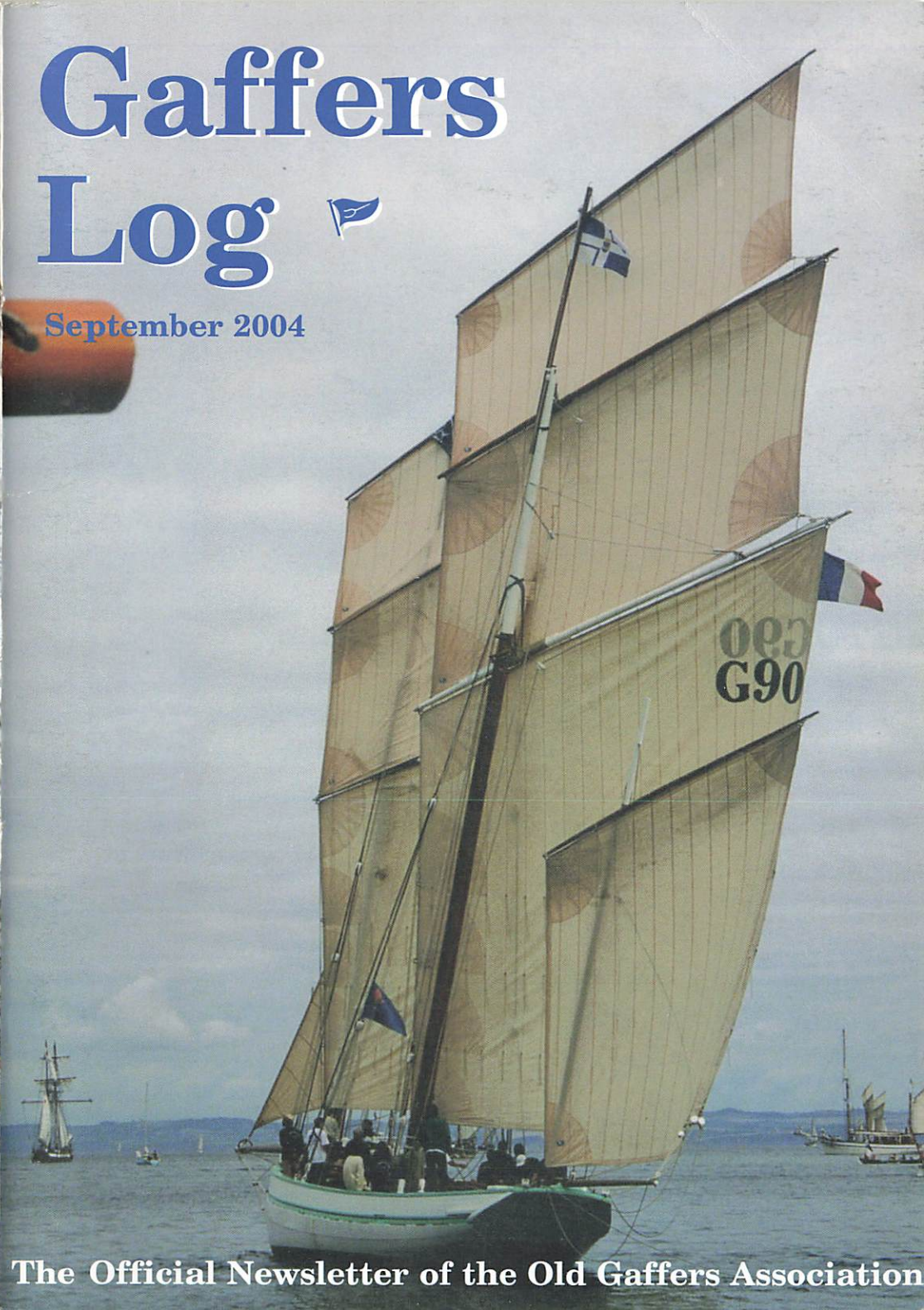




Gaffers Log

September 2004



The Official Newsletter of the Old Gaffers Association



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Grace



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INSTOW 2004

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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	EU - EU Liaison
MNK - Medway & North Kent	NW - North West	FR - France
CP - Cinque Ports	CNW - Conwy & North Wales	GER - Germany
SOL - Solent	DB - Dublin Bay	WA - W. Australia
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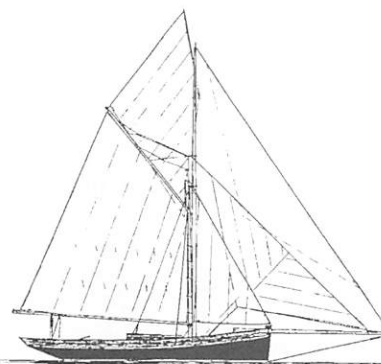
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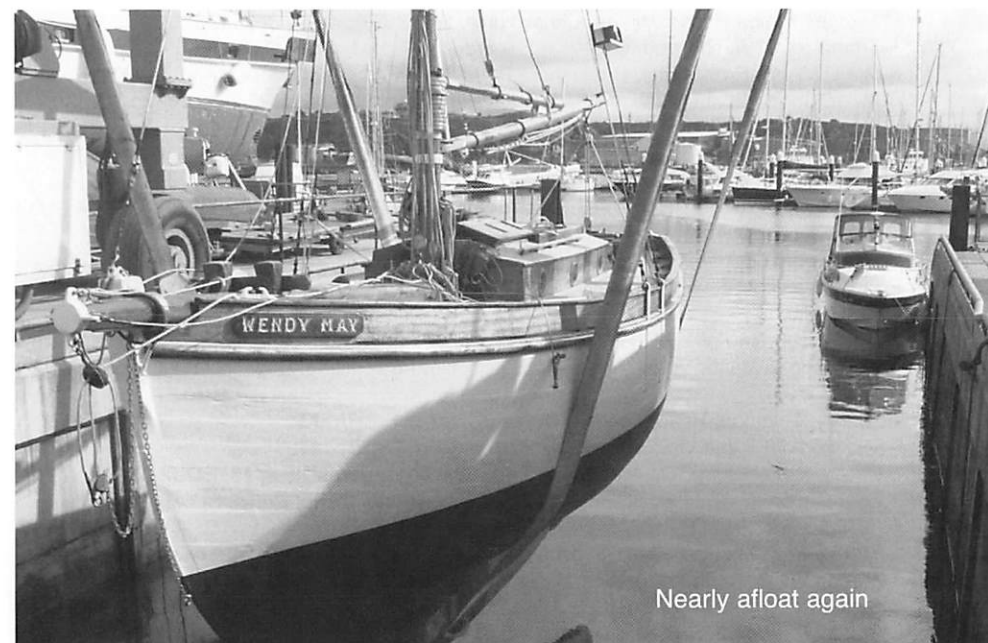
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Well we are afloat again after our enforced break (pardon the pun). Thanks to all who sent their good wishes, advice and assistance and offers of places on their own yachts. In truth we could have gone to Brest and Douarnenez, which was our original intention, on at least four or five members' boats if we had wanted to. All of which reflects in my opinion the comradeship and good spirit of the OGA.

I like being an 'Old' Gaffer, which I am rapidly becoming, but recently a member who is even older than me, posed the question that in the 21st century were we wrong to hang on to the word 'Old'. Rather, should we become simply the Gaffers Association. He felt that with more and more new production gaff rigged boats being sold, perhaps we were in danger of putting potential new members off joining an organisation that they may perceive as being only interested in historic vessels. He further suggested that, whilst doing our utmost to maintain and preserve our older craft, we should concentrate more on the preservation and continuation of the traditional sailing skills and techniques of our forebears. This last point is also reflected in a letter from Richard Pattison on the Letter Page when replying to a letter printed in the June Log from Mr N Halsby. Any thoughts?

