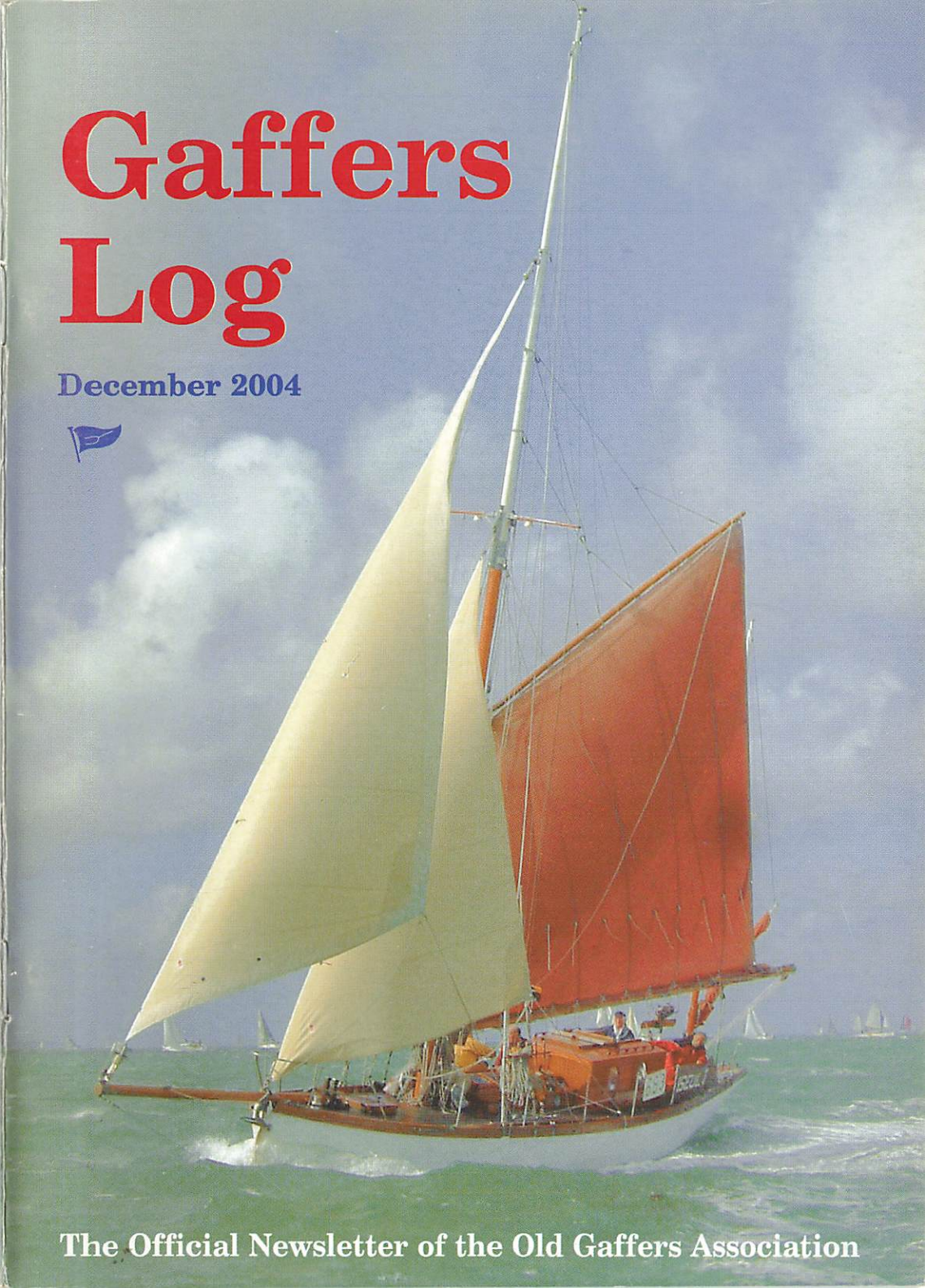




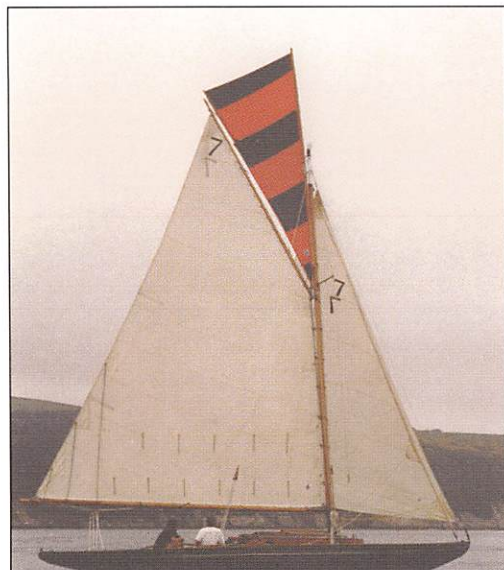
'Westernman', Solent Race, 2004

Gaffers Log

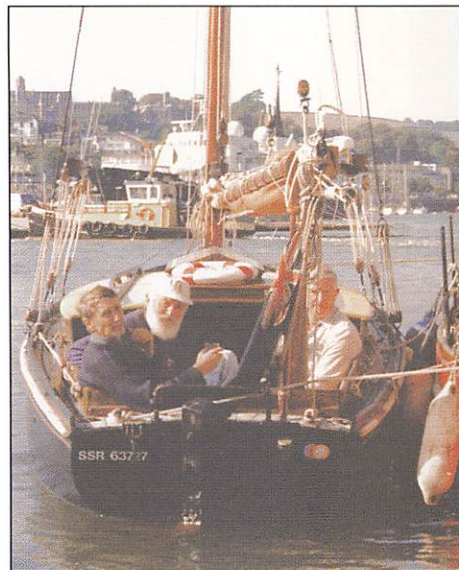
December 2004



The Official Newsletter of the Old Gaffers Association



Our new Commodore, Lance Rowell, in 'Dorothy'



Peter Wyatt with crew and visitor in 'Diana Joan'

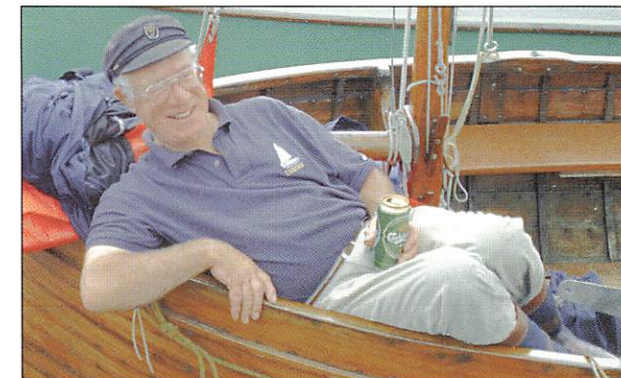
DEVON AREA OGA 2004



New boy on the block, John Bray, in 'Pameta'

Front cover: 'Iseult' Solent Area OGA Race 2004

Conwy and North Wales OGA – Derwentwater 2004



Fred (I can't take the pressure) Winstanley



On water games at Derwentwater.



On the beach at St. Herberts Isle, Derwentwater.

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	24"	£ 16.50	£ 17.00
	30"	£ 19.00	£ 19.50
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	15"	£ 15.50	£ 16.00
	18"	£ 18.00	£ 18.50
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Polo Shirts	M,L,XL,XXL	£ 15.00	£ 16.00
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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		
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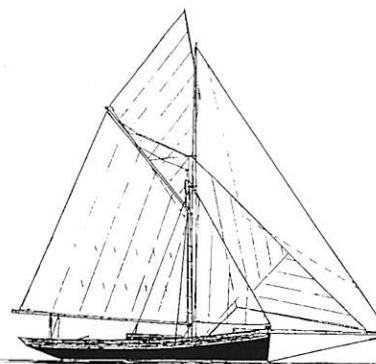
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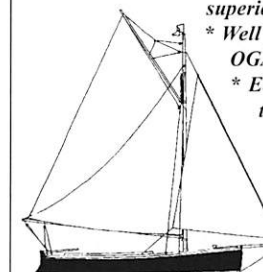
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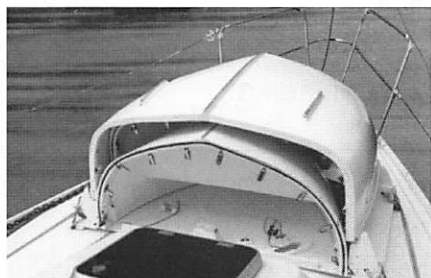


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I hope that you enjoy this slightly longer edition of the Gaffers Log with more readers letters than usual, raising various points of mutual interest to members. It is also a timely reminder that our AGM is on the 15th January 2005 which is open to all members, and is your opportunity to hear what the F&GP committee have been doing on your behalf throughout the year. It is also an opportunity to raise any questions you may have for the committee.

2004 has been another good year for OGA events, although perhaps the weather could have been kinder to us, but I believe 2005 will be even better. With Sea Britain 2005 and the International Festival of the Sea at Portsmouth to name but two, it has the possibility to be a great year.

I wish you all a very happy Christmas and good sailing in 2005.

Phil Slade
 Editor

Copy date for the next issue (March) is the 10th February.

Sec's Wanderings, or the diary of the Hon Sec.

It would be a nice thought to think of ourselves as the custodians and managers of good weather. But that seems to be a responsibility of others, if our experience of 'matters weather' is anything to go by – given that our gaffer 'Emanuel' has done very few miles this year due in large measure to too much weather. All wind, or all rain, or all both. But never when we are at work!!!

That all seemed to change however when we visited Derwentwater on 6th and 7th September for the Conwy and North Wales Area small boat gathering. In what can only be described as idyllic conditions we arrived to see the end of the racing and to talk to some very pleased small boat sailors arriving back at the marina – and a rescue of a non member participant who took to swimming in a puff of wind, rather than sailing, and couldn't 'right' the boat again.

After an end of afternoon series of games back at the camp site the evening festivities at the Middle Ruddings Hotel were well attended with excellent food and many prizes were presented. Thanks to Pete and Sue Farrer for such a well organised and sponsored event. It must have been some effort to persuade so many businesses – including Cumberland Pencils to provide that level of support and what pleasure it brought to us and those participating.

Early on the Sunday morning (well about 10 a.m!) we took 'Emanuel's' tender – our inflatable – for a row across Derwent Water – perfect – we really must rig a burgee the next time we visit so that we can really show the flag.

On 6th November I travelled to Suffolk for the East Coast Area AGM. A thriving area that has good attendance at its AGM, and this year was no exception. On arrival at Woolverstone Marina, the venue for the AGM, the weather was back to normal **wet!**

This didn't dampen the proceedings though, which included the presentation of the Cruising Trophy. Food was excellent and in the absence of a 'pud' your poor Hon Sec had to make do with a second helping of sweet and sour pork, chips and salad – oh the responsibilities of office!

Robert Holden Hon. Secretary

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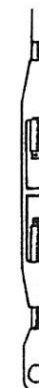


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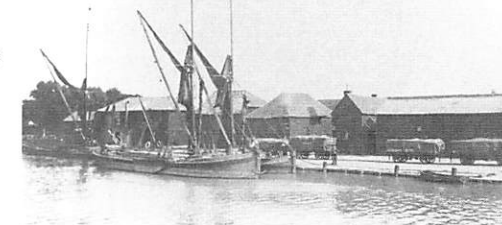
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NOTICE OF ANNUAL GENERAL MEETING

The Association will hold its Annual General Meeting on Saturday 15 January 2005 at 18.00hrs at the Cruising Association, 1 Northey Street, Limehouse Basin, London E14 8BT.

The AGM will be preceded by a meeting of the Association Committee at 14.00hrs. This Committee consists of all Association Officers (including Area Presidents), Area Secretaries, Overseas Representatives and Elder Gaffers.

All Officers, Area Secretaries and Members are asked to make a special effort to attend, as your decisions are vital to the well being of the Association.

AGENDA

1. Apologies for absence
2. Approval of the minutes of the last AGM held on 17 January 2004 at CA House and published in the March 2004 issue of Gaffers Log
3. Matters arising from the minutes
4. President's Address
5. Hon. Treasurer's Report and Presentation of Accounts
6. Announcement of Awards The David Cade Memorial Trophy
 The Cape Horn Trophy for Seamanship
7. Proposed Rule changes
- 7.1 Action from item 9 of the AGM of 17 January 2004, Any Other Business. The F&GP were charged to review and change if necessary Rule 5, Expulsion.

