

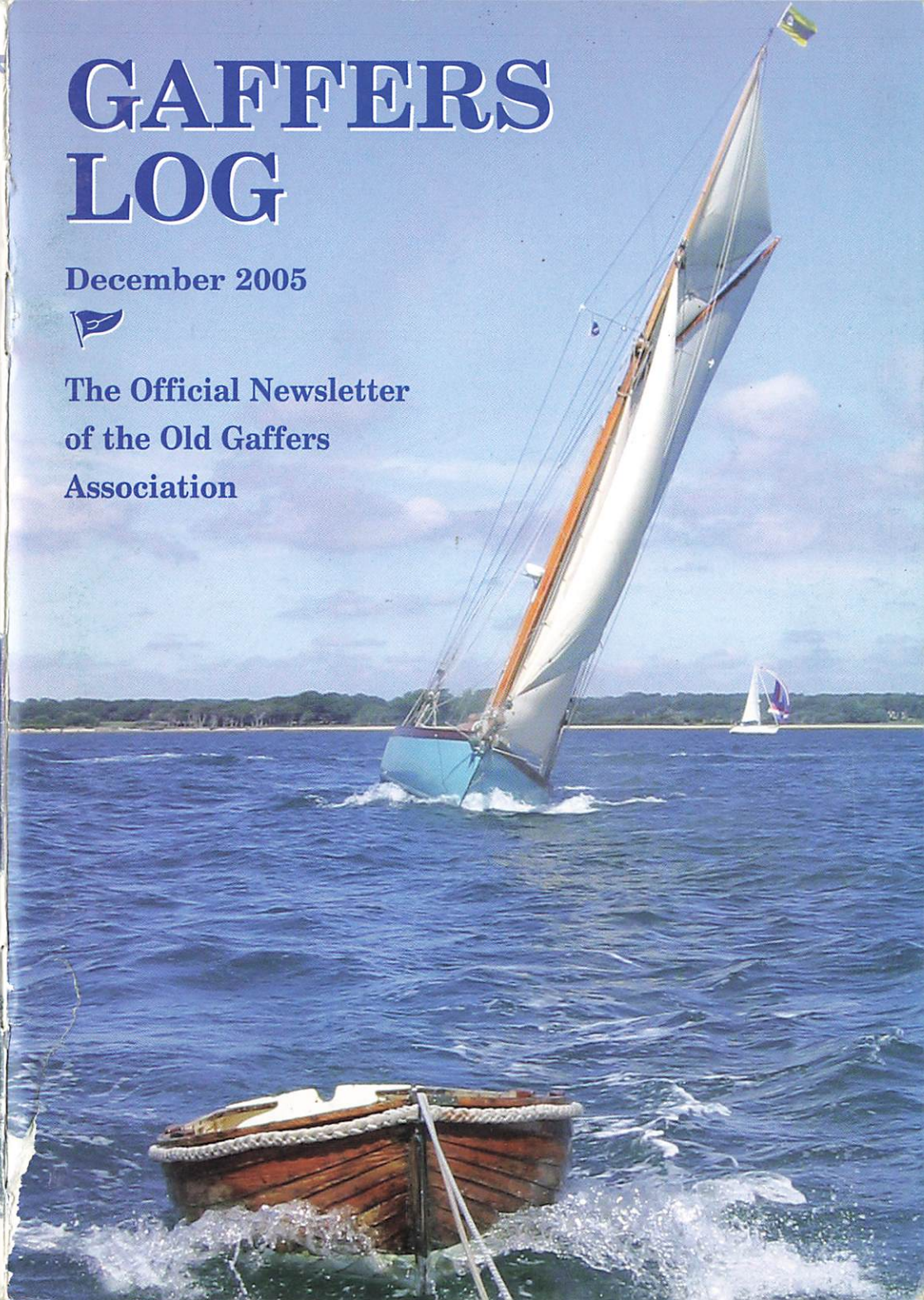
GAFFERS LOG

December 2005



The Official Newsletter
of the Old Gaffers
Association

*Solent Area re-enacts Trafalgar, this
time at Bursledon Regatta – The
result is the same!*



OFFICERS OF THE ASSOCIATION

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Editor's email: phil@neston06.freemove.co.uk

Website: www.oldgaffersassociation.org



Yogaff 2005 courtesy of Peter Fox



For those of an enquiring mind, this is not your F&GP Committee!!!

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ASSOCIATION STOCK LIST

		UK	Overseas
Burgees	15"	£ 13.00	£ 13.50
	18"	£ 15.50	£ 16.00
	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
OGA Duffel Bags		£ 12.50	£ 15.00
OGA Cool Bags		£ 12.50	£ 15.00
OGA Ski Hats		£ 6.00	£ 7.00

Smocks, Sweatshirts and Polo Shirts are only available in Navy.
Embroidered name on sweatshirt or polo shirt £ 2.00.

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. Tel: 01394 380390, Fax: 01394 388380, E-mail: info@classicmarine.co.uk, Web: www.classicmarine.co.uk



Mehalah – Classic Victorian
Gaff Cutter designed and
built in 1888 by John
Howard of Maldon, Essex.
A part of English maritime
history sold overseas.
See letters page 18.



'PRESIDENTIAL ELECTION'

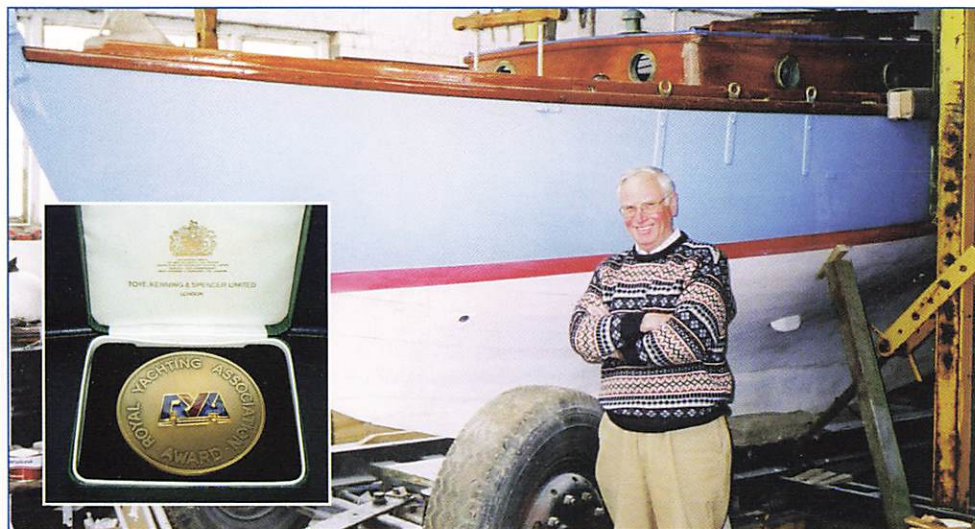
As most members will already be aware George Jago is stepping down as President at our Annual General Meeting on the 14th January. George stepped into the breach at short notice when it became apparent that David Cade would no longer be able to take an active part in the running of the organisation as his health failed. This was a very sad time for the OGA as David had been at the helm for some years and was greatly liked and respected. A very hard act to follow indeed. Not daunted by this however George took over and the rest as they say is history. Suffice to say 'Well done George and many thanks for all your efforts on behalf of the OGA'.

The strength of the OGA is perhaps underlined by the fact that we have two candidates standing for President at the AGM. Both are very experienced traditional sailors and are well known and liked in their respective Areas. In order to allow all members to give their preference the General Management Committee (formally the F&GP) decided the voting should be done by a postal ballot rather than a show of hands at the AGM itself. A ballot slip is enclosed and full details of the ballot itself are on page 7. The two candidates have given a short resumé of themselves and their views on what they would like to do if they succeed in being elected. So if you have an opinion on how the Association is being run, or how you think it should be run in the future, read what they have said and decide whom you would like to see elected and VOTE! The new President will be announced at the AGM. Also don't forget the AGM is your chance to put questions, views, opinions to the GMC either directly or through your Area Representatives.

Finally I would like to wish all members a very Merry Christmas and a Happy New Year.

The copy date for the next edition (March 2006) is the 15th February.

Phil Slade
Editor



Inset: The Life Time Commitment Award made by the RYA to George and Brenda Jago – Gaffers Log September 2005 page 7.

GJØCO



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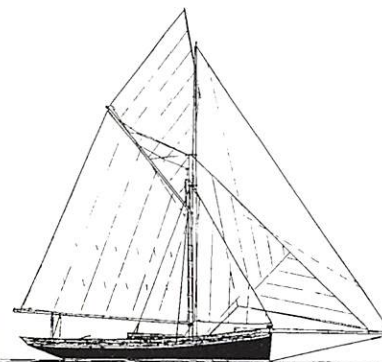
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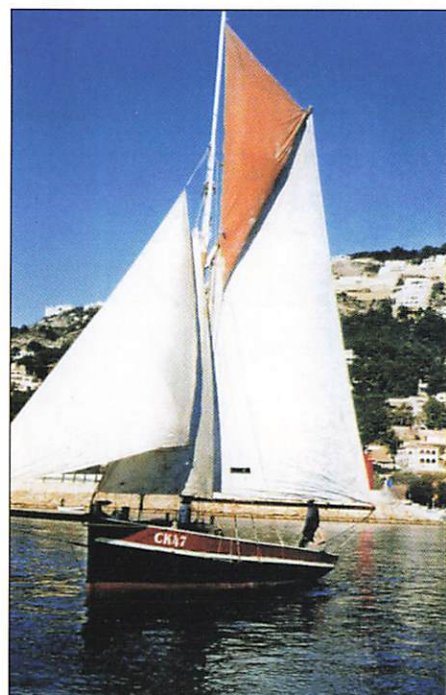
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The following abbreviations are sometimes used in the newsletter to denote OGA areas:

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		

- BC, 4686, Speedwell, Mrs Suzi Walker, 4 Stratton Laurels, Cirencester, Gloucestershire, GL7 2JY, BC
- DB, 4693, John Coorge, Mr Richard Power, 10 South Main Street, Youghal, Co. Cork, DB
- DB, 4694, Josephine, 2740, Mr Stephen Boyle, 1 The Square, Lower Road, Crosshaven, Co. Cork, DB
- DEV, 4688, Miss Clare McKillop, John McKillop & Co. Sailmakers, The Sail Loft, Ebrington Street, Kingsbridge, TQ7 1DE, DEV
- DEV, 4692, Pilgrim, Mr William Wakeham, 53 Hill Park Road, Brixham, Devon, TQ5 9EU, DEV
- EC, 4695, Teal, Mr Andrew Rankin, 16 Kevoek Road, Lasswade, Midlothian, EH18 1HT, EC
- NW, 4687, Mr Dave Williamson, Derwentwater Marina, Portinscale, Cumbria, CA12 5RF, NW
- NW, 4689, Irmgard, 2739, Mr Michael Coy, 8 Church Street, Darfield, South Yorkshire, S73 9LG, NW
- SCO, 4690, Elizabeth, Mr Iain Nicholls, 28B west Forth Street, Cellardyke, Anstruther, Fife, KY10 3HL, SCO
- SOL, 4691, Talisman of Cowes, Mr Simon Bradshaw, 205 Mill Hill Road, Cowes, Isle of Wight, PO31 7EN, SOL

Membership Subscription Rates		With payment by Direct Debit Discount
Single	£20	£18
Family	£23	£21
Junior	£5	£5
Euro	34 Euros	34 Euros

The Editor places advertisements in the Log in good faith. Neither he, nor the OGA, shall be held liable for their content and accuracy.