Phil Slade
 Editor

The copy date for the next issue is the **10th November** for the December (Christmas) magazine which is intended to arrive with you before the festivities to help the 'pud' go down.



Nearly afloat again

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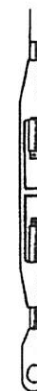


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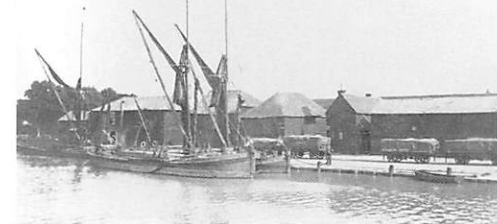
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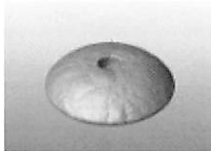
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Sec's Wanderings, or the diary of the Hon Sec.



It is now over six months since our last AGM (January 2004) at which you entrusted the secretaryship of the Old Gaffers Association to me.

So far all appears to be going along nicely and to further that one thing I do want to do is to get out and about to events in the various areas. Consistent that is with sailing our own Gaffer. To that end we – and I must say Jan and I – have attended three events so far this year.

First off was the East Coast Annual Dinner at the Royal Burnham Yacht Club on 13th March. The catering was excellent as was the food but best of all were the various presentations most notably the 'LitWits' (literary nitwits) who entered in wet weather gear and regaled us with some very well scripted, beautifully timed and hilarious 'alternative' verse.

By way of a change the 29th May saw us in Brixham for the Annual Trawler Race, (travelling by car). Now these craft are serious gaffers with their size and expansive sail plans. Area Secretary Dave Keller was our host and explained the days activities. We said we hoped to be there for the Race Briefing, mindful that it is a six hour drive from home in Ramsgate. We timed it exactly, climbing the steps to the area of the briefing just as it commenced. Shortly after we were able to capture photographic evidence of Dave in a compromising position (standing next to a modern motor cruiser). The day was rounded off with the prizegiving in Brixham Yacht Club overlooking the harbour.

Returning from Brixham we called in at Lechlade where Mike Stevens (Sec for the Trailer Section) and Pete and Sue Farrer of Conwy Area were having a small boat gathering on the Thames. Here yours truly was treated to a spot of rowing in a proper clinker rowing boat. At least I had not forgotten in this age of the inflatable the joy of rowing a boat that goes in the direction you aim it and keeps going when you stop for a moment. Having failed to wear me out on this occasion they may have better luck in September when we hope to visit their 'Small Boat Gathering' in the Lake District.

Hopefully we will get to see more of the areas as time goes by.

Robert Holden - Hon Sec



Bruce Thorogood is organising the 'Classic Channel Regatta 2005' starting at Dartmouth. Full details and race programme are still being worked on, but if you are interested email Bruce on bruce@blindwell.freemove.co.uk for more details.



Devon Area OGA were forced to cancel the Start Bay Race due to inclement weather. The new date for the race has been set for the 4th September. More details from Dave Keller telephone 01548 856669.



Thinking of cruising in Scotland? Contact Norman Mikkelsen to see if your itinerary fits in with anything he is organising in the Scottish Area. Norman reports that despite his best efforts support has been slow in coming for events organised by the OGA in Scotland. Let's not lose out in this superb cruising area. You can call Norman on 01506 826639.

THE BRISTOL CHANNEL AREA OF THE OGA – BY ALISON BOYLE

They're at it again – the old gaffer's, and they certainly had good weather for it! There is an increasing amount of activity on the water these days, a lot of it designed for speed and excitement. Which is all very thrilling, but imagine, for one brief moment, the river was full of good old fashioned sailing boats, where the achievement of any speed at all was dependant on the wind, the angle at which the craft was running and the amount of canvas the skipper had decided to set, how pleasing would that be?

