in Class 1 Gaffers (excluding "Kelpie"). Sadly he died unexpectedly, a week before the event but mercifully he was spared the knowledge of

there being only one other Gaffer to take up the challenge! The good news is that the "Purse" was won by our 2004 Commodore, Lance Rowell in "Dorothy" and he has pledged to have the five sovereigns made into a fitting trophy for Class 1 Gaffers to race for in the future in Brian's memory.

A very generous gesture which we hope will bring out some larger Gaffers, if it does not, I fear the Regatta Committee will make it a race for Classics (whatever they are?) and we Gaffers will take another step towards oblivion!

Dave Keller
Area Secretary Devon

The 'Kelpie' Gold Purse 'ad' as it appeared in GL June 2005'



THE 'KELPIE' GOLD PURSE
for
CLASS 1 GAFFERS

PURSE
1st place: 5 Sovereigns
2nd place: 4 Sovereigns
3rd place: 3 Sovereigns
4th place: 2 Sovereigns
5th place: 1 Sovereign

Dear Phil,

At last, a kindred spirit in Nick Skeates (Gaffers Log June 05). Our obsession with using initials instead of the full name for an event is, I find, very irritating and epitomises the rushed society in which we live.

I recall having a heated discussion with the co-owner of a large green Old Gaffer some years ago following her mention of "YOGAFF". Being a resident of Yarmouth of some long standing at the time, I sought to protect Yarmouth with "what's wrong with Yarmouth Old Gaffers Festival". I was firmly told at the time that you can't do anything about it – it's the trend. I have had a similar conversation with the same lady recently following the appearance of Nick's letter. Come on you purists amongst us – let's try and buck the trend.

Trafalgar 200 was a tremendous spectacle and as I write the International Festival of the Sea at Portsmouth is in full swing and by all accounts going well.

David Lemonius

Dear Editor

One small step for the Members

But one giant step for the F&GPC! (or Wee timorous beasties!)

May I take this opportunity to explain the costs involved in producing an Area Newsletter? This is for the instruction of those who have never had the doubtful pleasure of producing same also for those who have not done so since King George's head disappeared from the postage stamp. It is said that, "Give a wise man instruction and he becomes yet wiser" therefore I trust this will prove to be the case.

Area Newsletter.

2 x sheets, double sided photocopy	0.20p
1 x A4 manila, self-adhesive envelope	0.07p

(Why should I fold the pages and lick the envelope? Doing the typing is enough!)

1 x 2nd Class stamp	0.21p
Total	0.48p

Total for 4 Issues / year	£1.92p
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Total for 100 members	£192.00p
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Total of F&GPC Support (0.25p x 4 times max / year)	£1.00p
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(This is per Newsletter and does not come up with the rations, it has to be claimed!)

Total for 100 members, per year	£100.00p
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Consequential Deficit in the Area Account	(£92.00p)
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(This means that members who never attend events are subsidised by the rest!)

Subscription Increase

Subscription increase recommended by the 2004 National AGM up to 25% or £4.00. (Taking a Member Subscription as being £16.00 on Direct Debit) Subsequently recommended by the F&GPC 12.5% (£2.00)

Allocation of a Proportion of the MEMBERS Subscriptions to the Areas

Recommended by the F&GPC to be retained by F&GPC	£0.50p
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(Nobody mentioned this at the 2005 National AGM!)

Recommended by the F&GPC to go to the Areas	£1.50p
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(But contrary to AGM decision, the Newsletter subsidy continues)

Total for Area with 100 members	£150.00p
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Less anticipated Newsletter Deficit	£ 92.00p
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Nett Gain to Area

	£ 58.00p
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(BIG DEAL, think again F&GP! Before the AGM!)

It is the MEMBERS MONEY!

For Pete's sake! A £4.00 increase may seem a bit of a hike but you could not buy two pints of ale for that! You get the Association you pay for, which is why the OGA has made little progress over recent years. It is in the Areas where you will make an impact therefore it is essential to put your money where your best interests lay, the Areas. The Subscriptions must rise by £4.00 in 2006, with £3.50 / member going to the Areas (and 0.50p to HQ if they are hard up) and again in 2007 with £5.00 going to the Areas (and that which is deemed necessary to the F&GPC). If we don't do it the Association will shrivel on the vine or disperse into autonomous Areas or Regions!