**Private advertisements are free to OGA members.
Non members please contact the Editor.**

**Space has become available for additional commercial advertisements.
Please contact the Editor for details.**



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01795 531 493
Standard Quay, Faversham, Kent ME13 7BS
colin_frake@lineone.net



Equipment for Sale'

2 – burner parafin cooker – make uncertain but the burners are the same as for Taylor Parafin Stoves. With fiddles and gimballs, with a cast iron grid; body alloy and s/steel. Large and rather battered, but good performance; has a rather small integral fuel tank; Size of body overall 22" width; 14" depth; 12" height.

Sails – from 24ft crabber-type – flying jib; tan "duradon" (canvas-like), internal rope luff; medium weight ; made by James Lawrence Sailmakers; luff 19ft; leech 16ft; foot 9ft area 71 sq ft; as new, lugsail – loose footed, balanced; hand-roped tabling, cringles etc; J-L make ; tan, duradon: luff 7'6"; Head 13'6"; leech 22'6"; foot 14'9"; diag throat/clew 18'9"; area 175 sq ft – well used but reasonable condition =A3125 ono. Another lugsail – high-peaked/boomed/balanced; white, terylene, old but useable; luff 6'6", head 14'3"; leech 19'6"; foot 14'3"; diag 15' area 150 sq ft.

Contact Fabian Bush on telephone 01206 728577 or email fabianbush@btinternet.com

Brand new spars made by Collars and brand new set of sails by James Lawrence. Unused due to sad demise of boat. Mast laminated Douglas Fir 22ft.3ins with 4.5 inch diameter, tapering, with hounds, mastband and eyebolts. Bowsprit 8ft.6ins with four eye galvanised mastband plus brand new marine steel deck fittings. Mainsail – foot 15ft.6ins Head 12ft.6ins Leech 23ft.6ins Luff 10ft.6ins. Jib Luff 18ft Leech 15ft. Foot 11ft.6ins. All cream sails hand finished in Clipper cloth with hand sewn eyelets and hand roping. Beautiful.

Price for all £1,800 ono.

Contact Simon Bell mobile 07775 656741 or email slimbell@dircon.co.uk

Pine mast for sale

5 metres long, 70mm diameter section. 75mm square base. varnished and in good condition. It has had a mast track set into it, but subsequently removed but may still be available. It could be used as topmast/bowsprit/mizzen etc. Offers requested, in the hope of finding a good home for it.

Please telephone Ian on 01634 721994

Wanted

Now that I have time to indulge my hobbies I am seeking a suitable Gaffer before I am too old to enjoy it. Preferably a small smack, smack yacht or cutter around 30 feet of pleasing proportions and with gear that one could manage. Some work not objected to.

Contact Malcolm Ginns on 01702 582550

A change in the West:

We have a new Area Secretary in Cornwall, Chris Leopold, and a new President, Chris Gill, John Denner continues as Treasurer. They were elected at their Area AGM on the 14th November. Our best wishes go to Mike Collins who has had to resign due to ill health.



Long term East Coast OGA member Captain Richard Woodman MNI, has been asked to give the Annual Lecture by the Society for Nautical Research on the 2nd December. Past speakers have included such people as Frank Carr, the first Curator of the National Maritime Museum. Richard has also been awarded the Society's Anderson Medal which will be presented following the Lecture.



From Western Australia we hear that after many years of great work in almost every position in the upside down OGA – or is it us who are upside down!!! – Wally Cook is stepping down. Along with his wife Shirley they have put in countless years of service but are now taking well deserved retirement. Wally and Shirley have gradually handed down their knowledge and experience including passing over the archive of photographs and the boat register – a real treasure trove of Gaffer history and intend enjoying some sailing on their beautiful 'Karina'. So if you see 'Karina' in the Western Approaches one early summer give him a warm welcome – and tell him that he probably turned left when he should have turned right but no problem!

Best wishes to Wally and Shirley from us all.



Hi photo taking gaffers. The Annual Photo Competition has been running for the last ten years or so and has been a great source of photographs for the Log. We are in a changing time where entries are increasingly coming into the organisers in digital format. I can see that in a few years time they will all be digital. With modern technology it is possible to put digital entries onto the Internet and to organise a voting system to let you gaffers pick the winners.

I would love to hear the views of gaffers on this matter to see if going this way is appropriate. Email gaffer.lyons@btinternet.com

Don't forget to get your photos to us before the 15th March next year.

Peter and Alison Lyons – OGA Photographic Competition Organisers



The Sailing Committee have not met during the summer because most of us have been sailing! However there will be a number of meetings during the winter, North, South and East. Racing, Cruising and Technical/Heritage matters form the broad agenda headings. If any member has a burning issue on the sailing side, or a sailing/gaffer related idea the OGA could take up, please get in touch.

I would also be very grateful if area organisations could send me their racing results for the year. This is for technical and race management/handicapping reasons.

Participation at meetings is not limited to OGA officials, so if any OGA member would like to contribute or come along to any of the gatherings, please get in touch.

Jon Wainwright: Portview, New Road, Mistley, Essex, CO11 2AE. Telephone 01206 393537, or email JRWainwright@AOL.com

Jon Wainwright – Sailing Sub Committee Chairman

OGA AGM AND PRESIDENTIAL ELECTION

Annual General Meeting 14th January 2006 at 18.30 at the CA Headquarters Limehouse London

Agenda

1. President's Welcome
2. Apologies for absence
3. Approval of the minutes of the last AGM, January 2005
4. Matters arising
5. Hon. Treasurer's Report and Presentation of the Association Accounts
6. Rule Changes
 - 7ii Officers of the Association. Position of 'Webmaster' to be added
 - 7(v)b Finance and General Purposes Committee. Change name to General Management Committee
7. Any Other Business
8. Election of Officers – President of the Association
9. New President – Announcement of Awards:
 - The David Cade Memorial Trophy
 - The Cape Horn Trophy for Seamanship
10. Close of Meeting

Presidential Election

This election is to be held by postal ballot only. No votes will be accepted after the closing date.

Ballot papers are to be sent to the OGA Newsletter Editor, Mr Phil Slade, whose address is shown on page 2 under Officers of the Association to arrive by latest the 7th January 2006. Please mark the envelope 'Presidential Election'.

Ballot papers will be verified and counted in time for the result to be announced at the Annual General meeting at CA Headquarters Limehouse on the 14th January 2006.

The two candidates standing for this post are Mr Brian Hammett (East Coast OGA) and Mr Mike Shaw (Solent Area OGA).

Mr Brian Hammett

I am delighted to offer myself as a candidate for the office of President of our excellent Association. I am equally pleased that there is to be an election.

I have been a member of the East Coast Area of the OGA for nearly 25 years, served on the East Coast Committee for several years before taking over as East Coast President from Rob Williamson in November 1989. I held this office until Oct 2005.

If I am successful in my nomination for National President I will tackle the job with the same enthusiasm that I have had for the East Coast Area. My mission as National President will be to widen the appeal of the Association to sailors and supporters of Gaff Rig in whatever and wherever they sail. Since the formation of the OGA many local and class Associations have been formed. It will be my aim to have a dialogue with these

"Mayfly" – Gentleman's Yacht

38ft over spars, 28ft LOD, 27ft 6ins LWL, 10ft beam, 5ft 3ins draught. Built as a flush decked yacht in Poole in 1914 on the lines of the local fishing boats, MAYFLY has 4 berths in 3 cabins, heads and galley. The roomy interior has standing headroom and is believed to be as original having a much admired saloon, with oak panelled doors and lockers, and varnished tongue and groove bulkheads. MAYFLY won the concours d'élegance at the Yarmouth Old Gaffers Festival in 2005. She has a 30hp Lister Alpha engine, installed in 2000, ICOM VHF, NASA Clipper Duet and Navtex, and Garmin GPS. Would make ideal live aboard. £14,950

For more details and pictures, contact Geoff Skinner, on 023 8040 3155, 07813 855 396, gc.skinner@virgin.net

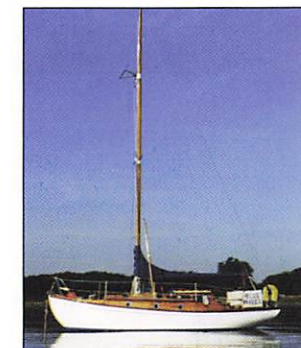


"Blue Waves" – Classic Alan Buchanan designed Wind Elf Class Sloop

Bermudian 2/4 berth sloop. LOA 25ft Beam 7ft 2ins Draught 4ft 6ins. Built 1951 by William Wyatt West Mersea. Mahogany on oak, refastened 2005. Dolphin MkII 12hp new 2004.

In present ownership for the past 17 years.

Price £8,000 ono. Contact John Denner on 01326 280030



"Santana" 6 tonne Morecombe Bay Prawner c.1902

3 year restoration project completed and surveyed September 2002. Full reports available. LOA 32ft 8ins LOD 26ft 3ins. Beam 8ft 6ins. Draught 4ft. 4/5 berths in two cabins, galley, toilet. Electronic log and echo sounder; telephone and hand held, GPS. 1500cc 24hp inboard diesel. Main, fore and Jib in good order.

Lying Swansea marina. No time now to sail her!

Price £15,000. Contact Brian Kindness on 01269 870415.



"Windchime" Gaff rigged sailing cruiser

17ft LWL 2 berth gaff rigged sailing cruiser. Wood construction, glued clinker. Complete with full inventory and good road trailer. Lying South Devon.

Price £6,900. Contact Roger Rudman on 01902 372992



"Rapunzel" 14 foot winkle brig

Built by Alf Last in the Walter Cook boat yard in Maldon about 1935. Generally, elm planks on steamed oak ribs. Two alternate Arthur Holt hollow spruce masts to choose from. Owned since 1973, New keel and wooden NACA 025 airfoiled centre board with about 50 lbs ballast at the bottom in 1988, Six new ribs in 2002—Rapunzel was registered with the OGA in 1973 as # 753, and is one of a very small number of really old open boats on the Register. Spinaker, anchor, oars, pump, and buoyancy bags, lockers in the bow and stern, fenders etc. etc. She handles really well with one to three adults, or two adults and two children. Ideally, I'd like to trade her in towards something a bit bigger with sleeping accommodation, and a cooker. However, no reasonable offer refused, to someone willing to love, honour, and cherish the old girl!