On the weekend of the 15th 16th of May it was possible to enjoy such a sight. Following on from their 40th celebrations last year the Bristol Channel Area of the Old Gaffers Association, in conjunction with the North Devon Yacht Club, organized a Gaff Rig event at Instow. Alan Hidden, the OGA Area Secretary, sent out invitations to clubs within reasonable distance such as Watermouth, Watchet and Ilfracombe, but responses also came from further afield, such as Swindon and the Lake District. Eventually there were fourteen participants and by Saturday 15th the likes of 'Cloudwalker' and 'Paj', 'Tir An Og' and 'Sula', 'Chiqitita' and 'Ruddigore' were preparing to, in the words of the young people, 'bring it on down'.

The day of the race was fine and sunny, with sufficient wind to make for an interesting sail. There were two courses set for the race, with the larger craft following the main channel of the Taw/Torridge estuary past Pool and Inner Pulleys and then on to Outer Pulleys before heading back for the Yacht Club. The smaller craft remained closer to the shorelines but both races lasted about an hour and a half. Sitting by the anchor on the slip at Appledore's Churchfield car park, the scene in play was delightful, as fourteen traditional sailing boats raced along in the wind, weaving past speedboats and incoming fishing boats and attracting appreciative comments from the shore. Members of the Yacht Club acted as stewards and manned the rescue boat. The larger class included Cornish Shrimpers, a Cornish Crabber, a Falmouth Bass Boat, a Swift Explorer and a Lune Whammel (the very name of which deserves an entry in Call my Bluff). 'Martha Joy', the Lune Whammel, came first. Of the eight vessels in the Open Boat section first place was taken by Jimmy Johnson in 'Dabchick'. David James, who had sailed his 13ft 6" Iain Oughtred boat, 'Margaret', had come down specially for the event from Swindon. David had started sailing in the 1970's and had bought a cruiser with his friend Barry Mearing, with whom he had learnt to sail. They, and their wives, had sailed around most of England, including the Thames, East Coast, Lake District and on the Solent. 'This is our first time in North Devon, and we have been struck by the friendliness of people here'.

At the end of the event the fleet of fourteen gaffers sailed up to Bideford Bridge and then back to Instow. Awards had earlier been given to the Class Winners, 'Martha Joy' and 'Dabchick': Most Traditional Design to 'Sula': Best Performance by a Visitor to 'Cloudwalker': Greatest Mistake (not the actual terminology but I have changed the classification to defend readers' sensitivities) by Sailing in the Wrong Class to a skipper whom I will not mention but who knows who he is. Furthest Travelled went to 'Samfire' and Best Turned Out Boat went to 'Tir An Og', a 24ft Cornish Crabber built in 1975. I spoke to Neil Johnstone, who bought 'Tir An Og' in 1999.

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Quantity of lead ballast in ingot form weighing approximately 175 kgs (10 ingots)

Price £75.00 buyers collects (Plymouth).

Contact Phil Slade Tel: 01749 330046

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

ROSE OF PAGLESHAM

Classic centreboard gaff cutter
LOD 25ft plus lifting bowsprit 8ft 3ins beam 3ft 9ins draught
with centre board down. Built by Shuttlewood in 1957
mahogany on oak
4 berth, 10hp Sabb diesel, major restoration 2001
Price £7,250.00 ono. Contact Malcolm Smith tel: 01947 840687



THETA

Tamarisk 29 gaff cutter
LOD 29ft plus bowsprit beam 9ft draught 5ft
Built 1982 GRP hull by Cygnus, everything else in hardwood
Long keel, teak deck. very well equipped and comfortable cruiser
Good sea boat in excellent condition
Price £30,000.00. Contact Steve Morris tel: 01481 257671



PENNY BLACK

Cornish Yawl
Built 1990 LOA 32ft LOD 25ft twin bilge keels recent Yanmar
1GM10
4/5 berth, toilet, cooker, vhf, auto pilot, echo sounder,
log, full inventory. Black hull with cream deck and tan sails
Good condition afloat Chichester harbour. Mooring
available 2004. Move abroad forces sale.
Price £23,500.00 ono.
Contact Graham Perkins tel: 01243 572007