This action has been discharged and the following Rule 5 to replace the existing one is proposed:

New Rule 5 - Expulsion

Any member not complying with the Rules of the Association or said to be guilty of conduct injurious to the good name of the Association shall be liable to expulsion. In such an event the matter shall be brought to the attention of the Association Hon. Secretary by the Area concerned. The Hon. Secretary shall form a special committee of five persons taken from Area Presidents, Area Secretaries or full members of the F&GP Committee, so long as they have no connection in any way with the matter raised. Both the Area concerned and the person concerned shall now make written representation to the Association Hon. Secretary for distribution to the special committee. At an agreed date, but no longer than six months from the first written submission, the special committee shall meet. Both parties shall be invited to attend. The special committee, having had the opportunity to investigate the matter fully will, on a majority vote have the authority to expel or not the person concerned.
- 7.2 New Rule 13 - Dissolution

13.1 If, at any General Meeting of the Association, a resolution be passed calling for the dissolution of the Association, the Hon. Secretary shall immediately convene a Special General Meeting of the Association to be held not less than one month thereafter to discuss and vote on the resolution.

13.2 If, at that Special General Meeting, the resolution is carried by at least two-

thirds of the Full Members present at the meeting, the General Committee shall thereupon, or at such date as shall have been specified in the resolution, proceed to realise the assets of the Association and discharge all debts and liabilities of the Association.

- 13.3 After discharging all debts and liabilities of the Association, the remaining assets shall not be paid or distributed amongst the Full Members of the Association, but shall be given or transferred to some other voluntary organisation having objectives similar to those of the Association.

- 7.3 The previous OGA Rule 13 - Interpretation will now become Rule 14

NOTE: Advice has been taken on these Rule changes and broadly follows the guide lines set out by Sport England. Additionally, new Rule 13 is now a requirement of our Insurance Policy.

8. Election of Officers

This year the following position comes up for re-election in accordance with Rule 7(ii) - Hon. Treasurer

9. Review of Association finance and proposed changes to membership fees.

10. Any Other Business.

11. Close of Meeting

OTHER MATTERS



The **OGA Photographic Competition** will take place on the 13th March 2005. Please ensure that all entries are sent to Peter Lyons, the Membership Secretary whose details appear on page 3, by the 11th March.



Richard Woodman and Tom Cunliffe have again kindly agreed to judge the entries for the **OGA Seamanship Trophy**. Please send in your nominations to the Hon Sec for distribution and remember the Trophy can be awarded for all kinds of reasons. You don't have to have sailed to the ends of the earth to be considered.



There is a new race in July 2005 (see events list for details) to which gaffers are invited. It is a round the island race, the island being Lundy Island off the West Coast organised by the Ilfracombe Yacht Club.



One last matter, the newly formed OGA Netherlands has informed the Editor that Texelse Lighthouse has been re-painted! Originally pink (well red that faded in the course of time) it is now red again. So beware you lighthouse hoppers!

'Joass'

30ft gaff cutter. Beam 9ft. Draught 5ft.7ins.
Built 1939 oak on oak Windfall yacht built Poland.
Long keel, sheathed deck. Yanmar 15hp diesel.
Wooden mast and spars. Good sea boat in excellent condition.
£25,000.00. Telephone Sam Bouquet on 01822 832549.
Lying River Tamar Cornwall.



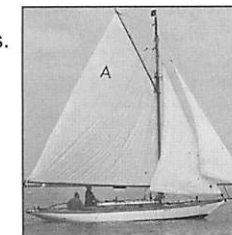
'Carn Dhu'

21ft gaff cutter with Polperro topsail. Beam 7ft 3ins
Draught 4ft.7ins. Designed by B Warrington Smythe
Built 1927 by Gilbert and Pascoe. Long keel, new rig
Larch on oak. Mainsail needs replacing.
£3,500.00. Telephone Sam Bouquet on 01822 832549.



'Airlie'

Victorian gaff cutter. LOD 30ft plus 5ft bowsprit. LWL
22ft 6ins. Beam 6ft 7ins. Draught 4ft 3ins. Pitch pine on oak frames.
Excellent survey 2003. Reluctant sale.
Price on application. Telephone Ray Austen on
01621 786540 for further details.



Lancashire Nobby 'Ruby'

27' 6" x 7' 6" x 4' 6"
Built 1894 by W Stoba when at Gibson's, Fleetwood, as a ferry.
Mixed sawn and steamed frames with iron floors.
Re-planked with close seams and non-ferrous fastenings by current owner during his 60 years of ownership.
2.2 BMC diesel, two new batteries, new fuel tank, and new electric bilge pump. Minimal accommodation (bench seats), so she is a blank canvas to be fitted out to her new owners tastes.
Rigged as a Bermudan cutter (the mast is in the original mast step) with an excellent suit of sails under which she has won many local trophies.



Lying Barrow in Furness, Cumbria.
Enquiries to Nick Miller, 01229 474737 evenings or nick@4lowther.freeserve.co.uk

'Emerald' Bermudan sloop rigged day boat

LOA 21ft Beam 6ft Draught 3ft. Carvel built on steamed frames. CI ballast keel. Ashore at Portmellon, near Mevagissey, Cornwall. Little known history but similar to the Solent X O-D class. Westmacott designed. Probably built by Berthon at Lymington 1934. All equipment including grp dinghy and o/b motor. £2000.00 ono. Telephone Martin White on 01726 843537 or email Martin@Gorran17.freemove.co.uk



Lona II

1905 Edwardian Racing Yacht
LOD 32ft LOA 38ft Beam 7ft 4ins Draught 5ft 7ins
Pain Clark design. Lying Birdham Pool
Carefully maintained. Reluctant sale.
Offers in the region of £39,950.00
Contact Richard Meynell, telephone 01243 512327
See also www.Lonall.co.uk



Restoration Project

Sadly my boat, Diana Joan, ran aground after the Dart OGA rally. She ended up falling on her side, broke six frames, started the seams on that side and flooded up. She was salvaged by Baltic Wharf Boatyard, Totnes, and is now on their hard standing. The insurance company have declared her a constructive total loss and have paid me her insured value. They were going to sell the wreck to a scrap man for just £100. Breaking her up for scrap would have broken my heart, so I bought the wreck back for the same £100. I have owned Diana Joan for the last ten years and have worked my butt off every winter maintaining her. At 70, I just can't face yet another long refit!

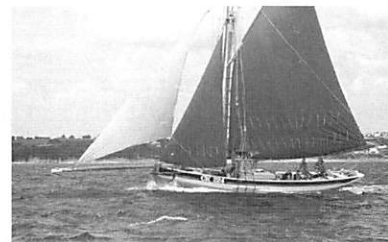
I am prepared to give her to anybody who is prepared to take on the task of restoring her and is also prepared to take on the on costs of storage, moving her etc.

She was built in 1904 by Watts of Gosport on the lines of an Itchen Ferry as (I have reason to believe) a sail training boat for the RN College at Osbourne, IofW. and converted to a small yacht configuration probably in the 1920s. She is only 21ft on deck but displaces 4 tons! 6 frames to be replaced, hull to be recaulked and internal furniture to be rebuilt. Engine (Yanmar 10hp) flooded but removed and washed out – all electrics will have to be replaced. The rig is perfect – mast new just a month before grounding at a cost of £1,000! Extensive sail wardrobe – 2 mains, balloon jib, three jibs, 3 staysails, 2 topsails. Traditional blocks and dead eyes and ropes that look like real rope!

Her pride and joy is the loo – an original Baby Blake from the twenties, brass bound and a china bowl!

If I could prove that she was built for the RN College, I could say with a certain amount of probability that King George VI learnt to sail in her!

Tel : Peter Wyatt, 01803 86701



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GALMPTON CREEK *by Ian Cornish*

Galmpton Creek, on the River Dart in Devon, must surely have been the location of much boat building centuries before any ship and boat construction was recorded as having come from there.

The earliest recorded vessel from the Customs Shipping Register is the schooner 'Mystery' of 57 tons built in 1834. Over many years boat builders have come and gone, some making only one or two vessels and their names not recorded and some like the Gibbs, father and son, launching hundreds.

The site offered easy access by water and the gentle sloping firm foreshore ideal for shipbuilding as practised in the early 1800's. Some sizeable vessels were launched here. The 164 ton brig 'Galatea', the 170 ton brig 'Providential' the 164 ton schooner 'Sam Slick' and the notably fast twin masted schooner 'Isabella'.

At the turn of the twentieth century the Gibbs yard began building iron and steel vessels, including many steam trawlers and drifters. The largest steel ship built at Galmpton Creek was the 202 ton 'Chasna' in 1904, which worked continuously until being wrecked off Spain in 1969.

The Galmpton yards built many boats for the north east trawling fleet owners plus many for European and Scandinavian ports. Out of a total of 388 vessels built, 234 were for other ports – Devon builders must have had a good reputation! Even though commercial ships were the bread and butter of the trade a good number of yachts were constructed. From twelve tons to substantial vessels like Lord Leven's 63 ton steam yacht 'St Michael' and Sir William Buckley's 'Galesma' 88 foot steam yacht, both about double the tonnage of most of the fishing vessels built.

After the 1914 – 18 war there was a short burst of building to replace wartime losses, the last fishing vessel to be launched from the creek being the ketch 'Ruby Eileen' in 1927. In the second world war Galmpton village was the host to many American service men preparing for the invasion of Europe. Locals still talk of the dances held in Galmpton Farm Barn, at the time the longest barn in the country. Hall's yard launched 12 motor torpedo boats and 3 fishing type vessels during the hostilities.

The great building days are over now and yacht repair with various specialist services and boat storage are the norm. Sadly little remains of the old yards and that little is slowly disappearing beneath modern creeping development.

Ian Cornish

My thanks to Churston and Galmpton History Group for much information and assistance.

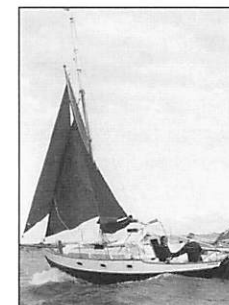
Oysterman 16 no: 8

Built Falmouth 1983, gaff sloop rig. In immaculate condition. Great fun and easily sailed single handed but with accommodation for two. In board engine and small galley. New sails and many improvements over the last 3 years. Road trailer and extensive inventory. £11,000.00 ono. Telephone Gordon Findlay on 01505 705405 or mobile 07957 863223



Yarmouth 23

Classic modern grp gaff topsail cutter built 2000. LOA 26ft LOD 23ft Beam 7.5ft. Draught 3ft. Long keel. Beta 10hp twin diesel. BRG topsides, white Superstructure. 4 berths, galley, WC compt. Good headroom. Lloyds scantlings. RCD Cat.B – Offshore Certificate. Sea kindly boat – well cruised single handed. Possible pontoon berth. £32,000.00. Telephone David Freeman on 01590 674430 (Lymington)



Windchime

17ft gaff rigged sailing cruiser. Perfect condition. Large inventory. C/W good road trailer. Lying South Devon. £7,000.00. Telephone Roger Rudman on 01902 372992 Lymington.

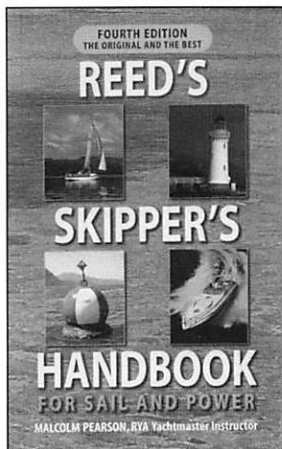


Willow

2001 Cornish Cove Boat. Lug rigged 13' dinghy, Attractive white GRP hull with foam-filled bouyancy, fitted out in varnished Douglas Fir, bronze fittings. Single balanced lugsail. VGC. £2500. Contact: Nick Coppin telephone 01952 884398 e-mail nicksue.coppin@breathemail.net



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



Reed's Skipper's Handbook for Sail and Power by Malcolm Pearson, RYA Yachtmaster Instructor

An aide-memoire for anyone who goes to sea for pleasure. This small book covers just about anything that you are likely to need to know or remind yourself of. A pocket size book it is an extremely handy tool to have on hand. Navigation, tides, buoyage and weather are but a few of the subjects covered. With a section on safety and distress and rules of the road it really is an essential guide for the skipper.

Published by Adlard Coles Nautical
(Tel: 020 7758 0200) price £7.99

ISBN Number 0 7136 6900 4

Practical Junk Rig

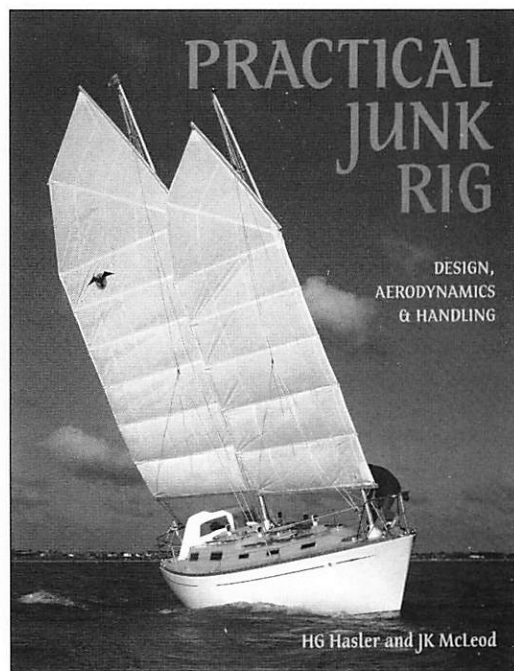
Design, Aerodynamics & Handling

by H G Hasler and J K McLeod

Published by Adlard Coles Nautical
(telephone 020 7758 0200) price £50.00

Probably the most comprehensive work on this subject available today. Bringing together 25 years of research and development of this unique rig, as adapted to western craft. Written by 'Blondie' Hasler inventor of the modern yacht wind vane self steering gear and Jock McLeod who has made 6 Atlantic crossings in his 47 foot junk rigged schooner, two of them single handed, it covers just about all there is to know for owners of junk rigged yachts and for those considering junk rig as an alternative.