Contact Jon Howorth. Weekday on 01424 850555. Weekend on 01621 855324



14 foot Gaff Yawl Trailer Sailer ("Kittiwake")

Built 2003, GRP hull fitted out in Iroko, Mahogany and Douglas Fir with traditional bronze and brass fittings, a beautiful little craft with superb sailing performance. Excellent sea keeping characteristics. A real joy to sail. Complete with road/launch trailer effectively as new. Price £8,500 but would be very interested in a part exchange for something larger but similar (for example NQ19)

Contact 01273 517291 or brian.skinner2@btinternet.com



"Peg" Gaff rigged cutter.

Built mid 1970's she has a keel stepped mast with a nicely proportioned cabin. The galvanised standing rigging and the new centre plate pin has only served one season. The iroko rubbing strake and the Colombian pine toe rail have recently been fitted. New 'Wykeham Martin' furling gear has been installed this year. Cockpit and boom covers are in good condition and all woodwork is finished in Dek's Olje D1. White hull with a full set of tan sails and white topsail. Yamaha 4 hp engine fitted in an outboard well. 'Peg' has been out of the water for 8 of the last 10 years and is now proving too small for the owners. Price £7,950 or near offers considered.

Contact Peter Stephenson on 01983 853420 or e-mail stephensonpt@aol.com



"Witch" 32ft Dickies Gaff Cutter

A good home is required for "Witch" a 32 ft Gaff Cutter, built by Dickies of Tarbert in 1898. Yard maintained, and now reluctantly for sale, good general condition. One owner for the last 40 years. Good tan sails and diesel engine. Sails beautifully, and is well balanced. Well known on the East Coast.. Five berths in two cabins, full standing headroom.

Contact Pete Thomas on 01473 832808 or via email at p.m.thomas@talk21.com



organisations so that we can represent their interests at a National level. I am also anxious to ensure that our membership receives value for money from its subscription and that our members can see a direct benefit in their local area.

I believe that I have the skills to achieve these aims. I am a past Vice President of the Cruising Association and chaired their Member Services Executive Committee for many years. For ten years, until the year 2000, I ran the Watersports Centre in the Royal Victoria Dock in East London where we taught East London kids the value of boating activity in all its forms.

Together with my wife Lorna I own a Francis Jones designed, Gaff Cutter, Avola, and cruise her extensively. We sailed to Russia in the year 2000 visiting every country in the Baltic (where Gaffers are now a rarity). I look forward very much to becoming President of the OGA and encourage all members to use their vote.

Brian Hammett

Mr Mike Shaw

A member of the OGA for about 15 years, I started sailing a canvas Kayak as a boy. (It was really a canoe with lee-boards and a scrap of sail but it was a gaff.) As a family we now sail Susan J, a Heard 28, which we keep on a swinging mooring in Poole Harbour. We have taken her round Britain, cruised to Brittany, the Scilly Isles and Ireland. I am an amateur masochist so it is Summer-only sailing with plenty of shore leave. Sailing to me is about highs and lows: my lowest point was losing the bowsprit in a blow (bad sail management, of course!) but a high is undoubtedly lying in a snug anchorage watching the sun set with a decent single malt.

Work (in the publishing trade) no longer gets in the way of sailing, so time spent on the boat is even more important and the OGA has given us some excellent racing and huge fun. Last year I was on the F&GP committee and this, as well as being an active member of the Solent region, has made me keen to push forward new ideas. They can be summarised as Preservation, Participation and Promotion.

If I were to be elected President I would like to consider five policies.

1. Greater assistance, including financial support, to our smaller regions so that they can grow. There will be more of us and more sailing.
2. Support greater participation from our membership at every level, encourage their ideas and offer support. Try to develop national events both on land and on the water to unite the Association.
3. Offer more benefits to members, for example, discount schemes.
4. Encourage ideas to increase our membership. The Gaff rig is growing in popularity and so should we.
5. Modernise our marketing and national image, for example a bigger website and a welcome pack.

If elected, I would like to visit all the regions and to consult the membership so that you know that your association is on the right tack, sailing a well-planned passage with a flood tide under us. Time spent Gaffing is seldom wasted.

Mike Shaw

ONE FROM THE MEMORY BANK *by John Travis*

Several years ago, Sylvia decided to go up to London to visit her daughter in Crystal Palace. So being New Year's Eve, I thought I would have a couple of days sailing. I drove down to Itchenor to our Great Dane 28 'Sophie of Esher'. In those days we kept her on a swinging mooring on the Itchenor reach. Loaded up the dinghy having first broken the ice on top, and sea gulled out from the hard.

Once aboard I lit the 'Pansy' our little bulk head mounted charcoal burning stove, fired up the diesel and motor sailed out into Chichester Bay, heading west between the forts, across Osborn Bay, past Cowes, with no other boats on the water. With the short hours of daylight at this time of the year, it was dark by the time I reached the narrow entrance to the Newtown river and felt my way gently in, leaving Clamerkin Lake to port and picked up a mooring.

There were only two other boats in the Shalfleet River, one in darkness and the other with a glimmer of light from a cabin port. I had kept the wash boards in on the way down and sliding back the hatch I was met by a welcoming rush of warm air. The cooker lit, and whilst the meal heated a modest glass of rum mixed with Shrub, (a drink I had been introduced to in the Isles of Scilly many years ago and have always kept on board and used as a little celebration at the end of a successful passage). A cosy cabin with a paraffin lamp giving just enough light to read by. This was real Swallows and Amazons stuff!

Filling up the stove before turning in, and hoping that it would still be alight and warm in the morning I fell in to a deep self-satisfied sleep.

At about 3 o'clock I awoke to a strange feeling that something was not quite right. I crawled out of my nice warm sleeping bag, and sliding back the hatch, looked out to find that the water around the boat had a thin film of ice in it. The very slight movement of the boat was causing the ice to break and this was the noise that had woken me.

Back in to bed while it was still warm and soon asleep again. The next time I surfaced the sun was up, it was still bitterly cold, with a dazzling clear blue sky, hoar frost making all the rigging two inches in diameter, the decks frozen white, and all the grasses along the water margins also white with frost.

Ducks coming in to alight on the frozen water, skating off sideways as they touched down. A little wisp of smoke from the chimney and the fragrant smell of charcoal on the crisp morning air,

Where else would one want to be on a beautiful morning like this?

Hot coffee and buttered toast before setting out to return to our mooring, all ready to go, but the engine starting battery would not turn the cold engine!

But that's sailing for you, we only remember the good times.

John Travis

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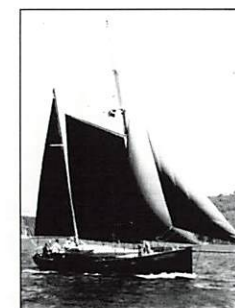
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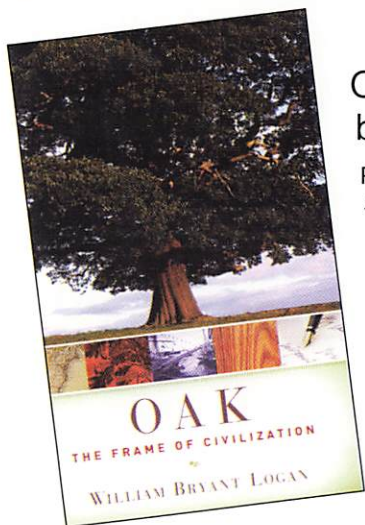
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Oak. The Frame of Civilization by William Bryant Logan

Published by W W Norton & Co Ltd through John Wiley & Sons Ltd (telephone 01243 843291) price £16.99 (hardback)

ISBN number 03930 477 3 3

A well written and very interesting history of this most British of trees which has been part of our maritime heritage since man starting trying to cross water. Full of detail of how oaks seed, spread, and have been used in almost every facet of our lives. If you love trees you will like this book.

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A LITTLE ADVENTURE by John Travis

I suppose it all started towards the end of the Second World War when I was an evacuee living on a remote farm outside a little village between Bodmin and Wadebridge. The farm was about one mile from St.Mabyn, across fields, with no connections to any main services. However we did have our own mill pond, with a slate lined mill stream leading to a huge water wheel which in turn drove machinery for crushing oats to feed our cattle.

Billeted with us to work on the farm was an Italian prisoner of war, Emilio Ciccorelli. I was eleven years of age and he was maybe nine or ten years older. He would spend his spare time in the evenings hand carving flights for the village darts team, and he hand carved for me a little model yacht to sail on the mill pond.

The war ended and I returned to Surrey but I dreamed of my happy days spent in Cornwall. My first holiday from work I decided to cycle back to the farm to see the people that I had enjoyed living with for so long. I was fourteen years old and I set off to ride the 246 miles back to St.Mabyn, stopping off in Youth Hostels along the way. It took me four days to get there!

The return journey took me along the coast road from Exeter to Lyme Regis, Bridport, Weymouth, Poole and on to Lymington. From here I could see the Isle of Wight and as I still had a few shillings left in my pocket I caught the ferry across to Yarmouth. This was real adventure!

I followed the road anti-clockwise, keeping as near to the sea as I could before turning inland to spend the night in the Youth Hostel situated within Carisbrook Castle just outside Newport. The following day I continued on round and in the evening I arrived in Bembridge. Sitting on my bicycle with one foot on the harbour wall, as the sun went down, I watched the fleet of Bembridge Redwings coming in after an evening sail.

Never in my wildest dreams did I ever imagine that one day I would own a cruising boat and sail myself into that lovely harbour.

Even today when I enter Bembridge, 59 years later, I still remember that first visit.

John Travis



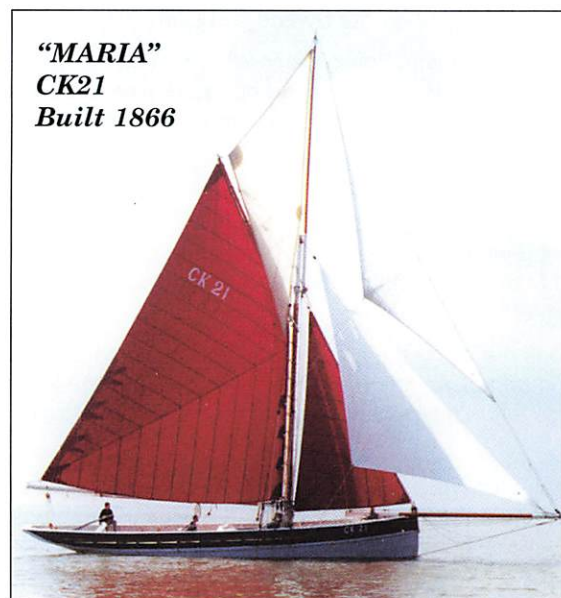
John and Sylvia's present boat is Maude, a Tamarisk 29.
Photo by Eric and Doris.