MALDON SMACK (MN7) FAIRJUDGMENT EX GRACE DARLING

LOD 34ft Beam 9ft, 3ins Draught 3ft, 9ins
Bukh diesel 20hp. Good mast, spars and sails.
Lying afloat at Foulkes Boatyard River Hamble but with
some work still to be done. **Urgent sale needed.**
All offers will be considered however modest.
Contact J.E. Pearce. Tel: 01784 452740



'My son Pip and I sailed her here and we were the only ones to make our way to the rally by sea. All my long trips I do with Pip, we sail to Swansea, Padstow, Porlock and Lundy. She has a GRP hull but everything else is wood. She is gaff rigged with a jib and staysail but off wind I have a larger staysail which increases speed considerably. I also have the option of hoisting a topsail or jackyard topsail in light winds.' Apart from additional topsails, 'Tir An Og's inventory includes a poem. 'Everyone who comes on board has to read the poem,' said Neil. 'It was written by Iain Mcleod and refers to a sort of Gaelic Never Never Land, where the women are lovely, the men are brave and the dead are done with dying.'

Neil Johnstone has only been a member of the Bristol Channel OGA for six months and had joined specifically to take part in the May event. I asked Alan Hidden, who organized the weekend, how he thought it had gone. 'It was a marked success,' he said. 'After a pretty dubious start to the month we enjoyed perfect weather, we have signed up new members and there is a very strong sense of growing momentum. One of our visitors is already planning his next visit back to the Torridge in August. And a very definite sign of success is that one person actually wrote a thank you letter,' at this the Secretary laughed, 'and if you can make someone put pen to paper these days then you know that it was all worthwhile.'

For more information on forthcoming events etc. contact:
Alan Hidden, Secretary OGA, Bristol Channel Area: 01237 474744.

Alison Boyle



Ben Armstrong with 'Martha Joy' and Richard Perr with 'Ruddigore V' by Alison Boyle

'TORHILDA'S STORY – PART 2: BREST OR BUST BY CLAUDIA MYATT

The second part of Torhilda's story which commenced in the Gaffers log September '03

In an ideal world, a newly launched boat is tested thoroughly in home waters to iron out problems before setting off on a long trip. Living in the real world, we were still putting Torhilda's rig and fittings together right up to the day we headed down channel from Burnham to Brest. Sail trials? If only!

Three weeks of headwinds later we felt that our shake down cruise had far too much shake and not enough cruise. To add to the fun the gearbox had seized while motoring into headwinds off Dungeness, which was a bad time to discover that our boat was excessively tender and refused to sail to windward. To be fair to her, it was an awkward lumpy swell, a force 4 on the nose and she was only trying to tell us that she needed a lot more ballast at the bow and more sail area forward of the mast.

After a long and tedious beat to Eastbourne Perry stripped the gearbox down and found the spares he needed. He also had to take out and strip down the diesel cooker and hob as water had got into the exhaust outlets and put them out of action (we opened the oven door and a wave fell out - not good for crew morale!) In rough weather off Selsey Bill we also discovered that the fore hatch leaked and water poured into the foc'sle with each wave.

On a normal family holiday you can give up and turn back if the weather defeats you, but this trip was one way as we were delivering the boat to her new home in Pembrokeshire. Stuck in expensive marinas at the wrong end of the Channel is not good for family morale and at times our trip seemed like a futile waste of time rather than a grand family adventure!

Champagne corks were doing sterling work as bungs for the cooker and hob exhausts, which meant that Perry didn't have to strip them down and dry them out again; we were finding the Wallas diesel cooker excellent in general but temperamental; it goes on the list of things to sort out!