ISBN Number 0 7136 6975 6



SOME GALMPTON FACTS

Production from Galmpton Creek boat yards from 1834 to 1927

Schooners	9	Steamers	2
Brigs	2	Yachts	12
Trading vessels	12	Fishing vessels	341
Naval vessels from 1942-1945	19		
A total of 397 vessels			

Some of the known builders: William Gibbs; W A Gibbs; Gibbs & Co; Sanders & Co; Gibbs & Sanders; Hall's Yard

The most productive years being:

1866	2 vessels	194 tons
1876	4 vessels	211 tons
1879	8 vessels	362 tons
1887	9 vessels	335 tons
1888	12 vessels	448 tons
1889	15 vessels	563 tons
1890	12 vessels	488 tons
1891	10 vessels	338 tons



'Seafarer' BM258 built by Sanders 1906. Derelict at Galmpton.

Galmpton Creek

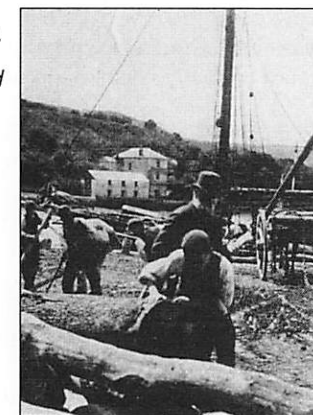
*Once rang with sound of adze, axe and heavy sledge,
Now only the sound of water gently lapping on gravelly edge.*

*Once voices shouted 'clear' and one hundred oaks fashioned
by skilful hand,
Slid down greased ways on slipping gravel strand.
Proud strong bows breasting green foaming waves in cold
Start Bay,
Straining brown sails urging loaded holds home to Brixham
Quay,
At the end of their working day.*

*Old wooden hulls now, heeled over on the sloping shore,
With broken planks and gaping decks,
Working lives over.
Needed no more.*

*Young shipwrights and fishermen grown old and gone,
Now no sound of adze and heavy sledge,
Old hulls broken, destroyed, dispersed, deserted,
Now only the sound of water lapping on gravelly edge.*

Ian Cornish



Galmpton Creek looking across to Hall's Yard about 1890. The gentleman in the bowler hat is believed to be William Gibbs.

QUICK WIRE EYE-SPLICE *by Nick Skeates*

With wire rope terminals and swaged fittings popular and readily available nowadays, the wire splice is fast becoming a thing of the past. The professionally fitted ends are neat and reliable, and not over costly, but suppose one day you had to make an eye in the end of a wire far from a boatyard and maybe far from land, what then?

The traditional type of wire splice would not be much good then, for it's a long, time consuming job, requiring several tools and some sort of vice. Bulldog grips would be fine, always assuming you have some of the right size, but have you?

This splice was shown to me by one of those characters who really go cruising rather than titivating their boats the whole summer, and he'd found it good. I've used it most successfully in 6 x 19 and 6 x 24 flexible wire, and I see no reason why it should not be just as good in 7 x 7 wire. It is intended as a temporary repair, although I seem to have several on my boat which have been there for quite some time.....

Start off as in figure 1 by unlaying two or three adjacent strands (it seems not to matter which number you choose). Go back as far as the neck of the splice, and leave an extra couple of inches at the end. Now take the piece of wire you have unwound (B), cross over as in figure 2 and lay it up, beginning a couple of inches from the end (C), the opposite way round the loop. You'll find it will lay in very snugly, looking as if it had never been disturbed. Continue right round the loop, and then cross back again at the neck, as in figure 3, neatly finishing up at the end (C).

To finish off, put a wracking seizing on as in figure 4, with thin wire – that's the figure of eight type – to hold everything firm. One bulldog grip will do the same thing but not as neatly. The splice is now finished: It may be tidied up by parcelling with tape, and serving with marline. You'll notice that not a single tool has been used.

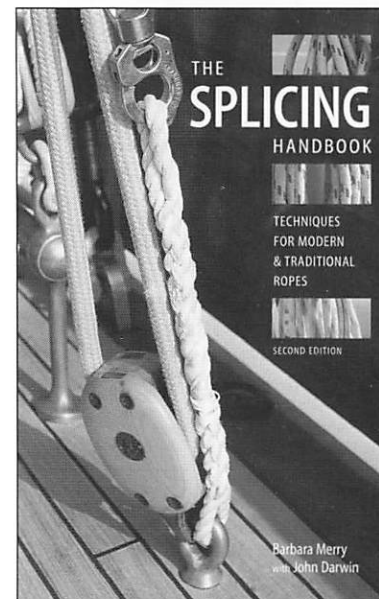
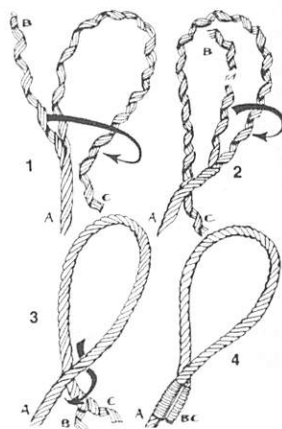
If a thimble is required in the eye, that eye should be made slightly small, and the thimble hammered in afterwards. Bringing the parcelling and serving up very near the eye will close it a little, and hold the thimble tightly in place.

I was a bit dubious about it at first, but now I find that the splices like this on my boat (28ft cutter) have been in service for over 12,000 miles on the headsail halyards and at the masthead, and have weathered three gales at sea.

Not bad for a temporary splice.

Nick Skeates

(Thanks go to Practical Boat Owner where Nick first published this in their very useful 'Boat-Craft....practical boating ideas' section).



The Splicing Handbook 2nd edition by Barbara Merry with John Darwin

Published by Adlard Coles (Tel: 020 7758 0284)
price £12.99

Not your usual splicing type book, this one being entirely devoted to modern day ropes. Well illustrated with all the normal splices using both traditional, twisted and modern braided ropes but also covering wire splices, rope to wire splices, core to core splices and many more. A very useful tool for any traditional sailor.

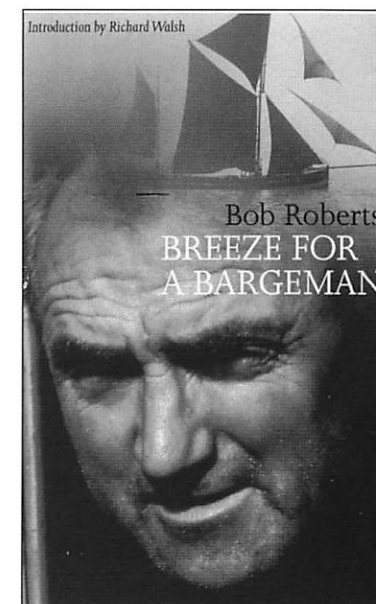
ISBN Number 0 7136 6846 6

Breeze for a Bargeman by Bob Roberts

Published by Seafarer Books (Tel: 01394 420789)
price £9.95

Bob Roberts portrays a vivid picture of the trials and tribulations of carrying cargo under sail in Thames sailing barges. From the 1930's as part owner of the Whitstable fishing smack, Quartette, the last vessel to fish out of Ramsgate under sail, through to being Master of the barge Cambria, Bob's story is an interesting and entralling account. Well worth a read and a place on the Bunkside Bookshelf.

ISBN Number 0 954 27506 3

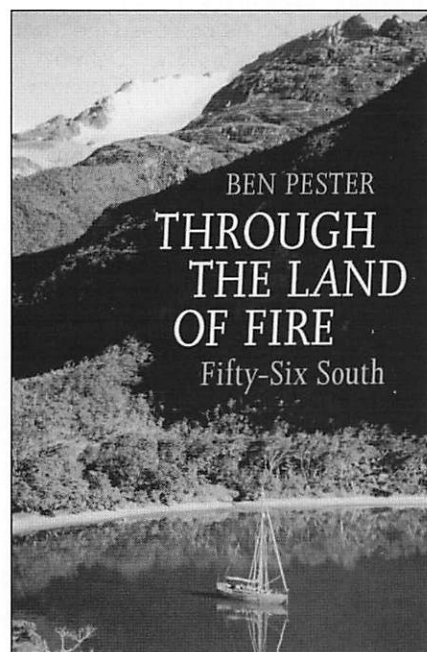


Transatlantic at Last
by Helen Tew

Published by Seafarer Books (Tel:01394 420789)
price £11.95

Crossing the Atlantic in a 6 ton 26 foot gaffer can never be an enterprise to be taken lightly but at the age of 89 Helen Tew's story has to be an interesting and enjoyable read. On her boat 'Mary Helen' designed by her husband in 1934 Helen tells the story of a life involving the sea and traditional yachts leading up to her monumental escapade! Well worth a place on the Bunkside Bookshelf.

ISBN Number 0 954 27507 1



**Through the Land of Fire –
Fifty-Six South**
by Ben Pester

The story of Ben Pester's voyage to the waters of Tierra del Fuego and Patagonia to celebrate the Millenium and satisfy a boy hood ambition is extremely readable and enjoyable. On his beloved Marelle – a 36 foot classic wooden yacht – it is well worth a place on the bunkside bookshelf.

Published by Seafarer Books
(Tel:01394 420789) price £13.95

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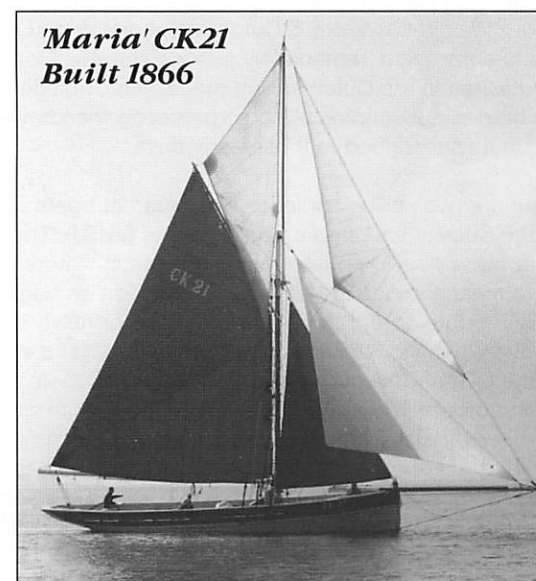
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Dutch couple with very small house, but fairly big boat set up a new overseas area of the gaffers

by *Julia Kieft*

We started putting energy in to the setting up of a Dutch area at the end of January of this year. Jon Wainwright of the East Coast Area gave us a lot of support and enthusiasm for the idea. He sails the Dutch waters at least once a month with either 'Deva' or 'Maryll' depending on which boat he has sailed to Holland that year. I might add that he loves the Dutch waters so much, that at least once a winter he has to be rescued by an ice breaker, because his little boat gets stuck in the ice. Nothing stops that man. When we are crossing the IJsselmeer skating he sets out sailing.

Jon guided us through the setting up of the Dutch Area as well as giving us support at the classic boat exhibition at Medemblik. Our thanks go to him for all his help, without which we would have struggled to get our Area set up.

In January Joachim contacted some sailing magazines and wrote a newsletter announcing the start of the OGA NL. We already knew 5 Dutch members of the OGA fairly well (one is my mother), so we could enter them immediately in our database. Soon after the announcement was published in the Dutch sailing magazines "Spiegel der Zeilvaart" and 'Zeilen' new members started subscribing. Also some sailing friends we had met over the years with gaff rigged boats subscribed in those early days.

In the Netherlands there are two sailing societies which aim at boats a little bit like our gaffers. One is called the Society for Classic Sharp Yachts (VKSJ). Their goal is to preserve the heritage of classic sailing boats sailing the Dutch waters (bermudan or gaff rigged), but classic here means: made out of wood or steel on an original old design. There is no room for GRP boats or replicas of classic boats or newly designed classic boats. However once every two years open classic rallies (5 days) are organised in Hellevoetsluis, where the OGA GB is invited and the VKSJ, and there replicas in GRP and polyester meet wood and steel without fear or favour. In the year this rally is held OGA-members can take part in every rally the VKSJ organises and the other way round. A special cup is presented at the end of the year to the best sailing vessel overall. The next year some of us are excluded again. No GRP allowed. Then we get scattered over the Dutch waters and are lonesome sailors searching the horizon for a gaff rigged potential friend.