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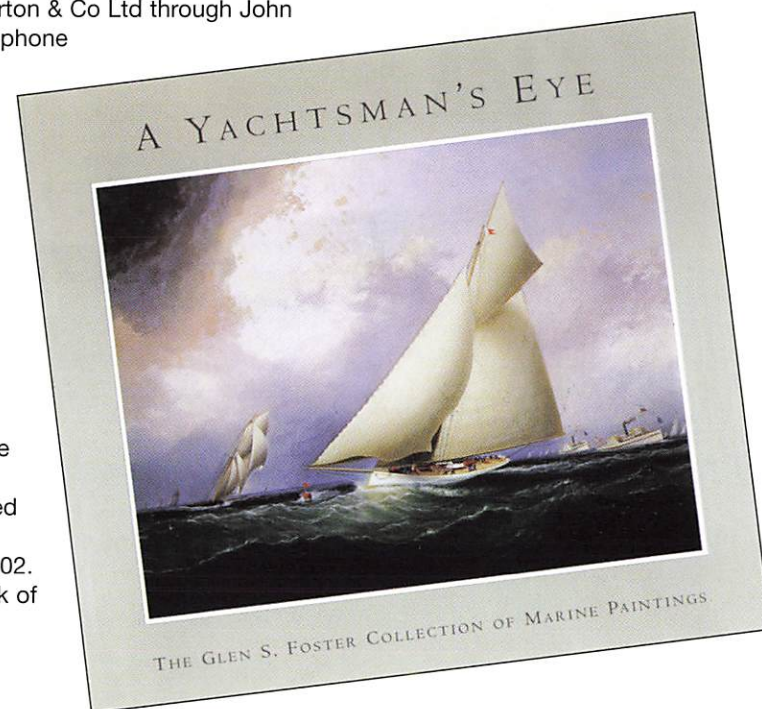
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A Yachtsman's Eye. The Glen S Foster Collection of Marine Paintings.

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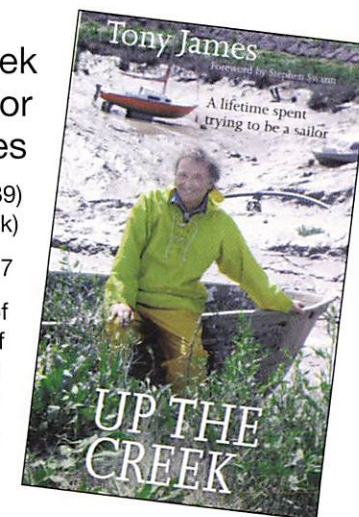


Up the Creek – A lifetime trying to be a sailor by Tony James

Published by Seafarer Books (Telephone 01394 420789)
price £9.95 (paperback)

ISBN number 0 954706 7 7

A very amusing and sometimes thought provoking story of
one mans experience of boats and the sea. A collection of
anecdotes of various adventures, some more successful
than others, the odd accident, interesting and amusing
characters met along the way, and between the lines a
story of marriage. Well worth a read either in the fireside
armchair or at some peaceful mooring up a creek, which
is where Tony often found himself.

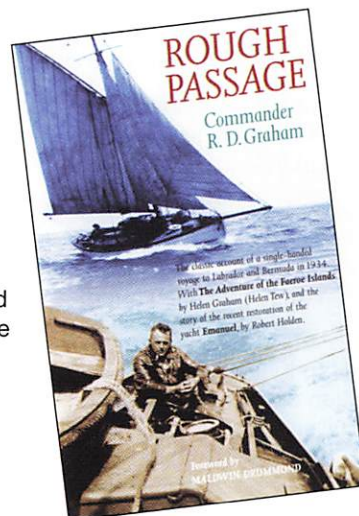


Rough Passage by Commander R D Graham

Published by Seafarer Books (Telephone 01394 420789) price £9.95 (paperback).

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This new edition of the seafaring classic includes not only the account of the voyage to Labrador and Bermuda in 1934 but also the story of his trip to the Faeroe Islands with his daughter Helen Graham (Helen Tew). Brought upto date with an account of the recent restoration of 'Emanuel' by the current owner Robert Holden, also Hon Sec to the OGA. A thoroughly good read.

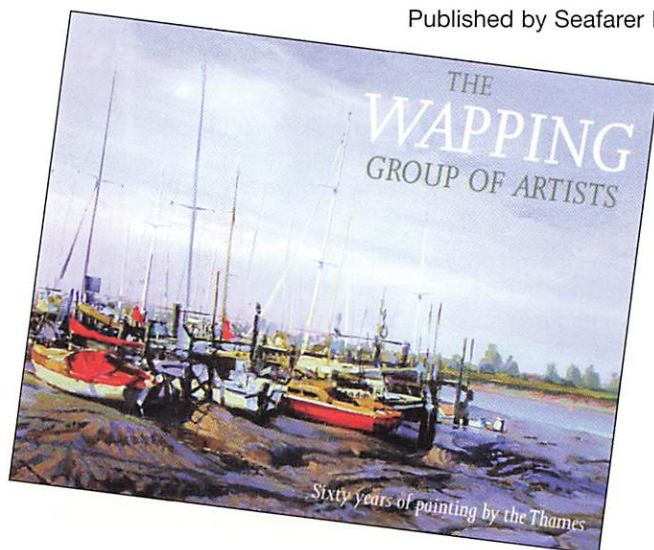


The Wapping Group of Artists or Sixty Years of Painting Along the Thames

Published by Seafarer Books (Telephone 01394 420789)
price £19.95 (Hardback)

ISBN number 0 95470 62 50

A delightful book of the works of the so called 'Wappers' If you are an amateur artist or just like looking at pictures with the Thames as a background then this is well worth buying. Super.



HMS Cunningham goes into action.

Battle of Trafalgar 200th anniversary celebrations as fought in the Solent Area OGA



A French Two Decker replies.

Photos courtesy of Tom Cunliffe – Solent Area President.

A FINAL FLING FOR SHOAL WATERS?

by Charles Stock

During the days of my working life and hectic weekend voyages limited by the tyranny of Monday morning, I often dreamed of retirement and leisurely voyages with no time limit. Now, in my seventy-eighth year and after nineteen glorious years of retirement covering some 35,000 nautical miles I found myself back to square one due to the ill health of my wife Joy. Although we have a son still living at home there seemed to be little chance of my visiting all the usual rivers of the Thames estuary from my base at Heybridge on the River Blackwater this year. Although in fact as it turned out Joy was able to enjoy a few afternoon trips and one night down at her beloved West Mersea.

At Easter I did manage to get away on the Thursday afternoon tide to visit Battlesbridge at the head of the River Crouch, Rochford at the top of the River Roach on Saturday and Colchester at the top of the River Colne on Sunday and home on Monday. A total of 109 nautical miles made good in 100 hours off the mooring.

Then in early July I got away on Sunday afternoon to West Mersea for the night and left at 0400 hours on Monday with a forecast of light NE winds to the Black Deep. On through the seemingly endless wind farm on the Kentish Flats to the East Swale and through to Stansgate Creek in the river Medway for the night at 2100 hours. On Tuesday I took the



Shoal Waters on the Norfolk Broads

Dublin Bay

A Chara.

At long last a report from Dublin Bay! Not a bad season, but with boats either in the West or out of the water for repairs and restoration, the turn out was a bit on the light side.

The Tall Ships Race started in Waterford. The Fleet sailed for Cherbourg twelve hours late because of no wind, some followed as far as the Scilly's, whilst others carried on South, to the South of Ireland.

On arrival in Ballycotton the Lifeboat with it's infamous Cox Ian Sheridan and his alcoholic dog were out on a shout. When they returned they tied up along side. The following morning the Lifeboat was out again, this time for 11.5 hours to a trawler in difficulties 70 miles off shore. They then returned and refueled and went back out to the aid of a motor cruiser.

Onwards to Kinsale. The bicycles were got off the coach roof and the start of serious exploration of Cork. Heading further West we arrived in Glandore for their bi annual traditional sail festival. This is a well turned out and attended festival. Our many thanks to Donal Lynch, his Committee and Colm (Vice Commodore) who loaned us his moorings for the duration. A great event. Thanks.

'Earraid' carried us in style and lots of comfort to Baltimore in 28 degrees centigrade and rising. Guinness was exchanged for icy cold bottles of Bulmer's cider and the pub grub superb. Then off to Cape Clear Island with Connor Haughey and family in 'Celtic Mist' taking the lead and the Baltimore Lifeboat with Cox KieronCotter circling with film crew aboard. With an over night stay on the island organised we celebrated national lifeboat day in real style.

With the Fastnet as the back drop we headed for Schull. On arrival the harbour master invited us to tie up to the pier. With 'Errendale' 'Way of Life' and 'Nobel Warrior' rafted alongside. The bikes were put shore side and DBOGA went bike about in what in my opinion is one of the most beautiful places in the Northern Hemisphere. Weather 25 degrees centigrade blazing sunshine.

When the wind backed WSW we headed back East to Union Hall whilst the other boats went West. Union Hall is a fishing port up the Channel from Glandmore and is well worth a visit. After a good nights sleep the wind was more favourable and we left on the ebb to Crosshaven.

With a freshening Westerly making Crosshaven easy sailing we tied up in the marina, owned by a friend of Mick Hunt, including Salvie Marine a great facility doing all types of repair work. Then the wind blew SW8 and monsoon rain fell for 24 hours. Monday saw me needing to head home. Meanwhile 'Earraid' spent another day in Crosshaven before going on to Helvic, Kilmore Quay and home, just in time to do committee boat for folk boat week in Poolbeg.

Our end of season dinner on Saturday 12 November has been well subscribed with 100 tickets sold. AGM is being held on Wednesday 11 January just in time for London AGM.

Mick Bentham Area Secretary

Conwy & North Wales

The area held its 8th Annual General Meeting on Saturday, 22nd October 2005. This was well supported by 23 members albeit the same "old" faces. Please note for those who attended the "old" is in inverted commas!! There were no contentious matters and therefore the meeting terminated after 1 Hour.

The AGM has for the past couple of years been held in December at the Holyhead Sailing Club. However, due to the fact that the restaurant was being refurbished November to January it was decided to bring the meeting, together with the dinner, forward in order to support both the bar and the restaurant.

Sue thanked the committee of the Holyhead Sailing Club for allowing the OGA the use of their premises.

The annual dinner followed the AGM in the restaurant of the Holyhead Sailing Club and 31 of us enjoyed an excellent meal. For the first time this year it was decided to have a surprise guest. Brian Thomson, Coxswain of the Holyhead Lifeboat, agreed to give us an informal chat and enlightened us about some of the exploits of members of the crew and their enthusiasm in saving lives and boats at sea. Brian's wife Lorraine was unable to attend and in her absence Brian accepted a bouquet of flowers on her behalf. A donation to the RNLI was also handed to Brian.

The date for the Small Boat Gathering at Derwentwater has had to be moved to the second weekend in September and therefore the dates are the 8th to 11th September 2006.

Sue Farrer Area Secretary



Brian Thompson, Coxswain, Holyhead Lifeboat giving Angus (ex Coastguard and the only man to motor home through the Skerries in reverse!) a hard time.