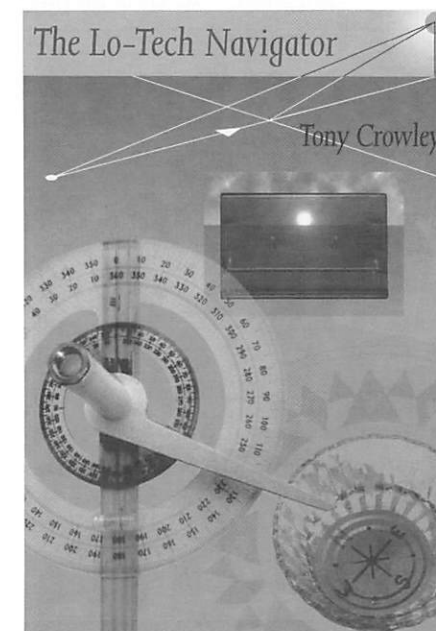
Torhilda at Brest

The Lo-Tech Navigator by Tony Crowley

Published by Seafarer Books
(01394 420789) price £10.95

ISBN 0 95427 503 9

An entertaining and practical book for all those who wish to be less dependent on computerised navigational aids. Copiously illustrated, this book covers many of the old time sailors methods of finding their way from A to B including quadrants, (and how to make one) a hi-tech back-staff, a tide abacus and many others. Perhaps not to be used as the only means of navigation on board it does give the reader an insight in to what he or she could do if all the gizmos failed as well as being entertaining just to try.

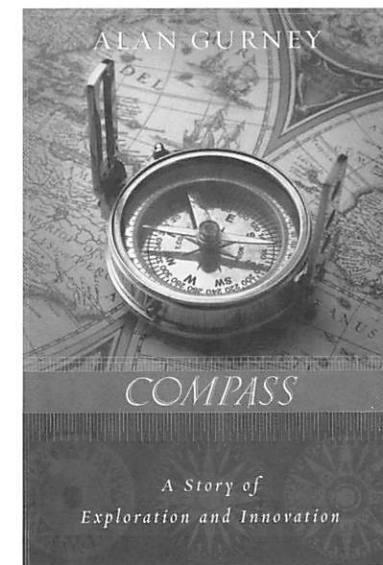


Compass – A Story of Exploration and Innovation by Alan Gurney

Published by W W Norton and Co
(020 7323 1579) price £17.99

ISBN 0 393 05073 4

Alan Gurney's book is both a history of the magnetic compass and a collection of good stories of navigation. Highly readable and interesting it is informative and entertaining it covers a thousand years or more of mans efforts to get from A to B without hitting the proverbial hard place en route. Starting with reminders of what can, and did, go wrong on some of today's computerised ships it is worth a read if only to remind oneself of 'what if'. Definitely worth a place on the bunkside bookshelf.

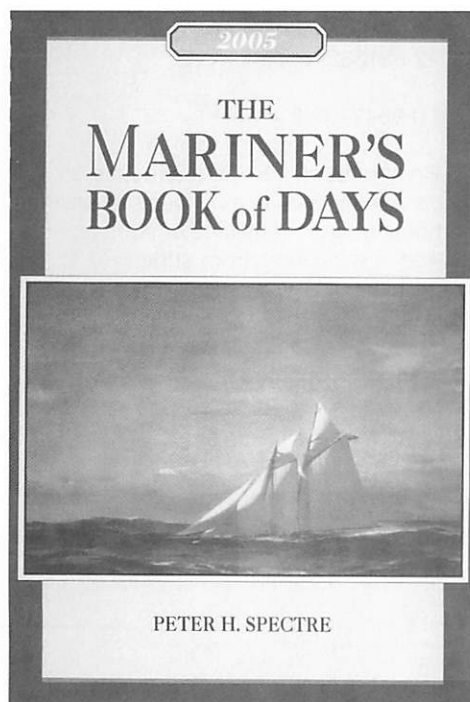


The Mariner's Book of Days by Peter Spectre

Published by Sheridan House Inc and distributed by Seafarer Books (01394 420789) price £9.95

ISBN 1 57409 178 6

Since its inception in 1992 The Mariners Book of Days has been hailed as the best, most entertaining nautical desk diary and calendar to be printed. A valuable reference book in it's own right with each annual edition completely different from its predecessor. As a desk diary with a miscellany of information as well, it is both useful and entertaining. Could be a good idea for a Christmas gift for a sailor.