**Dave Keller,
Devon Area Secretary**

Dear Phil,

I wanted to take this opportunity to air an issue, that has been one for me, for a little while now, and a frustration I suspect, to other OGA members wishing to do the same thing. Let me point out initially, that I am also the Membership Secretary of GALA, the Gaffers And Luggers Association – not to be confused please, or taken in conflict in any way at all, with the aims and objectives of the OGA. We are purely an “owners association” for owners of boats built by the very aptly named Gaffers & Luggers, at Tregatreath Yacht Yard in Mylor, Falmouth. These we believe are lovely boats, very seaworthy, and as owners of them, we like to commune with all the other like-minded G&L boat owners, in order to swap ideas, talk sailing and pick up any handy tips. As there are over 450 of these boats around, chasing them all around the coast, around Europe, and indeed over the pond, is quite a task. As new owners come along, they are often not aware of us or even how to contact us.

The issue, essentially, is that the OGA has produced an excellent Yearbook, but it does not identify boat types, and it's like trying to squeeze blood out of a stone to get the OGA to divulge boat information! As an OGA member, I would like to be able to contact fellow OGA members who have the same type of boats that I do, just as I'm sure that others would like to do with their own boat types! The previous OGA Handbook and Boat Archive that was produced in 1993 (I make that 12 years ago), was excellent in that it not only listed boat type, but it also listed the builder and designer to boot, and even year of build and dimensions! I'm not asking for all of that necessarily, but just the type of boat, or builder, or some other indication, of what dear old “Alice”, “Daisy”, or “Moonshine of Pickleswick”, happen to be. In the Yearbook it would be great, but even just contacting the OGA directly, to divulge boat information, is met with such resistance and salvos of Data Protection Act, as to make the whole thing a nonsense. We're talking about boat data here, not people data, and as fellow members of the OGA, we should be able to identify each others boats and be allowed to talk to each other! The OGA has the largest database of small boats/ classics/ gaffers old and new (in the Boat Register), that I know, and nobody is allowed to know whats in it! So who's it for then?

Well thats my gripe out of the way, and if through reading this, any fellow OGA members who happen to have a Gaffers & Luggers boat, would like to get in touch with other G&L boat owners, then please do get in touch with the undersigned – we'd like to hear from you.

So come on OGA, let us know what boats we all sail! How about making the Boat Register accessible on the internet/OGA website, against say, OGO Register number – which only OGA members can cross-reference against owners?

Excellent Gaffers Log, by the way.

**Clive Ffitch
Membership Secretary, GALA**

Alan Hidden, Bristol Channel Area Secretary

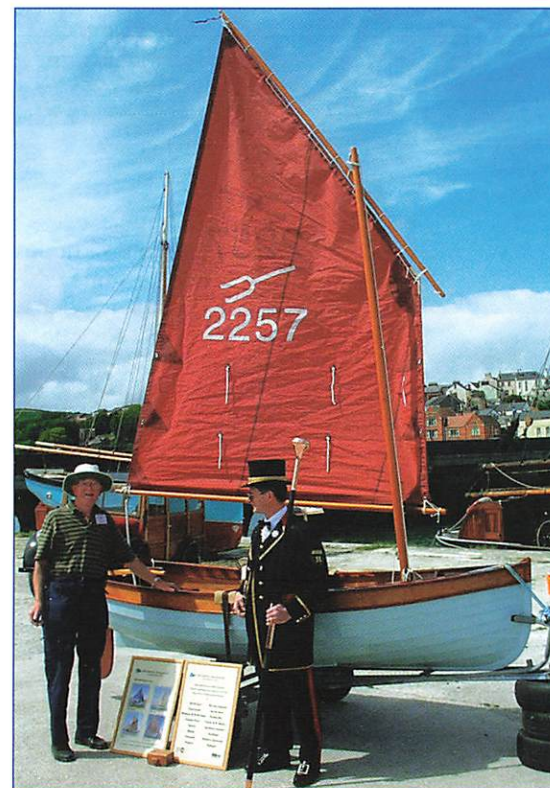
It is with great sadness that I have to report that Alan Hidden died on Tuesday 30th August after a short illness. His funeral took place at Barnstable Crematorium on Friday the 9th September and afterwards at the North Devon Yacht Club at Instow. The service was beautifully conducted by Alan's niece Hilary Howard, who is preparing to become a lay preacher. She recalled that Alan had been an electrical engineer by profession, was the author of two books and had been for many years a senior lecturer at Belfast University. Whilst at Belfast, Alan became OGA President of the Northern Island Area and sailed regularly on Strangford Loch. He built his own insect class dinghy, *Mantis* and when it was time to leave Belfast he handed her on to Alan Aston who took over as N.I. Area president. Indeed, three representatives from the East Down Yacht Club at Belfast travelled to Barnstable to attend the funeral.