These boots are made for ... sailing?

flood up the Medway to Aylesford and returned to Upnor for the night. Next day I crossed the river Thames to Leigh and a leisurely sail along the seven miles of the Southend seafront ready to return to Heybridge on Thursday. 120 nautical miles made good in 96 hours off the mooring.

By August I had still not sailed north beyond Colne Point, but a fine spell and Joy's slightly improving health enabled me to get away for six days. Visiting Walton on Saturday, Snape on the River Alde on Sunday, Wilford Bridge above Woodbridge on Monday, the River Orwell to Ipswich dock gates on Tuesday. The River Stour to Manningtree on Wednesday, Walton Town and Beaumont Quay in the Walton Backwaters on Thursday and back home on Friday. 190 nautical miles made good in 123 hours off the mooring.

A net total of 419 nautical miles made good in 319 hours away. I do not have an engine but carry a quant and a paddle. Together with other, shorter, one night trips I covered just over 800 miles during 2005, only the second time since launching in 1963 that she has not covered at least a thousand miles in a year. The best ever year was over 3,200 nautical miles.

'Shoal Waters' is sixteen feet 6 inches, a Fairey Falcon hull completed by the owner in 1963 as a gaff cutter.

Charles Stock

BEAULIEU 2005 *by Ron and Beth Hanson*

Twenty five Gaffers had indicated that they would be participating in the Solent Area 2005 Beaulieu Rally and Treasure Hunt this year which was to be sailed in the Central and Eastern Solent. The weekend was to commence during the evening of Friday 13th May at the Cowes Corinthian Yacht Club where the clues were to be issued to all the entrants in their very comfortable bar. However, due to the force seven winds in the Solent during the day it was decided to e-mail the clues to all the competitors and give them the chance to join the course at the nearest point to their home port on the Saturday morning.

This enabled 15 of the entrants to participate in the Treasure Hunt and to reach Bucklers Hard in the Beaulieu River just as the wind decreased during Saturday afternoon, in time for the barbecue and before the 6-00 pm deadline. The Treasure, a large hamper of mixed goodies, was won by Tom, Ros and Hannah Cunliffe and crew sailing their 56 ft, 22 ton Westernman who managed to sail the entire course and correctly answer 23 of the 40 questions despite mountainous waves outside the Forts in the Eastern Solent. Calypso and Ruach both tied for second place, each having correctly answered 22 questions. The 18ft LOD Calypso, sailed by Tom and Julia Richards gave a particularly brave account of herself when, having sailed all day in the foulest of weather and survived she was nearly swamped by the wash from two huge Sunseekers racing each other just off the entrance to the Beaulieu River.

Thank goodness for those modern electric bilge pumps!

On arrival at Bucklers Hard everyone was very keen to welcome Dick and Pat Dawson's much loved and immaculate 26ft Itchen Ferry, 'Lone Wolf' on her first outing of the season during which she will celebrate her 100th birthday.

On Sunday morning the sun came out and the weather remained perfect throughout the day. This encouraged the Gaffers crews to blow up their dinghies and once again visit Exbury Gardens, a mile or so down the river and accessed via Lord Rothschild's private landing stage. Here they were able to put the rough and tumble of the previous days sail behind them to enjoy the



Daisy (1926) enjoying a fine day out



Part of the OGA Fleet

"Morbihan Festival" At the time of going to press, we are not exactly sure of what arrangements there will be regarding the smaller trailable boat which also requires, camping, trailer and car parking, but Claudia Myatt lives in the area and Francis Frost has friends at Dale.

If you are a small boat sailor and would like to attend, I suggest that you return the tear-off that came with the advert or let the organisers know of your interest either by e-mail seafair@mhpa.co.uk, [www. Seafairhaven.org.uk](http://www.Seafairhaven.org.uk) or telephone T.N. 01646 696178

Because apparently, having received "notices of wish to attend", they intend to handle any excess of numbers by issuing invitations to those selected to attend!

Mike Stevens Area Secretary



The SWAMAZON Race, East Coast

Trailer Section

"Not the *East Coast*?" they said, when I told some fellow Trailer members that Marlene and I had booked for the SWAMAZON rally at Walton on the Naze. "You won't like it, its all mud and besides, the countryside is flat, not mountains like you are used to."

"And, its on the wrong side of the M25." they told me, as though they were suggesting that a house had an unfashionable address. Well all that we can say is that we are glad that we went. Our welcome at the Walton and Frinton Yacht Club was so warm and friendly, the members clearly wishing to meet the OGA.

Not really knowing many East Coast OGA folk, I was grateful to catch sight of Robert Williamson who steered me in the right direction, telling me to look out for a sinisterly named character named 'Pete the Knife' who turned out to be Peter Elliston. We were taken to the garden of Chris and Anna Brooke where we were invited to pitch our tent alongside other members. Everybody was so kind and helpful, it made us feel proud to belong to the OGA.

I am not going to describe the rally which will be covered elsewhere. What I will say is that, yes, there is mud, lots and lots of it. BUT do not let that put you off. Its far softer than rocks and we were grateful for this whenever we ran aground. The countryside is very pretty, and being flat it means that the wind is far steadier than on a lake. We thoroughly enjoyed the sailing and were very impressed by the number of young children and grand children that were involved, far more than anywhere else that we have been.

Mind you, it's a bit embarrassing to be shown the way home by a skipper who is still in primary school!

Our thanks go also to Tessa Hodgkinson and companions for organising the rally.

Many of you will have probably received adverts for "Seafairhaven" at Milford Haven, June 24th- July 2nd 2006.

The organisers are hoping for a really big event lasting a week and based on the



*East Coast, Picnic
at Stone Point
(Note the SAND!!!!)*



Pat and Dick Dawson's immaculate Lone Wolf 100 years young

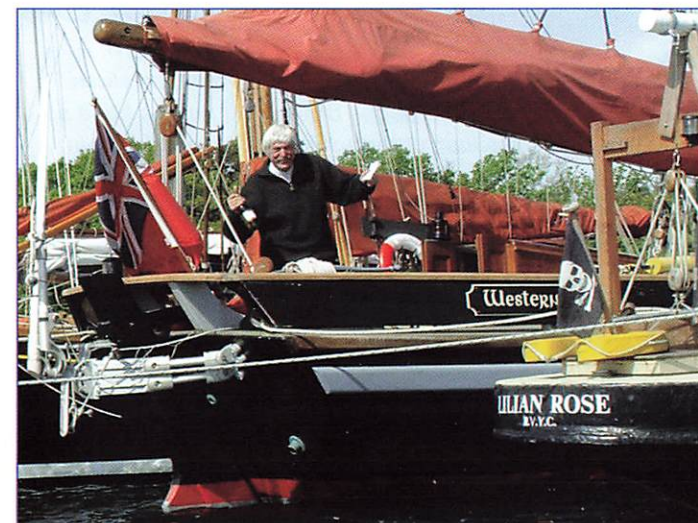
magnificent spring displays of azaleas and rhododendrons whilst the flood tide steadfastly provided sufficient water over the Beaulieu Bar to release the cherished Old Gaffers to sail back to their various home ports around the Solent and beyond.

This annual event has become very popular and it is hoped that next year its popularity will be further enhanced by holding a 'OGA Members Shanty Evening' to add further entertainment whilst the crews refresh themselves at the Barbecue after a fine day's sail. There can be few more fitting locations than the Beaulieu River, where so many of our magnificent Man of War ships were built from timber planted in the New Forest at the

insistence of Henry VIII and harvested 200 years later prior to the commencement of the Napoleonic Wars.

Next year, however, we shall try to avoid offending the 'Weather Gods' and hold our Rally on a weekend without a 'Friday the Thirteenth in it.

**Ron and Beth
Hanson**



Tom Cunliffe on his magnificent Westernman

Dear Phil

Following the letters referring to membership fees and exactly what they should be used for, I should like to point out that we are not a sailing club but a Rig association. In our recruiting literature we state that prospective members do not have to own a boat, only that they should support the aims of the Association. I know of members who, because of where they keep their boats, have little hope of taking part in an OGA event. To members such as these, Gaffers Log and perhaps Area newsletters are what it is all about. Even though they sail the only Gaffer in their club, they proudly fly our burgee. To suggest that the major part of their membership fee should go to sailing events does not seem fair.

Next, I would suggest that Richard Pattison's analysis (i.e. currently only 7.5% of the fee goes to sailing events) is faulty. This year, I have been to 6 OGA rallies. On average, the rally fee was £5, this means that my total contribution to OGA funds was £50 (£20 membership, £30 rally fees). In other words, of my total subscription, 60%, not 7.5% went on the Sailing Programme. Charging fees this way is fairer, in that the inactive member only pays for Association administration and the Log, the active member pays for the sailing programme as well.

Finally, exactly what do certain Areas require extra finance for? True, to set up a new rally does cost a lot, mainly reconnaissance costs, but after the first year or two it is relatively easy to repeat the previous year's rally at little cost. To berate the F+GP for not doing enough is to ignore the fact that we are a democratic organisation and the F+GP can only do what the AGM authorises them to do.

Mike Stevens

Ed's comment:

Thanks for this Mike. I think enough has been said on this subject now, all sides have had a chance to put their views through the pages of the Log and as Mike so clearly says the F&GP only do what they are instructed to do by the membership. A timely reminder that you have a chance to vote for the incoming President in this issue and the AGM is coming up on the 14 January if you have any points to put to the F&GP, whether in person or through your elected Area Representatives.

Dear Phil

Many thanks for another excellent Gaffers Log.

Your inclusion of my advertisement for Mehalah was proven unnecessary as a day or so before publication a sale was concluded.

It did however prompt this letter from me to pose a question of the membership. Mehalah



Fanny of Cowes



Fox

the Avola Cup, and to Graham Jenkins for a series of accounts on different boats as well as his own Island Blossom – wins the Francis B Cooke Trophy.

The 2006 Programme is currently – Annual Dinner 4 March, Wrabness Easter Egg Rally (Easter W/e), Foulness Island Rally on Mayday, Crouch Rally at Whitsun, East Coast Old Gaffers Race 17 June, August Classics Cruise 20-28 August, Maldon OGA Anniversary 23 September. There will also be events at Royal Hospital School, Southwold and Walton (Swallows and Amazons) dates to be advised. It is also hoped to run an event in North Norfolk.

The meeting ended with an invitation to attend the funeral wake of Ian Wright, former committee member and single handed skipper of the gaff cutter rigged Vertue Class *Patience*.

This was later held at Heybridge Basin on November 6th. *Patience*, crewed by his friends and fellow Vertue class skippers Rob Williamson and Mike Woodhouse with Ian's widow (Sheila) and Ian's sister aboard, left the lock in a very moving ceremony to scatter his ashes and a wreath made up into an anchor in the River Blackwater. Over 120 people watched the ceremony. The wake ended with a drink and a buffet at the Jolly Sailor. Ian's regular spot was kept for him, complete with pint and a bowl of welks.