The other society is called Foundation for Cutter Sailing (Stichting Kotterzeilen). As the name suggests only cutters are allowed and here the cutters have to be original fishing boats, which have served (or at least have been designed to be) as an actual professional fishing vessel once in their lifetime. Another condition is that the boats, mostly Danish and German cutters, must bring about an important contribution to the Dutch seascape (so much for thinking up reasons to be able to get a grant). Although friendly towards non fishing boats, they have a problem subscribing them, because they are partly subsidised by a Dutch Foundation involved in Dutch heritage of all kinds. If they allow yacht-like

Devon

It's been a funny old season. How was it for you? Some of us (2 trailers and 2 others) made it to the Plymouth Classics which included the usual race in the Sound and one from Torpoint Mosquito SC, followed by a new venture, a trip up the beautiful Tamar to Weir Quay SC, where we were made welcome. The next day it was the passage race to Fowey, in fitful winds and if you arrived in time, a splendid Quiz in aid of the RNLI! Dittisham SC officiated at the Dittisham Regatta and Devon Gaffers were well represented at this enjoyable and very relaxed event.

At the end of August we had entries in the Dartmouth Royal Regatta, some on the "grown ups course" for the larger yachts and our smaller fry with their own class, on the inner course.

Our rescheduled Start Bay Race was held in perfect weather at the beginning of September. Perfect that is for everything except sailing! Hardly a breath of wind and just as you thought you had a chance of ghosting round the mark; along comes a couple of motor boaters, creating enough wash to knock your fillings out! Still we have a new Commodore this year. Lance Rowell in the lovely "Dorothy" was the only boat to finish so he richly deserves his flag. Sadly we don't get gaffers from Cornwall and the Solent these days? Can we hope for better things next year?

The national press made much of Totnes (at the head of the R Dart) Town Council being "PC" and declining to commemorate the anniversary of the Battle of Trafalgar (in case it up-set our fellow Europeans!). Nothing daunted the Devon Gaffer's AGM, was held at the Steam Packet, Totnes on the Eve of Trafalgar's anniversary. The meeting was brisk and brief, the officers being re-elected but additionally Jackie Fisher was elected Treasurer. The Laying-Up Supper, with "Roast Beef of Olde England" followed and the forty-four members and guests (including Alan Hidden from the Bristol Channel Area), were addressed by Lt Cdr Peter Wyatt RN Rtd, on "Nelson the Man" and he proposed the toast to "The Immortal Memory". As always, after the Lord Mayor's Show, comes.....Del Boy Trotter, who conducted a "Nauti Bits" Auction and thanks to the generosity of the donors and bidders a tidy sum was raised.

This money is most welcome as the F&GPC will offer only the minimum support for our Newsletters this year. Consequently, to save photocopying and postage: **Will members please give their e-mail addresses to the Secretary ASAP** (dave@demondavek.fsnet.co.uk), % 01548 856669.

Dave Keller
Area Secretary

No news from your area in this edition? Speak to your Area Secretary or better still offer to help him.

which was better supported this year. Katrine won the Francis B Cooke Trophy for her Baltic Cruise, and Graham Jenkins won the Avola Cruising Cup for his experiences on the East Coast during the season. The Felgate Memorial Points Series cups were awarded for the best overall performance in selected races in 2004. Despite the loaded handicap rating and because of her high survival rating Deva won the Gaff Points and through mere speed MA Solitude won the Classic Bermudan Points!

The 2003 deficit had been turned around to a surplus in 2004, with many thanks for donations. However, the AGM resolved that it would like to see a better way of structuring area finance, with a proportion of subscription money being available to promote the OGA, and enhance activities in all areas of the OGA. The meeting also considered enhanced use of the East Coast website eastcoastclassics.co.uk and email for communication. Clearly a register of members' email addresses is going to be as important as the postal one in the future, so please could these be sent to me at JRWainwright@aol.com.

The 2005 programme has been modified to have recovery spaces between major events such as Brigaff and Southwold, and the East Coast Classics being moved to the holiday period with the current August Cruise. It is of course an IFOS year at Portsmouth and a DCYR Hellevoetsluis year in Holland, so we look to forward meeting up with members of other areas. See programme of events in the Log, more details on our website.

Jon Wainwright
Area Secretary

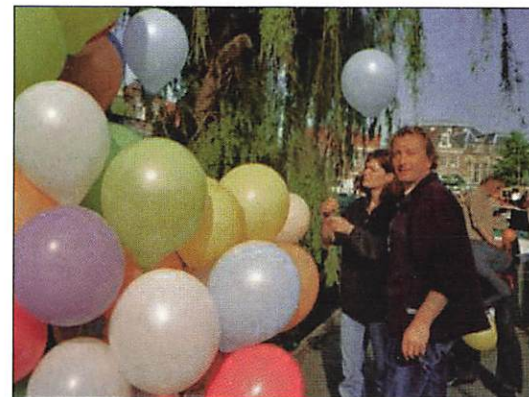
Medway and North Kent

There has been some wonderful weather in the second half of the summer but unfortunately it didn't seem to coincide with our events! The week before the rally at Limehouse in August the weather, or rather the forecast, was all over the place, one minute it looked like it was going to be kind and the next, rain and interesting winds forecast! In the end after little or no interest from members we decided to call it off. As the rain and wind came sweeping through on Saturday we felt a good decision had been made and hoped that Graham and Anne, who had gone away on their lovely yacht 'White Moth' were enjoying their 'Rally for One' in the Capital.

Our end of season rally in the Swale and meal at the Ferry Inn, Harty was well attended even if most of us arrived at the pub by the four wheel method rather than the tender and oars arrangement. There were however a few souls who braved the elements and arrived in their wet weather gear, namely 'John the Gibe' (previously mentioned in Gaffers Log for his exploits in the Medway in foul weather!), and one of our enthusiastic new members, John Banton, who has recently got his gaffer in the water and says he hasn't actually been out in anything less than a force 6 yet because every time he gets a day off the weather is

The end of season rally seemed a good place to present the cup for our open gaffers race which took place on the Sunday after the Whitstable Match, a passage race from the Whitstable Harbour entrance to Faversham creek. 'Lucy' and 'Bumble' battled it out with the eventual outcome being Jeremy Nesham in 'Bumble' winning the cup, a good race and all's fair in creeks 'n' boat races.

Sara Harding
Area Secretary



Joachim van Houweninge and Julia Kieft at the OGA NL inaugural event

cutters, they would lose their grant. This doesn't mean that one can't sail in their rally (only once a year), but non-members don't take part in the results. Joachim was taken into their ranks last year, because 'Ragamuffin' actually did fish once upon a time. The President of the Kotterclub (as it is called in short) and his wife, Carleen, are good friends of ours and are also members of OGA.NL.

During rallies in which 'Ragamuffin' takes part people get enthusiastic about the OGA.NL and new subscribers enter. As you can gather

from the above, a lot of our members are subscribers to two or more societies.

In May we held our own first rally. We poured fake-champagne to celebrate the fact that OGA.NL was born. On the website there are pictures and also an account of the race although it is in Dutch

At that time we had 24 members with in total 21 boats, and 8 boats entered the rally. In the Dutch area you can also subscribe as a friend to the organisation without a boat. The whole event was one big celebration. We had balloons on the quay, and sailed with balloons attached to our gaffs. One could gain extra bonus points bringing the balloons unharmed back to the harbour. That certainly influenced the results. It was a success, and we had fun.

We are planning more events in 2005 and hope that as many OGA members as possible will be able to join us. You are all very welcome to our new Area.

Julia Kieft



Presidential yacht 'Ragamuffin' with Joachim and Julia

The Area Secretary for the Netherlands is Joachim van Houweninge.
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BRINGING DAPHNE HOME *by Ian Cornish*

The early morning sun was streaming through the window as I came round, only to be jerked fully awake by the ringing of the bedside telephone. 'Dad, it's me, we're on this weekend'.

So things are finally happening I thought, we can get on with the job at last. It had taken two months negotiating the purchase and a month waiting for the right conditions to move Andy's new boat to her new home. It was nearly the beginning of August and the opportunity to get the boat from the Percuel river to her new home at Plymouth had seemed painfully slow; the old problem of getting time, wind and weather all together.

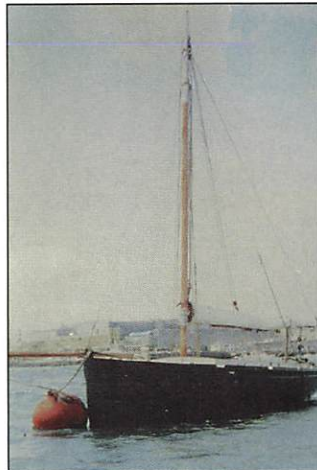
The next day we drove down to St Gerrans early in the morning, we left the Landrover in the small car park to be picked up the following day and walked down the narrow leafy lane, sand crunching underfoot, to the sloping riverside. It was a beautiful morning, bright sunshine twinkling on the wind rippled river. The tide was high, just coming up to slack water. Just right to give us a little help when we had stowed our gear and got the sails up.

Daphne is a twenty foot half decked Falmouth work boat, a pretty green hull with red anti-fouling and tan sails. Andy had been out a couple of times in her but this was my first trip. As she was on a deep water mooring, well out in the river, we needed the pram to get to her so we would be towing it back with us. We were keen to get away so we got things quickly organised. The wind was light. Slipping the mooring we ran the outboard for a while until we were out of the river and around the corner of Zone point where we picked up a slightly stronger breeze, and set an easterly course with the wind just forward of the port beam.

The day was turning out very nice, bright sunshine, smooth water and a steadily increasing breeze. It had just gone nine o'clock and we had all day in front of us to reach Plymouth. With the increase in wind an uncomfortable lop was coming from dead ahead so we decided to harden in the sheets and point a little higher to compensate for the increased leeway it was causing. Lying at her mooring in the summer sun had opened up the seams in Daphne's topsides and she started to take in a bit of water as she rolled along, but the automatic bilge pump was coping well.

The trip was becoming more uncomfortable due to the increasing short steep waves. I was steering, leaning against the windward coaming, one hand on the tiller and the other holding a generously filled sandwich or mug of tea. We had started our journey well prepared with food and hot drinks. It was then that I noticed that water was beginning to slop around my booted feet – realisation dawned – water was streaming in through the topsides, but not being pumped out. The electric bilge pump had

*'Daphne' safely at her mooring
in the Cattewater, Plymouth*



The East Coast Classics touring festival started straight after Brigaff, but the fleet found itself gale bound for three days in Walton. To relieve any frustration we marched up to the Naze Tower and tried to pull it down. Minus Deben and Alde events, the surviving fleet got back on programme and in mostly blustery weather cruised/ raced to Ipswich, Wrabness and Levington, via a number of race marks and watering holes! Molly Cobbler won the Victor Ludorum Trophy, but there were very creditable performances from Kestrel, the Presidential Ragamuffin and M A Solitude.

Unfortunately the planned OGA / VKSJ team event did not take place, as although we had Dutchmen, they were the wrong sort, and no VKSJ delegation came over from Holland! However, at least we could have a day in recovery before Southwold Festival of the Sea! This started with a hairy passage race along the coast, which caused the harbour management some grief as we were arriving off the port as they were finishing their planning meeting! Ragamuffin, the Falmouth Work Boat won the cup, followed by Deva and Kestrel. The Sole Bay Race, sponsored by Adnams was started off the Southwold Pier, where the OGA also staged an exhibition. The conditions were on the edge of the OGA risk assessment, and just after the race Ragamuffin had a complete knockdown in a gale force squall. Kestrel won the race from Ragamuffin and Clytie. The Lowestoft Passage Race was cancelled because of the forecast, and fleet stayed in port for the weekend. There was a huge variety of shore based events laid on, and the Town really entered into the spirit of the event for the first time.

The one bright spark weatherwise in the year was the "Swamazons" event for open boats in Arthur Ransome's Secret Waters at Walton. Some 47 boats took part, which I believe is a record for an OGA open boat event. Day one was a race round the islands at high water, day two was the "Wet Hash", involving much navigation of the myriad of creeks and gullies. Also on the agenda was paper boat building, impromptu sculling races and lots of other fun for old and young gaffers alike.

Bad weather was back on the agenda for the August Cruise, but in between the rain and wind a good time was had by 15 Cruisers with several sailing tenders meeting up at Walton. The fleet then took in various sailing and social events on the Stour, Orwell and Harwich approaches, including a barbecue at Wrabness, finally being based at Suffolk Yacht Harbour for the last couple of days. My Quest, Transcur, Quiz, Nipperkin and Fanny all featured in the prizes.

The Maldon Town Regatta and OGA Anniversary Rally attracted a good entry, but again was blighted by strong winds. A shortened course round the Bradwell outfall and back was set, but even in this part of the Blackwater estuary there were several knock downs, including a spectacular one by smack Emeline with water pouring down her hatches. The Ketch rigged 6 metre Eileen won the gaffers, helmed by a young Harman. Those who survived the race took part in the Parade of Sail up to the Hythe Quay, to be welcomed by a crowd of spectators. Ashore there was a beer party for crews followed by entertainment on the Quay and prizegiving in the Maldon Little Ship Club, where the OGA was formed back in 1963.