Alan built his last dingy with loving attention to detail and sailed her out of Instow. *Chiquitita* was named after a favourite Abba song, which, if you get the chance to listen to it, you'll find is a beautiful song. There were many sailing friends at the yacht club at Instow and it was a fitting spot for them to gather and pay their respects, looking out as it does over the tidal waters of the confluence of the Torridge and Taw Rivers.

Alan's quiet leadership and infectious enthusiasm was instrumental in transforming the Bristol Channel Area in the last couple of years since he became Area secretary in 2002.

This enthusiasm and dedication was recognised by the OGA when Alan was awarded the David Cade Memorial Trophy in recognition of his work at the AGM in January this year. The OGA and members of the Bristol Channel Area in particular, will miss his organisational skills immensely. Perhaps just as importantly, we will all miss his friendship through sailing and we extend our sympathy to his wife Jane, son Al and his wife Jan, and daughter Alison and her husband Tobias.

**Viv Head
Acting Bristol Channel Area
Secretary**



*Alan Hidden (left) with Chiquitita and the Bideford Town Crier at the Katleen & May open day, summer 2005.
Photo by Jan Hidden*

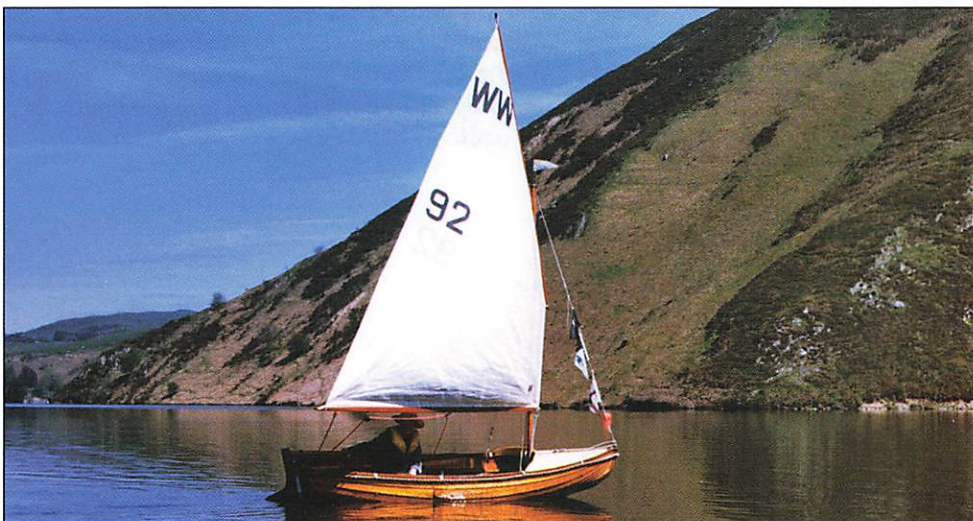
Now this is my first sail of the season, and I've been sitting on a trailer in all weathers for six months, so I think it's a bit unkind of my skipper to call me a leaky old tub. What does she expect! She used to make sure I lay in lots of lovely East coast mud at low tide so I could wriggle it into all my gaps, and I don't think much of this fresh water; at my age I need plenty of salt mud packs to keep me going. I tell her to get bailing and stop complaining. It's all very well sailing in new places, but she should have a bit more consideration for my needs.

Anyway, enough grumbling, it's a beautiful day, one in a million and worth waiting for. The wind is too light really for me to perform at my best, but after being blown at by a cold mean easterly all day yesterday, we're happy as long as there's enough to move us. It is the first sail of the year after all, and skipper is usually all fingers and thumbs at the beginning of the season, gets the main sheet in a tangle, drops the halliard too quickly so the gaff drops on her head, you know the kind of thing – so embarrassing! Anyway, this time she seems to have got her act together. The breeze is a bit fickle, bent by the hills into all kinds of directions, but that's her problem, not mine!

Later in the day all the wooden boats together set off and we go through the narrows into the next inlet. It's a strange place – being a reservoir the hills plunge straight down to the water so we can get quite close before tacking. I had quite a shock the first time we approached the shore; it was all very green and pretty, speckled with bluebells and funny white blobs which starting moving around and making noises at us. I've never seen anything like it! I'm used to getting quite close to seals, but there's something almost indecent about getting this close to a flock of sheep! At least seals don't baa at you. Whatever next?

All too soon it was late afternoon as we tacked back in the last of the breeze through the narrows back to the slipway and home. I'm back in the front garden now wondering where on earth she'll take me next, and feeling quite proud of the fact that I'm now a high altitude scow!

Buttercup



BUTTERCUP CLIMBS A MOUNTAIN

by Buttercup

Saturday 14th May

She has got to be joking – no way am I going sailing on that! We've been driving for miles up winding mountain roads (mountains? I'm a boat not a goat!). We have paused at the top of hill to open a gate; the road goes down alarmingly towards an expanse of slate black water, whipped into white crests by a strong easterly wind. Where on earth has she brought me?