Reports that the EC Sec had been seen in the Bristol Channel Area during the year can be confirmed. Adrian Sharpe (former OGA Mem Sec) has handed over custody of Reynardine, 32 ft Clipper Bowed Yawl, which is now being fitted out at Walton for the 2006 Baltic & Netherlands Patrol. There is concern that the EC Sec now has enough gaffers to start his own OGA area, and members are urged to requisition at least one (Maryll- details last Log) to prevent him being promoted to Admiral.

Jon Wainwright Area Secretary

sold as a result of an advertisement in *Classic Boat Magazine*, purchased by a French national who will be taking her to be based in Brittany. For a yacht built by John Howard in Maldon 118 years ago, currently based just four miles from her birthplace, never having sailed north of Aldeburgh or south of Margate, this will be a sad loss to her traditional waters. My daughter's assertion that Mehalah will be able to meet many new boats and enjoy her new environment may be so, but we must question the ultimate impact of exporting our national maritime heritage. Airlie was sold away to Ireland, a likely destination, I understand, for another of our East Coast classic yachts. I have also heard that Richard Meynall's beautiful Lona II is 'lost' to Italy. Others appear to be going the same way.

Of the responses to my advertisement no single enquirer of just three from the UK bothered to come and look at her, yet the level of interest from abroad was remarkable, with visits from both French and Italian would-be purchasers. A few days after her sale to France one of the Italians rang to buy her but was too late.

Whilst the remit of the OGA is essentially to preserve and promote the rig, surely we will have lost the plot if complacency, combined with a lack of commitment and enthusiasm to keep these old gaff-rigged craft on their native shores, results in our 'Classic' yacht regattas becoming events for just the modern and conveniently undemanding GRP designs now in production.

Richard Walsh

Ed's comment:

I mentioned this letter to Hannah Cunliffe who is one of the OGA representatives on Heritage Afloat and she gave me the following reply from them. She has since asked for the letter in full, which with Richard's permission, I have passed on to them..

Dear Editor

On behalf of Heritage Afloat, I would like to comment on the issue of UK built historic vessels being sold abroad and whether more effort should be made to keep them in this country.

We feel that the main consideration at all times must be the preservation of these vessels. As such, our concern is not so much where they are kept, but how they are maintained. Heritage Afloat advocates that a system of grading, similar to that thought out by the National Historic Ships Committee or that adopted for listed buildings, should be encouraged in other countries. The introduction of such methods internationally would ensure that vessels of critical importance are given the attention they deserve.

Hannah Cunliffe, OGA Committee member for Heritage Afloat

Dear Phil

Just a note from Clywedog or for non Welsh speakers 'the dog'.

Peru has it's Lake Titicaca in the High Andes, Wales has Clywedog at around 1000 feet above sea level. The dog is miles long, serpentine and covers 650 acres. We have good facilities for sailing, showering, catering and camping. We are doing the clubhouse up over the winter, having copped for a large grant to improve facilities.

Our events are very sociable and we have a good old party on the Saturday evening of the weekend, with a bar and live music. Extreme caution is advised when leaving the entertainment for your tent, as it is pitch black at the dog and those who have developed a heavy list may either skin their shins on a boat trailer or fall into the lake.

For the twitchers amongst you we have the rare red-kite, buzzards and ravens, not to mention the odd low level RAF Hercules (the pilots often give us a cheery wave).

We are quite centrally located, being within easy reach of the West Midlands and four miles from the little town of Llanidloes. The dates for our rallies next year are 20-21 May and 12-13 August so book in with either myself, or Mike Stevens. Any Old Gaffer who wishes to stay longer may do so and could use us as a base for touring the area. This also applies any time so long as there is no snow about.

One word of warning, watch out for the locals who are big and black and lie down in the middle of the road to chew their cud!

Hope to see you in May.

Ken Sykes OGA Member and Commodore Clywedog (Telephone 01686 420351)

Dear Lynn (email sent to the OGA Treasurer)

We have just sold our boat through the Gaffers Log and will not be replacing it in the near future. Unfortunately, I am therefore not going to renew my membership in January. However I would like to say how much I have enjoyed the last sixteen years with the association; the events; the races, AGM's and the Log – great value for money and great fun.

Many thanks to all of you who work so hard to sustain the association and often without proper recognition. I can assure you your efforts bring pleasure to all and are much appreciated.

Best regards and good luck for the future

Michael Foote

members were joined by Tom Gardner, skipper and Rodger McAslan, Secretary of the Reaper Trust. The Reaper is the last seaworthy example of the Zulu class of fishing boat, a herring drifter with dipping lug crewed by 8 men and a boy.

We were made very welcome at this wonderful museum by Robert Precott, who then gave a slide presentation and a guided tour of the Reaper in the harbour and a tour of the museum. Robert has been involved with the Museum for more than twenty years and was able to explain the development of the museum over the years. It has grown from a courtyard with a fisherman's cottage to now include a boatyard which holds another Zulu and many more examples of fishing craft and related gear. It shows the development of fishing from the mid 1800s up to the present day and to be shown round by Robert was a privilege. He also proposed a day sail on the Reaper for up to 12 OGA members next spring with overnight stay in B.&B. possibly. This will depend on the amount of interest shown by the Scottish membership.

While on that subject can I express my disappointment in the lack of response to the letter sent to all members about this meeting. Apart from the seven members who attended, and the three members who advised me they were unable to attend, my letter was ignored by the rest of the Scottish membership which showed a lack of good manners at least as our President and his wife had taken the trouble to come all the way to Scotland to attend.

Norman Mikkelsen Area Secretary

George and Brenda want to thank Norman and his fellow members of the Scottish OGA for the warm welcome shown them during their visit.

East Coast

A number of vessels took the opportunity given by a light south wind to attend the East Coast OGA's End-of Season Party and Annual General Meeting at the Schooner Club, Woolverstone on 29 October.

Brian Hammett opened the meeting by advising that he was standing down from the East Coast Presidency, but was going to stand for election for the Presidency of the whole Association. He thanked those present for all the support he had received during his years of office on the East Coast, going back to 1989.

Awards for the Points Series for seven selected events in the year were made by Peter Thomas. In the Gaffers, third was Bonifiy- Ipswich (Howard & Sue Wheelton), runner-up was 2004 winner Deva – Mistley(Jon Wainwright) and the 2005 Winner of the Tom Felgate Memorial Trophy was Fanny of Cowes – Pin Mill (Nigel Waller). In the Bermudan Classics, third was Maid of Tessa – Heybridge (Rob Williamson), runner up Rhumba- Maldon (Clive Church) and 2005 points winner was Random – Brightlingsea (Barry Edwards)

The Cruising Log awards went to Martin Scannell of Sauntress (currently in Spain)- wins



Robert Prescott giving his presentation

had clearly made private pacts with the forces of darkness, and *Zinnia* romped home beating all comers. Some didn't even get a decent sail, but little cared we as we made a grand night of it. The stragglers were shanghaied by Peter Garratt and the boys aboard *Furstin* for a stiff 'dark and stormy' and what sounded like a good song at the time.

Tom Cunliffe Area President

Cornwall

A mainly warm and settled summer and autumn enabled members to maximise their sailing. We were unable to run our race this year, but that did not stop some notable cruises. Helen Davies' smack *Ibis* (built 1894) and Bob and Anna Brunyee's pilot cutter *Marguerite T* (built 1893), both completed return transatlantic passages. This is quite remarkable, as they are both over 100 years old.

Our long-time Area Secretary – Mike Collins- is currently in hospital recovering from a serious operation. We all wish him a satisfactory convalescence. Our thoughts are with his wife Sarah, a keen supporter of the OGA in Cornwall.

At a recent area meeting in November, Chris Gill (01209 820825) Ark Royal and Chris Leopold (01726 73631) Constance Thomas took over the reins as president and secretary respectively. The new blood will ensure that the Cornwall Area will continue. Please give them your support, if we are to survive and develop. More member activity and participation would be welcome.

Boat building of new gaffers seems to be still alive and well down here. Luke Powell continues to build wooden pilot cutters at Gweek. The Cockwell's boatyard in Falmouth also has a wooden pilot cutter nearing completion. Nearby John Popplewell has built himself a fibreglass pilot cutter, rumoured to be similar to Jolie Brise; and no doubt would be willing to take further orders. Not to be outdone at Mylor, Martin Heard has yet another pilot cutter nearing completion also. So if you want a new pilot cutter, Cornwall is the place to come.

Frank Argall Area President

Scotland

This has again been a quiet year with the Tarbert Traditional Boat Rally being the only event at which OGA members attended. The Gaff rig class was won by Emerald with Colena second and Boojum third. Thanks to the help of the Anstruther Fisheries Museum and Robert Prescott, a long time trustee, we held a meeting of the Scottish OGA on the 12th November in Anstruther. This was attended by George and Brenda Jago who travelled to Scotland for this and seven



Get together in Scotland

A VISIT TO THE SEA GUERNSEY 2005 REGATTA

by Ron Hanson

When the Isle of Guernsey Tourist Board and a local Sponsor, Channel Island Traders, decided that 2005 was the year to launch a new Regatta Week to the yachting and boating calendar, they could never have visualised that it would be such an enormous success in its first year.

Having enjoyed a wonderful August Bank Holiday weekend at the Elephant Boatyard, which this year played host to the Solent Area Old Gaffers Race held in conjunction with the annual Bursledon Regatta, we rushed back to Cowes for provisions, a bath and a change of clothes before catching the ebb out of the Solent en route to Guernsey.

On arriving at Alderney and after a quick zizz in our blacked out concrete bunker, we went ashore to visit Braye for the first time in over twenty years. "This isn't as I remembered it" I said, watching two JCBs flattening and tearing apart old or disused cars on the quayside before depositing them in metal skips ready for shipment off the island. However, we soon spied Sam and Maggie Bayliss aboard *Brilleau*, anchored conveniently close to the beach, and on seeing *Nightingale* in the harbour they telephoned to invite us to a barbecue that same evening. What wonderful intrepid travellers they are.

During the day the north easterly wind, that we had wanted to use on passage the previous night, came in strong, providing *Nightingale* with a toy in the form of a mooring strop at which she tugged, playing with it much like a frenzied puppy with a blanket. During the night the wind veered southerly, while the north-easterly swell continued to enter the harbour, just to make sure that we, like everyone else in the bay, had very little sleep at all. Dawn meant that were already up, dressed in our new 'breathable', heavy weather oilies, ready to face the 24 knot challenge of a bash to Guernsey with two reefs and the No. 2 jib tied down on the deck. *Brilleau*, who did not have much sleep either, had decided to leave Braye at the same time with a full main and a big jib. We, who have tremendous respect for Sam and Maggie's intuition and sailing experience felt that we had over-egged it as usual with our deeply reefed rig, only to find out later that Sam, after seeing us leave the harbour, wished that he had reefed also. Out we went into whatever the Swinge had to throw at us, when 30 minutes later the wind suddenly switched off and Sam and Maggie sailed blissfully away from us into a perfect morning leaving us all dressed up and going nowhere fast!