A point of interest during the season's racing was the experimental use of performance adjusted handicapping on the regular front runners and back markers, except for the East Coast Old Gaffers Race. This did close the gap on corrected times, and spread the prizes a little more, although the exceptional weather would not have given typical results.

The final rally for the East Coast was at Woolverstone in November, where ashore we had our end of season party and AGM. Prizes were awarded for the Cruising Log competition,

galley slaves of Clywedog S.C. (Although one is now an OGA member – very useful)

Race results. (serious stuff this – everyone a winner!)

10 boats entered, there were nine classes. As there were two Islay skiffs, obviously one came first in its class, however, as the other was towing a dinghy, it won the dinghy towing class. The result was that each boat received a fine certificate prepared by Clywedog S.C. and signed by George Jago and the C.S.C. Commodore.

This brave, innovative, greenfield breaking, blue sky thinking, forward looking attitude entirely dispensed with the tedious need of handicaps, race committee, stop watches, computers etc. and appears to have been well received by all!

Sunday dawned fine and clear and some of us had an early morning sail in pleasant conditions. However, by 12 when we set off for our picnic, a front had moved in and the flukiest of wind conditions came with it. Imagine what it is like to be beating into a Force 4 and be suddenly struck by a violent squall from astern which resulted in wild gybes etc. The reason for this was that a rare combination of winds on the mountain tops were causing strong downdrafts which on hitting the lake surface spread out in all directions. Many of the Bermudan rigged club dinghies capsized, one broke its mast, soon the rescue boats were working hard.

NONE of the OGA boats got into any sort of trouble, most dropped their mains and returned to the club on their jibs, or took in all sail and rowed. Gordon Bourne who was furthest down the lake, was plagued by both rescue boats, that having seen that he had dropped his sail, and only being used to Bermudan dinghies which in general cannot do this, remained convinced that Gordon must have broken something. The drivers took quite some convincing that Gordon was perfectly content to sail home under bare poles.

Later, some of the club members who had not seen gaff rigged dinghies before, remarked how sea worthy such a rig was in small boats.

We all owed the Clywedog S.C. our profuse thanks for the way they received us, so in October, Marlene and I visited them and presented them with an OGA burgee. The result? They want us back twice next year!

Mike Stevens
Area Secretary

East Coast

My apologies for no notes in the last Log, but I am afraid I was playing boats in the Baltic!

It has been a very busy time as usual on the East Coast, right up to November and the AGM, with 35 days of events being provided for members through the year. Like almost everybody else, we have not had very good weather. This did affect numbers of survivors of the many races and cruises we staged, but tremendous spirit in adversity was shown by entrants!

A lot of planning went into “Brigaff”, which featured little gems like a sea food lunch at the old Oyster Packing Shed at West Mersea and a Parade of Sail to Wivenhoe as well as the East Coast Race. The Colne Yacht Club and Brightlingsea Harbour Commissioners continue to make us even more welcome, and with the variety of sailing options available from the Cinq Port, I think the OGA will be embedded for some time! The East Coast Race was again a wonderful spectacle on the Blackwater, won this year by Wizard, the East Coast One Design. Part of the spectacle was a huge “Tangle” of bowsprits, which happily resulted in no serious damage or acrimonious protests!

packed up, on inspection due to a surfeit of sawdust and paint chips from the last refit, so it was a case of hand pumping every quarter of an hour.

We were pleasantly surprised at Daphne’s stability. The boat was standing up well to the wind and moving fast, her narrow bow slicing through the steep waves, occasionally the tip of her bowsprit would touch the top of a wave as it came towards her.

The hours were ticking by and we were well past the halfway mark when disaster struck! The hand pump had been increasingly wobbly when it pulled away from the cockpit cross beam, the four screws holding it pulling through the wood. Andy and I looked at one another in consternation – a moment of panic before common sense took over – of course the well tried and proven bucket method! I prised up the cockpit after floorboards and threw them forward. A foot of water was slopping about Daphne’s sternpost. Now another problem, the plastic bucket was too big to get down very deep between the garboard planks. I took out my knife to cut off the rim, to reduce it’s size when I noticed the outboard motor gallon fuel can, just the right width. The metal was thin enough to slice the top off and the can narrow enough to fit down deep onto the keel.

A dozen scoops and the bilges were nearly dry, then six or eight scoops every ten minutes kept the water at bay. Fine of the starboard bow I could see a sail approaching and as she got nearer could identify her as a gaff cutter of about thirty five feet. She made a lovely sight as she came up to us and roared by, a bone in her teeth, brown sails taut and driving hard. The two men on board waved and one shouted that we were sailing against the tide. ‘Not much choice at this stage of the journey’ I thought as I waved back. The sun was starting to get low by now and we were getting close to Rame Head. We could see we were well up windward so we eased out the sheets and Daphne started to roar along. She was going like a train with the wind over her port quarter, the bow wave roared and hissed away to leeward, piling up to fore deck level when we occasionally overtook a wave.

Rame Head was quickly passed and we were opening up Plymouth Sound broad on the port bow. A change of course, and hardening the sheets in, pointed the bow sprit past the breakwater, and by steering fine we made it in one board to the Cattewater. We came alongside our mooring buoy in a lightening wind just as the sun was beginning to dip below the city skyline.

Andy and I looked at one another and nodded, a satisfactory trip though rather a bumpy one, and in a small boat in that lop, a tiring one.

A few days later over a pint we discussed the trip. I think we’d managed to get most things right. On the plus side – preparation had been good – we’d informed the coastguard, taken flares and life jackets and we had a seaworthy unsinkable pram in tow. We’d made sure we had plenty of food and drink and had kept warm.

On the negative side, we found out that you can’t read a chart in an open cockpit in choppy conditions, but the main lesson we learned was:

On any passage always expect the unexpected!

Ian Cornish

Dear Phil

Last year I was awarded the OGA Seamanship Trophy, and I felt grateful and honoured, thank you.

This year I was refused entry to the Yogaff race because I was uninsured. I felt none of the above emotions, just disbelief that the OGA, of all organisations, should be the first to do this to me. No such problem occurred in any other of the Classic races I've entered in Falmouth, Antigua, South Africa or in New Zealand, just a great day's sailing.

A quick check among gaffers at Yogaff revealed there'd be several entries in my proposed 'uninsured class' for the race, not just one or two, so it's not just me.

Perhaps it would surprise some OGA members that the majority of the cruising vessels I have met are uninsured, for the simple reason that it is extremely expensive, unaffordably so. It's a case of cruise or insure, if you want to sail a good distance, not both.

In case you think I am being unrealistic or lucky, this year – unusually I have to say – I have had two accidents involving damage, in one case to my vessel, and in the second case to another vessel. In the first case – not my fault – my dinghy in davits was badly damaged, and in the second, which was my fault, the other vessel had some rigging damage. In both cases all was resolved in a civilised and gentlemanly manner, with no need for insurance company involvement, which I would hope is very much in the tradition and spirit of the OGA.

So in fact I am insured and 'carry my own risk' as did so many of the fishermen and sailing craft on which the OGA is based.

Is this enough to bar me from racing with the OGA? Are we to have even the OGA controlled by faceless bureaucrats – FFB's? What price seamanship?

Yours, (at my own risk)

Nick Skeates

Dear Editor

This letter is a response to Mike Robertson's letter in the September edition.

As a member of the East Coast area of the OGA I have enjoyed many years of excellently planned and organised events by the hard working and dedicated East Coast committee. However, not only does this committee have to organise these events, they also have to do fund raising as well to supplement the entry fees. They also fund and produce their own East Coast newsletter and website.

Sailing events are the life and soul of the OGA as without them I am sure that many members will see little point in belonging to this society and it is obvious from the reports in Gaffers Log that similar events are organised all around the country with similar enthusiasm.

However, I am astonished to learn that none of the subscriptions that we pay to the OGA gets transferred to the areas to help them fund events or to produce newsletters for local members. Surely this cannot be right, especially when there is £40,000 plus sitting in the bank.

If other members share my views I recommend you write to Gaffers Log and lobby the OGA central committee. The alternative would be for members to pay their subscriptions direct to their area committee.

Colin Stroud of 'Plum'

Needless to say as soon as we got in, the wind picked up. Dad and Dicko started to peer over the harbour wall and began muttering but Mum said we were in now and they would be sailing again tomorrow.

We had a lovely day and followed it with a great supper at Jirah House. Dad asked us what we wanted and seemed to go a funny colour when Alex asked for "Lobster, please, not a half but a whole one". Dad agreed we could share a pint of prawns and a cracked crab between us as a starter. I picked all the meat out of the crab for everyone, which was great fun.

After Supper, Alex and I went back home on the ferry with Mum whilst Dad and Dicko stayed behind to talk and sleep on the boat. I think they wanted more beer!

We all enjoy this day but even I would like more wind so I can sit in the Bow as we plunge in to the waves. Maybe next year there will be more, but not too much!

Megan and Alex Cunningham

Trailer Section

Hidden away in the Welsh hills near Llanidloes is the Clywedog reservoir. Although it was first flooded in 1967, few people know of it. However, it has scenes that rival Ullswater and is twice as long as Derwentwater. Also, unlike the natural lakes that were formed by glaciation, it is not a straight "bathtub" but has many interesting bends and creeks. The whole area is deserted with only one road, truly a magic place! For many years, Ken Sykes the membership secretary of Clywedog S.C. and an OGA member, has been trying to arrange an OGA rally at the lake and it was in August 2004 that the first Welsh small boat rally was held there.

The club itself is well served with a slipway that is wider than many others are long. Also, they have two small flat camping areas, so the sheer convenience of being able to park vehicle, trailer, tent and boat all on site was very much appreciated.

Those that arrived early on the Thursday were greeted by the fact that Ken Sykes had lost his dog. The dog was found on Friday morning by Tim Wilson, stuck in a storm drain, under a road. So Friday morning saw the OGA, spades and pick axes in hand, desperately digging through the road surface. Eventually the dog was rescued.

Saturday was a fine and warm day. We all met up at a buoy for the so called "race." At the sound of a hunting horn (we Trailer Section types are rather posh!) we all chased after the motor boat, not knowing exactly where we were going, other than to a beach for a picnic. Suddenly, this lake which normally only sees white plastic with Bermudan rigs came alive with a more traditional scene. As the course was almost directly down wind, we all had a great run and apparently made an impressive sight. At least so the locals told us.

We then landed on a beach which was completely deserted, there being no public access, and ate our sandwiches and passed the time as Old Gaffers normally do, i.e. chatting and drinking various wines and beers.

However, the easy run down had deceived us. We were all now embayed in a quite narrow inlet. We all got away though some boat's skippers had to jump out and shove off the rocks. The largest boat there, "Poppy" a 22 foot Blackwater sailing canoe showed us all how to do it when after a few dangerous looking moments, she backed her mizzen and was away.

On the Saturday night, we were all treated to a magnificent hot pot supper provided by the

Solent Area

or YOGAFF 2004 from a smaller crew persons point of view.

Alex my brother (11 years) and I (9 years) set sail from Hamble with Dad in our Cornish Shrimper "Shrimp Cocktail" on the Wednesday before the YOGAFF weekend.

We had both loved last years day, when we'd had a bit of a sail before retiring due to lack of wind and a very choppy sea. I had, had a braid plaited in my hair and bought various

souvenirs; Alex had fired off more arrows, air rifles and balls at targets and coconuts than you could count.

In the warm northerly wind and with a good tide going our way we got to Yarmouth in two and a half hours from casting off to tying up. We were all pleased, as we can get a bit bored if it takes too long.

Come Saturday morning, we came down in the car with Mum and my Uncle Dicko to catch the ferry from Lymington just in time to get aboard, cast off and be on the start line. Needless to say, just like last year there was no wind and it was very boring!

Dad decided that we might as well muck about and have fun, so we tried rocking the boat, he called it 'ooching' and said we should be disqualified. This worked a bit but I know he was itching to have a go at using his newly prepared sculling oar.

Having decided we would have to retire early if Alex and I were to see the fair and enjoy all the treats we had planned, the oar was untied from the boom and Dad had a go.

A small pretty green gaffer went by, skippered by a bearded chap, who Dad said was Dave Rendell. Dave's crew, a man called Bill, shouted out to Dad, "you're doing it all wrong".

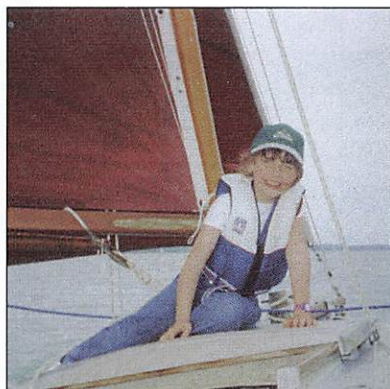
I was waiting to see how Dad would take this, considering he thinks he knows a bit! To my surprise he replied "don't just stand there criticising, come over and shows us how its done" which Bill duly did.