Unbelievably, at the bottom of the hill there's a tiny sailing club, with a row of dinghies and a slipway. I can't help noticing that most of the dinghies have floats attached to the mast to help right them when they capsize. My skipper pulls up alongside a few fellow wooden boats on trailers, and joins their owners who stand around looking at the weather and commenting occasionally 'It does seem to be easing up a bit'. 'Easing up', my forefoot! It's blowing a six gusting seven straight down the sides of the hills and waves are breaking onto the slipway. There will be no sailing today.

My skipper may be incompetent but fortunately she is terrified of strong winds, so

I settle down for a quiet afternoon on my trailer chatting to the others. Never mind, there's a nice looking Scottish double ender over there and a few others; I'm not a snob or anything, you understand, but anyone with varnish that gleams as much as mine is usually worth getting to know. Skipper disappears off with her chums to try and put her tent up, no easy feat in this wind; she seems to be sitting on it to stop it blowing away while her friends work out how it goes up.

It blows hard for the rest of the day; I could have told them it would. By the time they stagger out of the clubhouse at midnight (funny how humans always walk into sailing clubs and stagger out hours later, often singing sea shanties out of tune), the wind has died completely. 'Let's go sailing!' one of them shouts. Ha ha, very funny.

As dawn breaks the lake is transformed. The dark grey menacing water is now a soft blue reflecting a cloudless sky; the gentlest of breezes beckons. And where's my skipper? Snoring in her tent, that's where! Her friend Mike who has organised the rally is a jolly sensible chap; by 6.30am he's pushed 'Aquarius' down the slip and is away across the lake. I'm itching to join them! Luckily, she staggers out of her tent at 7.30 looking a bit bleary eyed, but catches the mood of the day and rigs me with almost indecent haste; I'm down the slip and into the water before you can say 'damn, I forgot the burgee'. Gordon has launched his little lugger and sets off too, so there's two red sails and one cream adding to the colour of the day.



Buttercup with Claudia Myatt at the helm

September	Actual date to be advised. WWMHS Pembroke Festival. Contact David James on telephone 01646 683764 for details.
September	Solent Area OGA Marchwood Rally. Date to be announced.
2/5 September	Conwy and North Wales Small Boat Event Derwentwater. Contact Sue Farrer on 01270 874174 for details.
10 September	Stoke Gabriel Regatta. Devon Area OGA. Telephone Barry on 01803 782710 for details.
2/11 September	2005 Regatta Week Guernsey. The culmination of a series of events throughout the summer from Easter to Trafalgar weekend. Contact Stephen Robertshaw on 01481 726052 for details.
17/18 September	Journee du Patrimoine la Roche Bernard. Telephn Pierre Jaffe on 00 33 6 07670271 for details.
18/18 September	Sedov Visit Milford Haven. Contact David James of WWMHS on 01646 683764 for further details.
17/18 September	Netherlands OGA end of season rally and race at Enkhuizen. Contact Joachim van Houweninge on 00 31 654 340575.
24 September	ECOGA Anniversary Rally and Maldon Town Regatta. Telephone 01621 852808 for details.
24/25 September	Yarmouth Rally and Centenary Chase Solent Area OGA. Telephone Geoff Skinner on 023 8040 3155.
8 October	MNK Area OGA End of Season Rally in the East Swale anchorage and the Harty Inn. Contact Sara on 01227 752333 for details.

20 October	Eve of Trafalgar / Devon Area AGM and laying up supper. Telephone Dave Keller on 01548 856669 for details.
28 October	Northern Ireland AGM in Holywood Yacht Club at 20.00 hours.. Contact Alison Lyons on 028 9145 3099 for details.
29 October	East Coast OGA AGM and rally at Woolverstone. Contact Jon Wainwright on 01206 393537/396066 for details.
25 November	Northern Ireland AGM and Annual Dinner. Contact Alan Aston on 028 9090 426497.
December	Conwy and North Wales OGA AGM and dinner will be held at the beginning of the month. Actual date to be announced. Contact Sue Farrer on 01270 874174

2006

8/10 September	Derwentwater 2006. Contact Sue Farrer on 01270 874174 for further details.
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As usual at this time of the year, the number of regattas still to be held diminishes as we approach the winter period in European waters. On the other hand the season is only just starting down under so if you are lucky enough to be travelling to Australia this winter the Editor has full details of what the Western Australia OGA have planned and the contacts for each event.

*Buttercup at Clywedog. Small is beautiful!
See page 12*