Guernsey Harbour was bliss. Once over the sill, with a nice quiet marina berth to tie up to, we got our heads down for around 12 hours of uninterrupted sleep. When we awoke the next day, Albert Quay had been transformed into a wonderland of tented village, wherein huge potted plants engulfed tables and chairs outside a massive seafood speciality restaurant and a bar. Adjoining this was an Internet Café and massive television screen provided for the free use of the regatta crews who wanted to enjoy the test cricket and Eastenders. Boats of all types were arriving from Holland, Belgium, France and the UK. Whilst some 180 vessels had pre-booked, 104 actually participated. Some, who had no previous knowledge of the event but found themselves in St Peter Port, immediately changed their plans, joined in the fun and dressed overall. Such was the enthusiasm for the event. One large boat, on its way back to Cowes from the Caribbean, was so taken aback by the festival atmosphere that the skipper kidding his family said that he had made a navigational error and finished up on the Riviera.

The Regatta opened on the evening of 3rd September with a reception in the tented village, sponsored by C I Traders, where the judging arrangements for the Concours d'Elegance the following day were explained. Nightingale managed to win her class mainly because the judges were fascinated with the idea that anyone would create a traditional gaffer in 1980, bedecked with wooden blocks, Stockholm Tar and brown string when you could have a nice new white plastic boat instead.

The prizes were presented at a civic reception held at Castle Cornet on the Sunday evening where earlier during the day we had enjoyed two of the several mini plays put on to create a Festival of Living History to explain the local history of Guernsey and the surrounding seas. Everyone enjoyed the choir that entertained us throughout the evening and took advantage of the free alcohol provided.

Throughout the whole period between 2nd to 11th September there was a musical extravaganza employing a wide variety of high class entertainment, with singers and folk groups coming from all over Europe. Three large French classic boats Canelaise, Granvillaise and Lys Noir were invited to attend and added greatly to the carnival effect when used as a stage for the shanty singers. There was a demonstration of diving arranged by the Antique Divers Club and an underwater cycling race put on by the local sub-aqua group. Two massive French trimarans from St. Malo demonstrated their incredible speed in quite light airs when racing in the harbour. During the later part of the week there was an air race with over 150 participants and a power boat racing event, which in no way impinged upon the sailboat racing programme.

Yacht racing had commenced on Monday with a race around the island of Sark followed by round the cans racing on Tuesday and a race around Herm on Wednesday, with prizes for the different classes of boat participating. Nightingale managed to win the Gaffer's prize on Monday, coming 6th overall and she came 2nd overall on Wednesday, which we thought spoke well of the handicapper's judgement. The weather throughout the whole of the week was warm with bright sunshine, but a little more wind on Tuesday and Wednesday would have enticed more competitors onto the race course instead of picnicking on the beach at Shell Bay.

Thursday was a lay day to enable everyone to top up their suntan or visit the many delights of the islands, taking advantage of the low cost transport deals, not the least of which was a bus service that takes you anywhere for 50 pence each time you get on a bus. We took the opportunity to visit Victor Hugo's house where, in exile from France, he wrote *Les Misérables*. Prizes for the racing and numerous special categories were awarded on Thursday evening and Friday morning gave everyone a chance to repay Guernsey's hospitality by participating in a Sail Past before competing in the RNLI Charity Quiz in the evening.

Saturday was spent at leisure while the whole car park area was cleared ready for the evening's entertainment. From 7pm all the Regatta participants and local residents enjoyed a wonderful presentation put on by accompanied choirs from the island, then at 9pm the giant television screen, which had been erected during the day, was switched on to connect us live to the Last Night of the Proms. Flags, banners, hats and wigs all bobbing up and down was a great climax to what had been a wonderful event.

To end the event, on Sunday morning there was a Boat Jumble on the car park and in the evening a final shindig led by a very popular French folk group from Granville.

Solent

After the riotous annual kick-start supplied by the Yarmouth Old Gaffers Festival, the Solent area got down to business as usual. Boat-bulling, sailing and avoiding the Thought Police continued in their eclectic way until we were called to some sort of order by the 'Trafalgar' Fleet Review and the International Festival of the Sea. The Old Gaffers stand in the Naval dockyard was nobly manned by Sue and Peter Farrer who gave up the whole week on behalf of us all. The Farrers were assisted by various Solent members, including Mike Shaw whose diplomatic skills with visitors from nippers to admirals were only bettered by the remarkable performance of the Shaw family yacht *Susan J* in the Yarmouth Centenary Chase (see below). Some gaffers made it to the actual review and despite being anchored all day in wash that left Spithead like the inside of an industrial grade Hotpoint, the area president's yacht joined the cruise to the steps of the throne. Flying the gaffers' burgee superior to the house flag of a senior yacht club of which he is somehow a member, his crew saluted Her Majesty with three lusty cheers. Our sovereign lady did not appear to notice, but her consort raised a hand to the gaffers, showing seamanlike respect to the pennant we wear with pride. The subsequent 're-enactment' of the great battle was indeed spectacular, although doubts were expressed about the politically correct requirement for an engagement with no nations, 'red' and 'blue' fleets, and neither winners nor losers.

No such inhibitions muddled the Hamble River at the Old Gaffers' Race which, for this year, combined with the Bursledon Regatta. Fleets of full-on two and three-deckers named after the actual ships of 1805 met under the shadow of the Jolly Sailor. The heroic tars of Bursledon sailing to face the foe at around 1800 on 27 August included many of our members, and through the smoke of battle only the sober could discern that the protagonists were in fact re-modelled Mirror dinghies. The French line was cut by HMS *Victory* somewhere between the public bar and the Elephant Boatyard slipway. After a brisk and extraordinarily noisy engagement, the French and the Spanish struck their colours just in time to get a few pints in before a firework display to rival the greatest. Admiral Lord Nelson himself addressed all hands. We danced on our gaffs, roared out 'Hearts of Oak', and our cup of honest pride ran over.

Next day's race started in what couldn't even be dignified as a 'strong calm', with the ebb sending us towards the line like rubber ducks going over a weir. The gun went off, followed by another. Half the fleet assumed this misfire to signal a postponement. The rest slid through, with one or two doing rather well out of the local bylaw that gaffers can motor to avoid collision. Sporting common sense and goodwill prevailed, however, and *Thalia*, *Zinnia* and *Tit Willow* amongst others were worthy winners. There was no public dissent at the prize-giving, but the start-line shenanigans did raise some interesting issues about the nature of gaffer racing. The committee resolved to encourage contestants to read the letter of the rules as well as understanding their spirit, and the Race Officer's job has been redefined as 'Sailing Secretary'. The post stands vacant and a volunteer is sought...

The Royal Solent Yacht Club at Yarmouth is the spiritual home of many of us, with the club's inspired end-of-season Centenary Chase pursuit heavily subscribed with our boats. This year, it too suffered a spectacular lack of wind. When the breeze finally limped in we had one of those shortened-course races where boats three lengths away steam off with a fine breeze while their neighbours' fag smoke is still going straight up. *Susan J* and *Zinnia*

Medway and North Kent

This season has in the main been a good one with plenty of sailing and plenty of good weather that didn't always coincide with our events but sometimes did! Our annual race day in June started off really well for those that got over the line early, however those of us who were a bit slow off the mark suffered with no wind and the tide rushing against us, Graham and Anne Mason in 'White Moth' and ourselves in 'Nokomis' spent a rather frustrating hour zig-zagging back and forth gaining no ground and eventually we all decided to call it a day and go for a jolly using the mechanical sail.

The rest of the fleet had a pretty good day with no major upsets or interesting uncontrolled gibes that I heard about. There was tell of a couple of people doing a bit of "hoeing" on the mud banks around the Medway but its all hearsay I'm sure! Of course the usual bun fight at the prize-giving was fun and everybody seemed to have a good time. Thanks to all those who could not attend but never-the-less returned trophies etc in good time, much appreciated. Could those who still have trophies from last year please return them either by post or bring them to a pub meet or the area AGM (dates to follow in Kent Gaffing).

Some of our area members have been getting a few sea miles on the clock this season. Ones I've heard about include trips up the east coast to join in the fun, Robert Holden, John Cann and Simon Harding set off

for the festivities in Holland and by all accounts had a fantastic time coming home with stories of gigantic seas (on the crossing that is!), great racing, lots of music and merriment generally. Earlier in the year Simon and 'Drew the crew' set off for the Portsmouth festival in June at some ungodly hour in the morning and arrived there safe and sound, luckily thanks to a very understanding mum who took on babysitting duties for three days I was also able to join them which was fantastic. There was, as always at these events, plenty to see and do, the evenings also provided amusement in the bars around the site ... you should see the Malaysian Navy dance when they've had a drink or two, brilliant. As you can see in the photo, the First Admiral did call in and see us too!

For our up and coming dates please see Kent Gaffing or the next Log.

Sara Harding Area Secretary



IFOS Portsmouth 2005 with the First Admiral on board

It should be explained that the Festival Committee and sponsors, C I Traders, had initially thought of the Guernsey Regatta as a Classic Boat Event but then decided to expand it into an open regatta with a classic theme. Throughout this the first year's event entrance and mooring fees were waived and free to everyone. Next year Gaffers and Classic Boats will again be invited to attend the Guernsey Regatta. There will probably be a passage collector race to Alderney from various UK and European ports followed by a passage race for all traditional and classic yachts from Alderney to Guernsey. Mooring fees will again be waived for those participating Gaffers and classic boats in order to help the Guernsey Tourist Board and the sponsors, C I Traders, to create a truly spectacular centrepiece in the 360 berth marina area, adjacent to the entertainment tents.

This was a truly memorable event and one which I should like to commend to all Gaffers who can make it to Guernsey next year. The dates for your diary are 1st to 10th September 2006, so that the successful link to the Albert Hall and the Last Night of the Proms can once again become the climax to what I am sure will be another wonderful early autumn event.

Ron Hanson



Beth Hanson at Exbury Gardens

THE AMARYLLIS

by Robert Berry

There have been a series of racing yachts named *Amaryllis* on the River Dart connected to the Naval College, a name one might think more appropriate for a horticultural college. In recent years, an OOD 34, the SJ 35 and the Sigma 38 all named *Amaryllis of Dart*, but the first College yacht named *Amaryllis* was an altogether different craft.