He was a lovely old gentleman and showed us all how to do it. I thought it very funny when every time Alex let the oar swivel Bill would slap his hand saying "they don't learn if you don't hit 'em". I'm glad my teachers aren't like that ! even if Bill didn't do it hard.

After awhile Bill was picked up by Dave and away they motored. We practised for a bit before we turned on the motor and headed into Yarmouth to see the festival, the bouncy castle slide, the performers, tug of war and many other brilliant things.



Megan (9) with brother Alex (11) on board "Shrimp Cocktail"



Megan Cunningham (age 9) "Shrimp Cocktail"

Dear Editor

I read Mike Robertson's, letter in the last Log, with interest and some sympathy. Like him, I have enjoyed being Chairman of a Scout Group Committee, back in the days when it was still thought appropriate (safe) to send the boys out to earn Bob a Job. What galled us was that we had to send most, if not all of the proceeds, to Scout HQ and survive on the proceeds of Jumble Sales etc.

So I am well acquainted with "them up there" holding the purse strings. Nevertheless I do believe that there is a case for (a) an increase in membership subscription (£20.00?) and (b) a grant of 25% of membership income to each Area.

This "largesse" would have to be accompanied by a more rigorous approach to Area Accounting than at present. I'm sure Mike's District Commissioner would not countenance his Group Committee failing to produce their Audited Accounts, on time, each year? Regrettably, I know from experience such lapses happen in the OGA and then the recalcitrant Area squeals to be bailed out! Come on Mike, it cuts both ways!

Dave Keller

Dear Phil,

Looking through the various items of correspondence on funding, communications, cruising and technical issues, it strikes me that the OGA has to have a different agenda from the ones started in 1963. The current set of regulations and rules are essentially for a racing organisation. Areas are still treated like the original race committees, which used to stage just one old gaffers race a year.

The reality is of course quite different. The area organisation is the face of the OGA which members see. I know some of the other areas do not put on 35 days OGA related activity like the East Coast do, but really that is what should be encouraged. Areas should provide a range of activities to match their local situations and needs of members, and a proportion of the subscription income should be automatically made available so this happens. I know about races being self funding etc., and indeed they actually are in my area, but there is a bit more to OGA life than racing.

I know I can expect jibes from various cynics on that comment, but although I have taken part in more OGA races than most, I actually do more cruising than most too- these days about 2000 miles per year in small wooden gaff cutters, not just the East Coast, but Netherlands and the Baltic too. And just like those who don't race, I sometimes wonder what the OGA actually does in terms of its official activities for the cruising man. I know you publish occasional cruising accounts in the Log, but the official OGA does not have an agenda for cruising. However in terms of numbers we are in effect the Gaff Rigged Cruising Association.

I pay a sub to the Cruising Association at Limehouse. A proportion of those subs go to the many CA areas round the world. The Areas lay on various activities such as talks, social activities and rallies throughout the year. There is often a charge for attending such events. But if I do not attend an event, it does not mean the area folds. Communication particularly and area administration is paid for through my sub. One of the good reasons for joining the CA is its network of local representatives. I may not always need them but I know they are there. The same logic should apply to the OGA.

There is not the space to describe East Coast events in detail, but there is a high cruising element in most of them. Many of the so called races are in effect timed cruises in company with skippers declaration. But because they are races I can charge an entry fee. However for

a simple rally at a small harbour it is not so easy to do that. The current OGA regime almost works against it. It would be nice to be able to have resources in terms of local publicity and display to promote the OGA. Even just one or two beautiful boats turning up can make a tremendous advert for the OGA. All the opportunities I have through the year to present a burgee or some other OGA artefact are lost at the moment. And whilst we give all the publicity to big festivals like Brest or Portsmouth, just remember when the party is over and the posh party boats are back on their moorings, it is down to the little man cruising in his humble gaff cutter to promote the OGA and its aims.

And for the times when we are not cruising, the OGA, through the areas, should be laying on more talks from experts on issues of maintenance, gaff rig sailing and the like. It would not cost a fortune, and a lot of it can be self funding, but the financial regime needs to be there to encourage areas to be more proactive for their members. Take a leaf out of the CA book!

If we had an equitable funding regime, if we had an organisation which positively encouraged areas to be more than just race committees and put on a variety of events throughout the year, if we looked at member communication in a more holistic way (including the better use of the internet and email), and if we could give the cruising man more support, we might be able to move on from 1963!

There is a little bit too much of "If it ain't broke, don't fix it!" about in the OGA. The association has done well thanks to a lot of hard work by individuals. However, with just a little change in central attitudes to empower more people at the coal face in the areas, and not a lot of money, it can develop to give an even better service to all its members.

Yours sincerely,

Jon Wainwright

Dear Editor

In response to your request I would like to reply to Mike Robertsons' letter published in the September edition of the Gaffers Log.

Firstly in accordance with the rules of the OGA, all money, whether in the hands of a particular Area, or in the central bank account, belong to 'The Association' and therefore to the members. There is in other words only one 'pot'.

It has always been the case that Areas should be, where possible, self funding, but should be able to present a case to the Finance and General Purposes Committee (F&GPC) if they need additional support for a project than they are able to raise within their area. The only requirement to this being that the Area involved presents a financial plan to the F&GPC prior to the event, for their agreement to underwrite it and accountability to the membership at large. Further funding is available to Areas in support of Area Newsletters.

It has always been the view of the F&GPC that we need to keep a lump sum in reserve against any contingencies that may arise, and they have in the past, and no doubt will again in the future. Any Area can be caught out financially by some disaster or another which simply could not be foreseen, and in those cases the central reserve is our safety net.

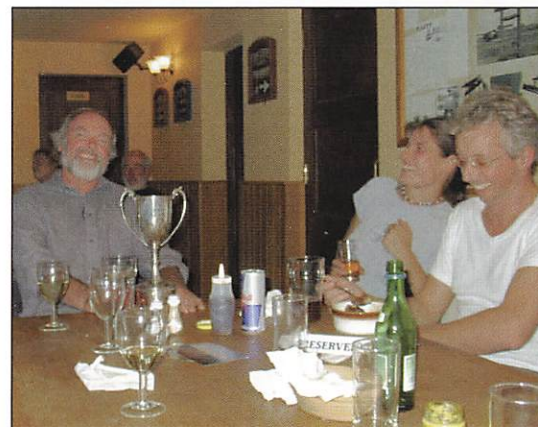
As far as the East Coast is concerned they felt a need to call upon the central reserve this year and have been helped. Incidentally following that request for assistance as an East Coast Committee member you will also be aware that you finished this financial year with a healthy balance. Perhaps where the F&GPC have not been as diligent as they may have been is in enforcing the requirement, also laid down in the rules, for each Area to provide audited (independently assessed) accounts each year. This has in some cases allowed certain Areas



Ken Sykes on 'Cloud 9', Clywedog
OGA Trailer section 2004 event



Honora and Wee Maggie
sailing in Belfast Lough
- NI OGA



Jeremy Nesham – MNK Open
Boats Prize Winner – and his
cup with Sara Harding and
Simon Harding celebrating at
the Harty Ferry Pub on the
evening of our Pub Meet
Saturday 2nd October 2004.

some were new entrants. A B-B-Q was organised by Ann and Keith Mounfield on Friday evening and approx. 40 people attended. This was a huge success, so much so we will be organising a similar evening next year. A number of gazebos were erected (in case of rain) and we all enjoyed a good chat and plenty of laughter; not forgetting Mike Stevens and his guitar entertaining everyone. We were extremely lucky with the weather, this time there was little rain.

The weather stayed fine and 20 boats crossed the start line on Saturday to proceed on a course Pete had set around Rampshole and St. Herberts Islands and finishing between both islands. Wind was a light southerly 2-3 which certainly suited most boats, and Ken's new Andrew Wolstenhome boat *Cloud Nine* performed beautifully – pity Ken got the course wrong!. A picnic with no theme this year was enjoyed, still no rain, with Richard (committee boat) ferrying people from the marina to the island. As in previous years we had a Le Mans start for the 2nd race back to the marina. It was great to see Robert and Jan Holden on the jetty taking photos of us all arriving.

Most people then retreated to the camp site for shore side games before going to the Middle Ruddings Hotel for dinner and the prize giving.

Sunday dawned bright & sunny, but with no wind – this suited the Lexicon game, which involved a lot of rowing. There followed an impromptu rowing race for ice-creams from Keswick, and then it was back to the campsite for more games and prize giving.

Thanks to everyone who took part and helped make the weekend a success.

Make a note in your diaries folks for next year's event which will take place between 2nd & 5th September 2005. See you all there.

Sue Farrer
Area Secretary

Bristol Channel

During the past few weeks the list of BC Area activities for 2005 has developed in a manner which is most encouraging for our future. See the Events List on pages 26 and 27 for full details.

With this expansion in Area activities there will be a concomitant increase in financial transactions beyond the limited scope of the personal expense account which I have maintained for the past two years. Thus it is imperative that the BC Area should open it's own bank account, but an essential prerequisite for doing this is the formal establishment of the BC Area with Officers and Committee. (I know the BC Area has nominally been in existence for at least twenty years, but my enquiries suggest that it has never had a bank account and seemingly no formal committee structure or minutes of affairs). Hence I am planning a General Meeting for formally establishing the BC Area and electing officers and committee in the afternoon of Saturday 29 January in the Clubhouse of the Portishead Cruising Club at Pill, close to the M5, junction 19. This time of day and place have been chosen so that members can attend by road from all parts of the BC area without the need for overnight accommodation. When the details for this meeting are finally settled I shall send a formal invitation and agenda to all BC members. In the meantime I appeal to all area members to think seriously about participation in the running of the area, and if 'yes' to let me know. The more who can contribute in this way, so the less that any one individual has to undertake!

Alan Hidden
Areas Secretary

to become confused as to their financial viability during a given year and therefore their ability to fund events, of which the East Coast is one.

The F&GPC are made up of elected members who give their time freely and try to do their best for the Association but they are not infallible – but they do work very strictly to the rules, your rules. and have therefore "not lost the plot" at all. They also try to remember why the OGA came in to being, and that is to sail our beloved gaff rigged (in most cases) craft and to preserve them and – very importantly – the skills needed to sail them for future generations. What they want is to avoid 'yacht' club bureaucracy.

Robert Holden
Hon Sec OGA

Dear Phil

I see in the September Log that the question of 'Traditional Skills' has arisen yet again. The implication is that racing is merely going faster than the next bloke then squeezing the figures through the handicap formula. To clear a point, it must be accepted that any handicapping system is at best an approximation; thereafter I reiterate my comments of last time. To do well in a race requires any number of skills used by our forebears.

Making the boat go faster; (yes) – trailing yards of kelp or sporting a hearty growth of barnacles is not the answer. Set your sails properly – gaff is very attractive, but that does not excuse your canvas hanging in seething creases like an Austrian blind in a draft. The tension in the halyards and set of the sheets are as critical in this rig as any modern one. Likewise, trim fore and aft as well as athwartships matters. A sea captain never got his cargo of tea home first just because his clipper was attractive.

Know where you are and where you are going; where are 'the fishing grounds' exactly? Or to put it another way, ask several of this year's Solent old gaffers the difference between the marks Gurnard and Gurnard ledge – it's a leisurely mile or so each way. When does the tide turn and what will it mean – can I get over that sandbank into the better stream and coming back, should I tack down the other side – what would a bargeman have done to get his haystack laden spritty up the river to London?

Fixed objects are just one form of obstruction, the Solent race this year involved starting adjacent to an armada of huge Bermudan greyhounds with which we unintentionally, (I hope), shared a number of marks of the course. Thirty knot gusts and wind over tide meant that cockleshells such as mine were hard pressed just to achieve simple operations like tacking, never mind trying to dodge a streaming herd of forty footers, spinnakers set, creaming towards us on starboard. We double-gybed so forcefully in the sudden lee behind one that the boom flew off the gooseneck. Hindsight says I should have thought about it earlier, gone the extra and steered clear.

Also this season, interest was added to a friendly tussle in Chichester Harbour, by getting competitors to collect a 'Post-it' from a bucket in an anchored rubber dinghy. It required the ability to stop alongside a moored object under sail and much ground was to be made by not fluffing it. Do you sail to and from your mooring? Even a feel for the tiller counts. Did you know that big ships have computers that calculate direction against rudder angle as fuel and time can be saved by not over, (or under) correcting the course. I have heard it suggested that racing is like walking up a 'down' elevator. Everybody starts at the top, but each time you mess up, you lose a step and the winner is actually the person who has made least errors – of seamanship in this case.