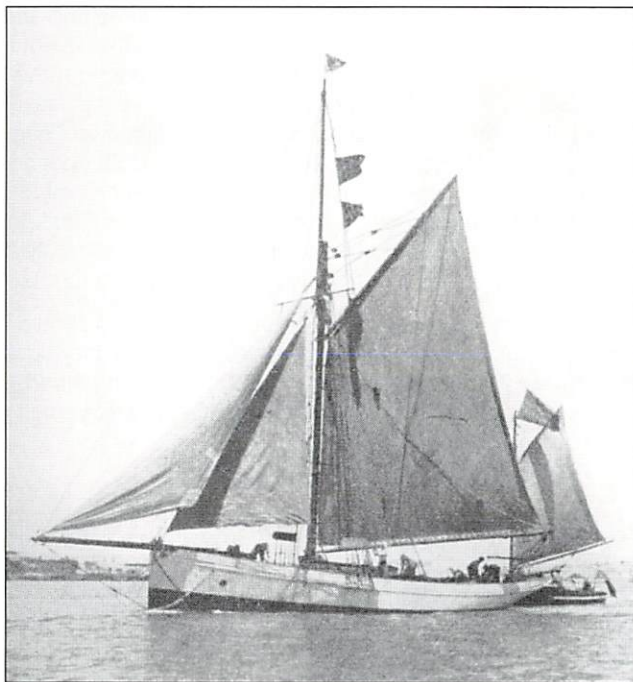
She was built in 1882 by A E Payne, later Summers and Payne, and was flush decked with skylights and hatches, but no cabin top. Her displacement was 28 tons, LOA 62 feet and waterline length 52 feet; she had a 13 feet beam and drew 10 feet.

She was yawl rigged and steered with a tiller. Her achievement, and that of her Skipper Lt. G H P Muhlhauser RNR, was to sail over 31,000 miles in a circumnavigation of the world, leaving Plymouth on 6 September 1920 – the tercentenary of the sailing of the *Mayflower* – and arriving back at Dartmouth on 6 July 1923.

Amaryllis was the first British yacht to sail around the world. The circumnavigation took Lt. Muhlhauser to Spain, Las Palmas, Funchal, Santa Cruz, the Caribbean Islands, the Panama Canal, the Marquesas Islands, Fiji, Australia, New Zealand, the East Indies, the Suez Canal and the Mediterranean. The last entry in his journal, written in Dartmouth, reads, 'Not a soul has taken the slightest notice (of our arrival). It is delightful. I smile when I think of the ruses I planned to avoid reporters. This is a real homecoming to dear old, casual England'.

Sadly, within weeks of Muhlhauser's return he became ill and died. In 1927, his sister lent *Amaryllis* to the College with the instruction that she should be sunk when of no further use.

Until the outbreak of war in 1939 she was used for sail training in and around the Dart during term time and on training cruises in the summer leave. There is an excellent article in the Christmas 1937 edition of the *Britannia Magazine* giving a full account of a cruise to Southern Brittany. The sailing plan used then was very much the same that the College yachts use today: 'Through the Chenal Du Four and the Raz de Sein, Loctudy, Benodet, Concarneau, the Glenans and Belle Isle'.



Amaryllis under sail

Northern Ireland

Northern Ireland Gaffers have been quiet since Ardglass, with only our AGM to report. We had a good turn out at Holywood YC with 25 in attendance. There was no contentious business so it was a quiet affair. Our Hon Treasurer of the past few years, Ian Wylie, asked to be stood down this year, so I would like to thank Ian for all his good work in keeping us right with money matters. We have no replacement yet, but we will get someone to "volunteer". I welcome Rick Wylie onto the committee for the first time to join the rest of the regulars at our monthly meetings. Duncan McInnes is our new Commodore, so if you visit Talisman, Duncan might have a little malt for your delectation.

The meeting was over at 2100 so we went to the bar and the Gaffers Boat Band made a little music till about 2300. A good evening.

By the time this is published we will have held our Annual Craft Exhibition in Bangor Heritage Centre and our Annual Dinner at RNIYC.

Please try and make the quiz at Newtownards SC at the end of January. This and all of the other winter seminars will be circulated in the Christmas "Gaffers Jaw".

On a sad note I would like to send all of the NI Gaffers best wishes to Jane Hidden on the loss of her Alan.



Alan was a, no probably "the" instigator of the NI OGA. He worked tirelessly for the OGA, and after he had entrapped Alan Aston on Strangford Lough one weekend during the summer of 1989, the formation was inevitable.

Alan was the first Hon Sec of NI OGA and I can still hear "Hidden here" as he answered the phone. He set the area up in a proper manner and we are still going. Those who knew him will miss Alan. Who else do you know who could tell the tide times for next year without consulting a set of tables? He did it in his head. Alan lived for Mantis, a Ballyholme Insect class boat that he restored and kept in immaculate order. He was an avid racer, "Keep your transom out of the water to go faster," he would tell me.

Alan was a master of organisation and I know that he was in the throws of settling the Bristol Channel Area organisation when he was taken ill. Alan will be missed through all of the OGA. Alan Hidden was a man that was an example to us all. A great loss.

Stop Press

BANGOR TRADITIONAL SAIL 2006 will become part of a larger Sea Festival to be held in Bangor next year. SEA BANGOR will have shoreside activities and visiting Tall Ships. All Gaffers in the Irish Sea are encouraged to come to BTS during the weekend of 16th to 18th June next year. You will be guaranteed enjoyment, it will be compulsory.

Peter Lyons Area Secretary

IAN WRIGHT – Long term East Coast OGA Member



Ian Wright by Graham Jenkins

Ian died in his sleep on Tuesday 4th October on his *Vertue Patience* at Heybridge Basin.

He was the consummate 'Old Gaffer' always, whether on shore with a pint in his fist, or telling some far fetched tale of daring-do, or just in sailing *Patience*. And like all old gaffers, he had a wealth of knowledge that he was happy to pass on to any one foolish enough to ask!

Ian served in the Army, first in the Parachute Regiment, and then the Tank Testing range at Bovington. As a civilian he went deep sea diving, in the Middle East, Nigeria and the North Sea. His last job was working on the footings of the Thames Barrier! Some Guy! He and I sailed many hundreds of sea miles in company, each in our own boats, to Ireland, the West Coast of Scotland, and many times to Holland. We were both Arthur Ransome fans, and once sailed the 'We Didn't Mean to go to Sea' voyage, without the storm sequence, only to find that the Derloo buoy had been taken up. Never daunted, Ian dropped a fag paper over the side with 'Derloo' written on it, and said 'Now you know where you are Rob!'

I will miss my dear old mate, and every time I put to sea there will be a great empty space that should be filled with Ian and *Patience*.

Rob Williamson



Patience



Lt. G H P Muhlhauser

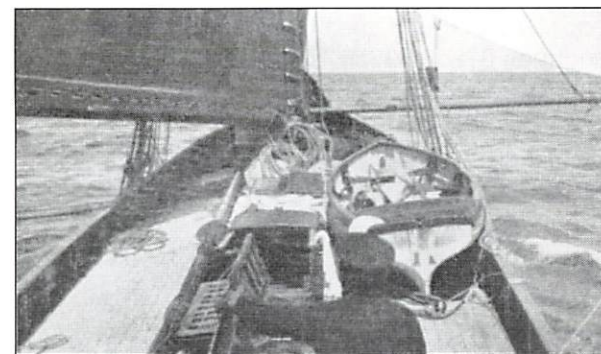
During the war years *Amaryllis* was laid up in Mill Creek, where she deteriorated badly – the College having been evacuated to Eaton Hall in Cheshire. With the College's return to Dartmouth she was offered as a gift to any organisation who would pay for her to be refitted, but the offer was not taken up. For a few more years she had a passive role as a berthing location with no indication of her illustrious past.

Finally, on the 12 June 1951, she was towed to a point three miles east of Start Point. Charges were detonated and she sank to the mournful sound of the nearby Skerries Buoy. The Last Post was sounded in farewell.

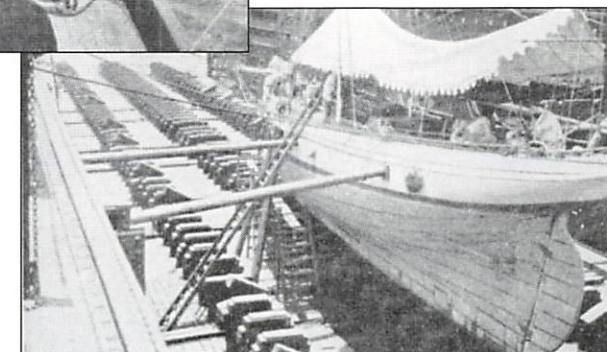
Robert Berry

Editor's note: Our thanks go to Robert Berry for allowing us to reprint this article which first came out in the house magazine of the Royal Dart Yacht Club 'Masthead'.

Thanks also to the RDYC for their continuing support of the Devon Area OGA together with Area Secretary Dave Keller.



Amaryllis looking forward



Amaryllis on the slip

With thanks to The Mariners Library or their successors for the use of these photos.

- 14 January The AGM of the OGA. Cruising Association HQ Limehouse London. Contact Robert Holden on 01843 582997.
- 11 February AGM of the Solent Area OGA. Contact Solent Area Secretary for details.
- 4 March East Coast OGA Annual Dinner. Details from Jon Wainwright on 01206 393537 or email JRWainwright@AOL.com
- 19/21 May BC Area OGA Instow event. Date to be confirmed. Contact Ben Armstrong on email ben-gill@talk21.com
- 28 April/1 May East Coast OGA Foulness Rally. Telephone 01621 783969 for details
- 13/14 May Lowestoft Boat Show 2006. Contact Graham Kinnersley or Julie Edwards on 01493 600192 for further details.
- 13/14 May Beaulieu Rally. Solent Area OGA. Contact Geoff Skinner on 023 8040 3155.
- 20/21 May OGA Trailer Section Shake Down Cruise at Clywedog Reservoir. Contact Mike Stevens on 01792 297445.
- 27/28 May Date to be confirmed. East Coast Crouch Rally. Contact Jon Wainwright on 01206 393537 for details.
- 28 May The 2nd Round Lundy Island Race. Contact Dave Turk on 01271 879488 for further details.



- 2/4 June Yogaff 2006. Contact Solent Area for further details.
- 2/4 June OGA at the Bay Cardiff. Contact John Hutchinson on 01432 273133 or email hutchinsonjohn@talk21.com
- 9/11 June Beale Park Traditional Boat Show.
- 17/18 June OGA Trailer Section Ullswater 2006. Contact Mike Stevens on email mike.stevens.killay@care4free.net
- 16/18 June East Coast Old Gaffers Race and other events. Contact Jon Wainwright on 01206 393537 for details.
- 24 June / 2 July SeaFair Haven 2006. Milford Haven. Call 01646 696178 for further details or OGA contact Perry Crickmere on email seareach@dircon.co.uk
- August East Coast Classics. Details still being finalised. Contact Jon Wainwright on 01206 393537 for more details.
- 19/20 August Chichester Harbour Rally. Solent Area and Trailer Sections OGA. Contact respective Area Secretaries for further details.
- August 12/13 Welsh OGA small boat rally at Clywedog Reservoir. Contact Mike Stevens on 01792 297445.
- 8/11 September Derwentwater 2006. Contact Sue Farrer on 01270 874174 for further details.
- 23/24 September Yarmouth Rally and Centenary Chase Race and Pursuit Race. More details to come.



The Dutch OGA joint event with the VKSJ and Kotter Club on the 17 May at Enkhuizen