In working boats, speed was of the essence, whether transporting new tea, fresh fish, or even

coals from Newcastle. Any old salt knew full well that his livelihood depended on accurate and timely sailing – and that's what racing is in a microcosm. Blending all the variables to best advantage is the skill and it hasn't changed since gaff was the rig of the day. Don't get me wrong, I love the quiet corners of the sea and cruising (in company as well), but come ye then, oh Great Silent Majority, cough up... what exactly are these 'Traditional Seamanship Skills' that are not tested in a day round the cans? We've already scrubbed our bottoms and fishing is for anglers, so caulking, the odd splice, or unloading several tons of turnips with a handybilly, a plank and a wheelbarrow perhaps?

All give way together, but that's rowing isn't it?

Chris Waite
(Tit Willow)

Dear Phil

Richard Pattison's excellent letter in the September Log has prompted me to write.

Why the fixation on racing? Well, the OGA was founded because gaffers were no longer welcome in club races in the '50s and a group of original gaffers took it upon themselves to organise their own. I know things have moved on in the last 45 years, but it does remind us how we started. The OGA is undoubtedly a victim of its own success – witness the number of modern gaffers afloat today – but I don't think the Association has lost its way.

I can only speak of the Solent Area, and it may be instructive to look at Solent events. Our Annual Race attracts less entries than once it did, but 50 or more boats enter and 40 or more race each year. The Yarmouth Old Gaffers Festival is our most popular event and attracts more than 100 entries of whom 60 or 70 enter a short race. Over the last three or four years we have introduced a number of non-racing rallies, in Poole, the Hamble, and Chichester (although this year there was a small boat race at Chichester, which was very well attended). Our members also enter other events (all with races) usually the Three Creeks Race, the Bursledon Regatta, the Royal Solent Centenary Chase and the Marchwood Regatta. From 10 to 25 of our members enter these four events each year.

The Solent Area has a well-balanced programme which recognises that not all gaffer owners like to race, but the evidence is that when a race is provided, people do join in. This year we made a particular effort to make the Annual Race a Rally which just happened to have an optional race. Despite the fact that the race started in F5 and ended in F7, nearly all entries raced.

The secret is balance. If there is too much racing, add some rallies with an emphasis on socialising. Each Area should organise the event the majority of its members want – remembering that the majority is usually silent. I suspect that for every three members who find the OGA does too much racing, there is another three who would like more!

I agree that the OGA should be preserving seamanship and all the other skills relating to our boats and way of sailing. As the proud possessor of a copy of every issue of the Log (previously Newsletter) since its inception, I think there are more technical articles being written now than ever before. The Log is, and always has been, a club journal, and as such is exactly the right place for all the area reports, correspondence and sometimes quite strongly expressed opinions.

The Website is the public face of the OGA – after all, the Log only goes to members. It is here that we should promote what we stand for, publish technical and seamanship articles,

Conwy & North Wales

Reports of both the Nobby, Gaffers & Classics race at the beginning of August and the Small Boat Gathering at Derwentwater are given below, both of which make interesting reading.

The area AGM this year will be held on Saturday, 4th December. For the first time this is being held at the Holyhead Sailing Club followed by a meal in the club restaurant. In order to extend the weekend we have decided to take a trip on the Sunday to Ireland on the ferry. A report on this will be in the next log.

Conwy River Festival – Nobby, Gaffers & Classics Races 2004

Sunday morning dawned sunny and warm, with a light SE breeze. The early tide meant that the competing boats had to leave the harbour by 9 o'clock. Our committee boat for the day, the Fisheries Protection Vessel "Aegis" left the marina as soon as the gate opened, and was quickly on station for the start.

In the start area, close by the Great Orme, the conditions remained constant, with the SE 3 giving sufficient boat speed for all and allowing the boats to start their races promptly.

"Laura" soon took the lead in the Nobby class, as she headed around the course, followed by the other classes.

A telephone call from another race officer at the Fairway buoy, informed me that there had been no wind in that area for over an hour. A shortened course seemed to be the order of the day.

We arrived at the third mark to set-up the finish line: just as "Laura" rounded the second mark. Was the course going to be too short?

"Laura" steamed towards the finish line with no other boats in contention. It was going to be an easy win for "Laura". Or it was, until she reached within 100m of the finish line and tacked to complete the final leg. "Laura" stopped dead in a complete calm. The crew became exasperated as they watched "Lassie of Chester" approach the finish at over 4 knots. But like "Laura", "Lassie of Chester" stopped within 100m of the line, and within 50m of "Laura". Both crews now watched as "Hannah Hambleton" closed the line, but again, she stopped within speaking distance of the committee boat.

A glance around the fleet showed that no boats were moving. Perhaps the shortened course was not short enough!

Eventually, some twenty minutes later, "Laura" drifted across the line to win. She was slowly followed by "Lassie of Chester" and "Hannah Hambleton". Then, a sea breeze filled in from the NE, and allowed all the fleet to finish the race, although some boats used manpower to increase boat speed. Naughty, naughty!

As if in contrast, 8 boats started Monday's Old Gaffers Association race with a fresh breeze from the SE. Again, "Laura" soon took the lead, and was first around the Fairway Buoy. Probably over-canvassed in the increasingly fresh conditions, she failed to clear the mark, and became tangled with the buoy, allowing "Ploughboy" to take line honours. By now the wind was blowing a steady force 7, with gale force 8 being measured further out in the bay. Of the 8 starters, only 4 completed the race.

Report of Small Boat Gathering at Derwentwater 3rd – 6th September 2004

Another excellent weekend was enjoyed by all, with good weather and light wind sailing.

A total of 21 boats were launched at the Marina, many had been to the event before but

Northern Ireland

Ardglass Traditional Regatta August 27th to 29th Bank Holiday Weekend. Ardglass Traditional Regatta this year was another success, very different to previous years, but a success. We had 16 boats take part, Arthur Alexander, Carrick Spray, Dream Twister, Granuaile, Helendo, Honora, Isle of Barra, Kirmew, Llassah-D, Marianna, Marlou, Master Frank, Morna, Rudh nan Gall, Sweet Scordon and Tucan Do. We also had Ian Wylie in the Ford Focus who came down on Friday evening.

The crews attended Mannies on Friday evening for the now traditional Quiz, ably adjudicated by the Rudh nan Gall's, our thanks to Stephen and Jenny for their good work. The "Sea Nile Demensia" won it; don't ask me for the names, I think most of them came from Marianna.

On Saturday evening, with the absence of Golden Nomad's crew, Alan and Irene, holidaying in USA, we had hired in a few musicians, 3 of the Over the Hill band plus Carol Laird and Peter Lyons. With performances from most boats as well as the band, we had a wheaker of an evening.

On Sunday morning, a flight path was cleared in the Marquee for the 1st Ardglass Model Aircraft Competition. There were 6 entries, the Spirit of Mann, the Green Bomber, Vin de Table, Jet Sam, the Glasgow Glider, Toucan Do and Rudh nan Gall Bomber. There were 2 prizes, the Best Build, and the Furthest Total Flight over three rounds. The Best Build went to Spirit of Mann, elastic engine and looked most like an aeroplane, well done to the Llassah-D's. The Furthest Flight went to the Glasgow Glider built by Gary Lyons at his first event in his new old boat, Kirmew. Well done to all crews who took part, it provided all of us with a good laugh on Sunday morning.

Furthest travelled boat prize was shared between the 3 Conwy Boats, Arthur Alexander, Llassah-D and Marianna.

Best Gaffer Prize went to Toucan Do, a beautiful Heard 35 self build, completed by Dave and Barry from Howth. Best Bermudan Prize went to Dream Twister. The prize for the best turn was shared between Eilish of Granuaile and Shirley of Carrick Spray.

Thanks to those shore based Gaffers who turned up, Ian Martin, Adrian Spence, Attracta Neeson, Ian Wylie, John Cleary and Duncan McInnes. Those who walked on the water and got thick lips I have not mentioned, they know who they are. Special thanks to Pat and Peter Kennedy for organising the event.

The Craft Exhibition in Bangor Castle Heritage Centre, 4th to 9th October 2004. This is the second year that we have run this Exhibition. It again went well with the Mayor visiting us on opening night and lots of local visitors coming to view the Gaffers handiwork.

The NI OGA AGM on 22nd October 2004 was held in Holywood YC. We had an attendance of about 30 gaffers who re-elected the incumbent Area President for another 3 years and a new committee. Don McLean, Pat and Peter Kennedy stood down from the committee. Our thanks to them for the work done during their time on the committee. Gary Lyons was elected onto the committee for the first time. There were no contentious issues.

Alison Lyons
Area Secretary

photographs and history. A very good start has already been made, but the additional material will never appear (in print or on-line) until somebody produces it.

I have known many editors of the Gaffers Log over the years and every single one has complained not of tight budgets, recalcitrant printers and looming deadlines, but the shortage of publishable material.

The OGA may well need to review how it uses the Log and the Website, but editors and webmasters are completely dependent on members producing the raw materials.

Dick Dawson

Dear Phil

It has been a great pleasure to see that the letters pages of the excellent Gaffers Log have been devoid of argument over handicaps in the recent past. May I, through your pages, appeal to others in OGA membership to extend this happy state of affairs to regattas and races, and stop making handicap arguments the primary topic of conversation at so many events.

What a pleasure it was to compete again in the Kentish Sail Association's Swale Match in my gaff cutter 'Mehalah' last weekend. The KSA break down the classes by overall length, we race boat against boat with no handicapping, know how we are doing as the race progresses, and have a great time with no moaning, just good company and a chance to enjoy our pastime. This state of affairs seems to deliver a genuine chance to most entrants and 'Mehalah', which might seem to be disadvantaged by only just falling into the large gaff yachts class, found the conditions to her liking this year and was to have her moment of glory.

Perhaps the OGA might consider dividing craft by overall or waterline length for a one year trial and consign those handicap arguments to the deep where they belong.

Remember too that those who come last get the most sailing!

Richard Walsh

Dear Phil

I have just joined the OGA. Dave Keller tried to entrap me a year ago and now I've succumbed.

Like you, I like being an Old Gaffer. Reasons for keeping the 'old' title:

It's well known.

OGA is recognisable. GA is anonymous/ugly.

It didn't put me off joining, rather the reverse.

Even those of us who sail 'new' gaffers are surely hankering for an older tradition of design, skills and techniques.

Old Gaffers has that friendly ring of eccentricity. Just Gaffers might not be bonkers.

John Forster

Editor's note: Welcome aboard John. Look forward to meeting up at one of the Devon bashes – I'm one of Dave's mob as well.

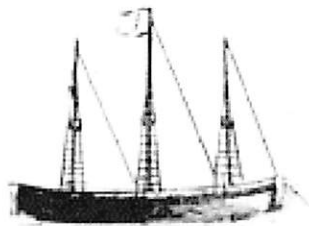
OLD GAFFERS GARDEN *by Dick Dawson*

A chance meeting in Yarmouth during the Old Gaffers Festival in 2003 contributed to the establishment of an "Old Gaffers Garden" at the 2004 Royal Horticultural Society Hampton Court Palace Flower Show which won, with many plaudits, a Silver Gilt Medal.

Yvonne Mathews and Don Appleby, together with the Brightstone & District Horticultural Society, were inspired by the Festival to use gaffers as a theme for their garden and asked me if I could do a little background research. The RHS was founded in 1804 by Sir Joseph Banks, President of the Royal Society, inveterate plant-hunter and explorer. 2004 being the RHS's 200th anniversary, Yvonne and Don were keen to make a connection with Sir Joseph.

I soon found that Banks was the man who persuaded Parliament to fund the building of the Bell Rock Lighthouse. The Bell Rock, lying in the Firth of Forth and threatening vessels approaching the River Tay and the city of Dundee, had for centuries claimed valuable ships and the lives of seamen. In 1806 Parliament passed the Bell Rock Lighthouse Act and Robert Stevenson and John Rennie, two of the most famous engineers of the day, were appointed to oversee the construction.

Work commenced in 1807 and, because of the distance of the works offshore and the difficulty of landing and remaining on the rock at high water, a number of vessels were required, not only to ship people and supplies to and from the site, but also to remain on station as accommodation. In 1807 a temporary lightship, the *Pharos*, was anchored on station.



1808 saw the arrival of the *Sir Joseph Banks*, newly built by Fernie of Arbroath and commanded by Capt. David Taylor. At over 80 tons, the new schooner was about the same size as the lightship and Robert Stevenson named the ship as a compliment to Sir Joseph. Here was the connection Yvonne and Don needed!

Stevenson took to the new schooner immediately. She stowed two large boats on deck and a "caboose for cooking" was situated in the forepeak. Aft of this was a compartment for the ship's crew and landing party, with berths for 15 sailors. The waist of the ship was set aside for the artificers, and could accommodate 40 men. Aft again were cabins for the officers, and right astern was an "extremely commodious and suitable" cabin for Stevenson himself. According to Stevenson, some of the best judges of shipping described her to be one of the handsomest ships ever built in Scotland.

The schooner worked very hard. In 1809 she remained on station during the summer building season, returning to Arbroath at the end of August. "The vessel being decorated with colours, and having fired a salute of three guns on approaching the harbour, the dockyard artificers, with a multitude of people, assembled at the harbour, when mutual cheering and congratulations took place between those afloat and those on the quays. The Tender [*Sir Joseph Banks*] had now, with little exception, been six months on the station at

A friends of my father's, Leslie Hinton, had noticed her for sale in 1939 and had admired her lines but could not afford the price. Hinton joined the Royal Navy and in 1942 noticed that 'Noreg II' as she was at that time was still at Bursledon. He wrote to the agents in whose hands she had been left at the outbreak of war enquiring if she was still for sale. They replied that she was in the possession of the 'Custodian of Enemy Property' (St.Malo then being under German occupation) and Hinton was invited to make an offer. He replied offering £200 which with a slight increase was accepted!

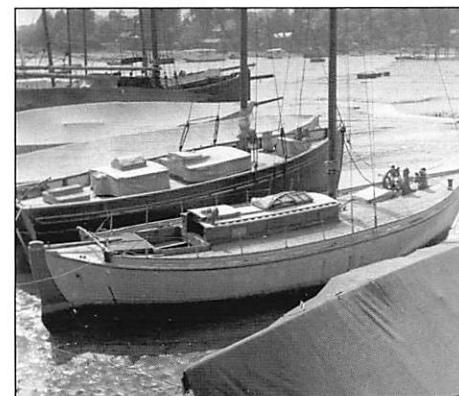
So she changed hands again and was renamed 'Velsia'.

My father, who was also serving in the RNVR at that time, met Hinton in early 1944, and first went on board that year. During their periods of leave they maintained her, waiting for hostilities to cease.

Ownership changed again in 1950 when Hinton emigrated to Canada and my father purchased her. She remains in the family to this day.

David Cox

David's father takes up the story:



'Velsia' in the mud berth on the Hamble, 1940

David's father Philip, wrote about his memories of 'Velsia' in the Gaffers Log of 1983/4 which some members may recall. He commented at that time:

"I first stepped aboard 'Velsia' in the spring of 1944, before the Normandy landings, when the end of the war still seemed light years away. My brief periods of leave from the navy were spent with Leslie Hinton keeping the old boat watertight; materials were scarce but we could buy Jeffries Marine Glue which we poured in to the deck seams. We had candles for lighting and I still prefer candlelight except when trying to read a chart. When it was cold we used to 'borrow' some coke from the bunker of the old 'Shalimar', a clipper bowed gentleman's yacht, laid up in the adjoining mud berth, a reminder of a bygone age.

They were the days of dried egg and potatoes when even bread was rationed and whale steaks were considered a delicacy. But we could obtain fresh milk from the farm in Swanick lane and the water of the Hamble was clean enough for swimming!

In June 1945 after the end of the war in Europe we received permission from the Admiralty, where Leslie was working, to do some restricted sailing. We disentangled the running rigging which was lying in a great heap in the store ashore. After much debate as to what went where we managed to find a place for everything with nothing to spare.

Philip Cox

Editor's note: members may also recall reading of a voyage up channel made by Philip Cox and Leslie Hinton in August 1945 on 'Freda' a 23 foot Itchen Ferry design which appeared in the Gaffers Log of June 2004. The first voyage up Channel after the end of the war in Europe.

VELSIA – A SHORT HISTORY by David Cox

In 1980 I sailed 'Velsia' to Norway with a number of friends and while there we managed to fill in a few of the gaps in her long history.

She was designed and built by Colin Archer at Tolderodden, Larvik, in 1890 for W O Sorensen. The latter must have seen a yacht named 'Vinga' in Sweden because 'Velsa' originally named 'Fantom' was a scaled up version of 'Vinga'. We discovered this while looking at Colin Archer's work lists and a sail plan of 'Vinga' which are preserved in the Larvik museum. The sail plan, apart from having two scales on it, also had two sail plans, one having the name W O Sorensen written where the plans differed.

The actual shear plans for the two yachts look different, 'Velsia's' having relatively less freeboard amidships. I would imagine that 'Vinga' being 4 feet shorter had to have a higher freeboard to give headroom below.

Sorensen raced the boat at the local regattas from Oslo to Chrisriansand and also on the Swedish coast. She appears to have done quite well as some of the results are displayed on engraved silver plaques on the main beam in the cabin. We verified that 'Velsia' was definitely 'Fantom' when we found the races in a book of Norwegian Regattas from 1860-1920 and the results tallied with those on the beam.

Sorensen passed 'Fantom' over to his son in about 1905, who must have kept her until about the outbreak of the First World War when she was sold to H Charles Dick, the British Consul in Oslo. He renamed her 'Seagull' and returned with her to Dartmouth. In about 1919 she was once again in Oslo, renamed 'Fantom', and probably owned by Enoch Jacobson of Frederickstad, who sold her to Thorolf Wikborg in the very early 1920's.

When we were in Norway we met Therolf Wikborg, who is the younger son of the former owner. He showed us some old logs belonging to his father and there were also a number of photographs of the boat taken between 1920 and 1935.

Wikborg sold 'Fantom' to Jens Hiath in 1935. By chance we met him when we were in Lingot. He was too old to come on board so we brought the boat round to his front garden which stretched down to the sea, so he could see her. He said that he had owned her for one year but sold her to Henri Gutzeit in 1936 because she was too big for him to sail single handed.



'Velsia' Fowey Feeder Race 2000

Henri Gutzeit was of Norwegian birth but settled in France as a timber importer. Before he sailed her to St.Malo he had an extensive refit carried out in Oslo. It was here that the cockpit was widened and she was renamed 'Noreg II'.

For the next few years she remained in the Inner basin at St.Malo until he took her to England in 1938 and she was put on the market and laid up on a mud berth at Moody's on the Hamble. The price was said to be £800. She lay there as the Second World War approached.

According to Johnny Johnson, who was running the Solent Boatyard at the time, she was neglected for about two years and was even filling up with the tide.



'Velsia' at Dartmouth alongside the Quay

the Bell Rock, and, during the last four months, few of the squad had even been ashore. The artificers having made good wages during their stay, like seamen upon a return-voyage, were extremely happy, and spent the evening with much innocent mirth and jollity." (R. Stevenson).

In the winter of 1809-10, the schooner once again took station near the temporary lightship *Pharos*. During these months, parties of artificers were landed from time to time to carry out repairs and relief and provisions were provided for the *Pharos*.

In September 1810 the lighthouse was completed and on October 4th Sir Joseph Banks sailed for Leith to be sold. It is quite likely that she needed a substantial refit at this point, as remaining constantly on station at the rock in fair weather and foul would have taken its toll. Stevenson watched the vessel leave with regret. He described her as "this beautifully moulded ship". In 1811 the schooner was sold.

Sir Joseph Banks's history can be traced for nearly another 40 years through Lloyd's Register. She traded coastwise and changed ownership three times, being re-rigged as a brig and later returned to schooner rig.

In 1847 the Register shows single word "Wrecked". The circumstances are unknown. It seems that Sir Joseph Banks was still trading at the time she was wrecked. If she was, it shows an extraordinarily long life of 40 years in regular, hard use.



The link between Sir Joseph Banks and his long-lived schooner namesake inspired Yvonne in the design of her garden. It incorporates a gaff mainsail and representations of timber groynes, on a shingle bed, bringing to mind the nostalgic memories of a gaffer retired from the sea.

Yvonne wants all old gaffers to know that the garden would not

have existed without the inspiration provided by the OGA and the Yarmouth Festival.

Illustrations by R. Stevenson. Grateful thanks to David Taylor, descendant of Captain David Taylor, master of the Sir Joseph Banks and author of the Bell Rock lighthouse web site, www.bellrock.org.uk.

Congratulations to Yvonne Mathews on her winning design

15 Jan OGA AGM at the Cruising Club Limehouse London. Contact the Hon Secretary for full details. Tel: 01843 582997

5 February MNK Area OGA Winter Pub Meet. The Red Lion at Faversham at 20.00 contact the Area Sec for details.

26 February Solent Area OGA AGM. Contact Area Sec for details.

5 March ECOGA Annual Dinner Royal Burnham Yacht Club. Telephone 01621 783969 for details.

2 April MNK OGA Winter Pub Meet at the 3 Tuns, Lower Halstow. Contact Area Sec for details.

16 April MNK Area OGA AGM. Contact the Area Sec for details.

30 April/2 May Opening weekend OGA NI. Telephone Peter Lyons on 028 9145 3099 for details.

1-2 May Solent Area OGA Poole Rally and May Day Bank holiday weekend. Telephone Geoff Skinner on 023 8040 3155.

1-2 May ECOGA Foulness Rally. Telephone 01621 783969 for details.

14/15 May OGA Trailer Section shake down cruise at Clywedog Reservoir, Mid Wales. Contact Mike Stevens on 01792 297445 for details.

14/15 May Beaulieu Rally Solent Area OGA. Telephone Geoff Skinner on 023 8040 3155 for details.

21/22 May Instow North Devon. Bristol Channel OGA in association with NDYC, a gaff rig event for trailer / shallow draught vessels. Telephone Ben Armstrong on 01805 622436 for details.

28/30 May ECOGA Crouch Rally/Whitsun Regatta. Telephone 01621 783989 for details.

June Final date awaited. WWMHS Nelsonian event. Contact David James on telephone 01646 683764 for details.

28 May/4 June Milford Haven Festival. Contact David James WWMHS on telephone 01646 683764 for details.

3/5 June Yogaff 2005. Solent Area OGA. Telephone Dick Dawson on 01342 810303 for details.

3/5 June Bangor Traditional Sail OGA NI. Telephone Peter Lyons on 028 9145 3099 for details.

4 June Pembroke River Rally WWMHS event. Contact David James on telephone 01646 683764 for details.

4/5 June Cardiff Bay. Bristol Channel OGA in association with CBYC. Telephone John Hutchinson on 01432 273133 for details.

10/13 June ECOGA Brigaff 3006 including ECOGA Race. Telephone 01206 393537/01206 308420 for details.

11 June MNK Area OGA Annual Race at Queenborough. Contact Sara Harding on 01227 752333 for details.

17/19 June OGA Trailer Section small boat rally Ullswater. Telephone Mike Stevens 01792 297445 for details.

30 June/3 July International Festival of the Sea Portsmouth.

July 2005 Actual dates to be advised. The Classic Channel Regatta 2005. Full details can be obtained from Bruce Thorogood email bruce@blindwell.freeserve.co.uk

11 July WWMHS Sea Services at Milford Pier Head. Contact David James on telephone 01646 683764.

14/16 July ECOGA Southwold Festival of the Sea. Telephone 01206 393537 for details.

14/18 July Fete de la Mere Boulogne. Telephone 0033 3 2052 4698 for further details or email frcpm@wanadoo.fr

14/18 July Cherbourg Festival de la Mere 2005. Contact details as for Boulogne above.

23 July Lundy Round the Island Race organised by Ilfracombe Yacht Club. New event with gaffers class. Contact Dave Turk on telephone 01271 879488 for details or email turk_dave@hotmail.com

23/24 July Three Creeks Race Solent Area OGA. Telephone Geoff Skinner on 023 8040 3155 for details.

23/24 July ECOGA Swallows and Amazons rally for open boats. Telephone 01629 540601 for details.

24/31 July ECOGA North Sea Passage, Zeeland Cruise, DCYR Hellevoetsluis. Telephone 01206 393537 for details.

29/31 July Le Treport 2005. Contact details as for Boulogne above.

29/31 July Bangor Festival of the Sea OGA NI. Telephone Peter Lyons on 028 9145 3099 for details.

29/31 July Watchet Marina / WBOA / Bristol Channel OGA event. Telephone Tony James on 01984 633736 for details.

29/31 July Shipmate Classic Yacht Regatta 2005 Hellevoetsluis, The Netherlands. Telephone Joachim van Houweninge on 00 31 654 340575.

August Date to be announced. Solent Area Chichester Harbour Rally. Telephone Geoff Skinner on 023 8040 3155 for details.

August MNK Area OGA Bank Holiday Weekend. Details to be finalised. Contact the Area sec for more details.

29 July/6 August The Friendship Route. Audierne to Belle Isle. Details from the UK Info Desk, 21 Beechwood Ave, Melton Mowbray, LE13 1RT or email BillKJewell@aol.com

6/7 August OGA Trailer Section Welsh OGA Meet Clywedog. Contact Mike Stevens on 01792 297445 for details.

21/18 August ECOGA August cruise/East Coast Classics. Telephone 01473 832808 / 01206 391870 for details.

26/28 August Ardglass Traditional regatta OGA NI. Telephone Peter Lyons on 028 9145 3099 for details.

27/28 August Solent Area OGA Annual Race and Bursledon Regatta (mega Trafalgar celebration). Telephone Geoff Skinner on 023 8040 3155 for details.

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.

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.

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.



ECOGA doing what they do best