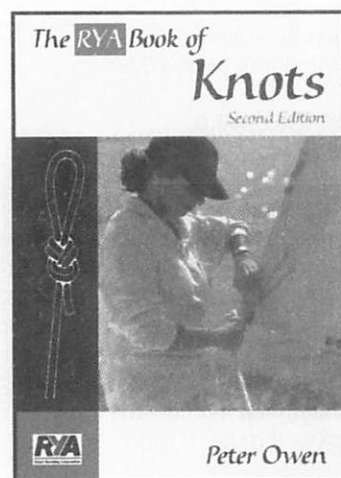


The RYA Book of Knots Second edition by Peter Owen

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

ISBN 0 7136 7054 1

An essential guide to all who wish to be able to understand knots, their uses, and how to tie them. Clearly written and illustrated this book is a perfect accompaniment to RYA courses and for the beginner and experienced hand alike. The second edition also distinguishes between knots suitable for natural or artificial fibres.



In spite of being a week behind schedule, we made it across to Brest by missing out on the Cornish leg of the cruise and heading across channel from Weymouth once the wind finally relented.

The crossing took 40 hours, motor sailing (again!) into a windless swell. It was an easy passage as our new autohelm came with a remote control so we could sit in the companionway and dodge tankers in the shipping lane with no more effort than changing channels on the tv. It stayed calm until we groped into Camaret at 3am in pouring rain and tied up to the nearest pontoon hoping for rest. We awoke to the unpleasant sound of fenders popping and mooring lines snagging, as our berth turned out to be on the windward side of the visitors pontoon and a northeasterly gale had arrived - other night time arrivals were having the same problem.



Fair winds at last!
Perry at the helm
and Claudia
Sketching

Borrowing large fenders from a nearby motor yacht we sat in the cabin wincing at every jolt. We suffered some damage but it was impossible to move until later in the day when a lull in the wind gave us all the chance to get round and raft up on the inside of the pontoon. What a relief! The rain still lashed down but we put the cabin heater on, splashed into town for crepes, and chatted to the few other gaffers that had made it (including Toucan Too and High Barbaree).

On Friday the wind finally turned fair for our sail to Brest. It's only a few hours from Camaret but it is amazing how one good day sailing can compensate for weeks of misery. We had been on board for three weeks but coming up the Goulet de Brest was the first time we had actually gybed Torhilda!

Everyone gets something different from the festival at Brest. On the one hand the moorings are chaotic (not enough and too many boats close together), the crowds on the quay make walking around ashore difficult. Crowds of boats on the water, under sail, oar or motor, all shapes and sizes, make manoeuvring afloat nerve wracking. But once you find a space, chuck out every fender and share a bottle of wine with everyone rafted up to you, the unique atmosphere takes over. The scale of the event is awesome, including mid-night parades of sail under floodlights and lasers, non-stop music, three nights of impressive fireworks, square riggers and Ellen McArthur's trimaran; steam tugs and reed canoes, everything a feast to the senses.

We've been to the previous three festivals and felt that this year was quieter, with slightly fewer boats, but the crowds still flocked. We met up with old friends, made new ones (thanks particularly to the crews of 'Doris' and 'Vilma' for their hospitality!) and Torhilda soaked up the compliments. One of the most enjoyable aspects is to be surrounded by other traditional boats, given free moorings and water taxis for ten days, and watch the modern fibreglass spectator boats get shooed off if they tried to moor up. It made us feel that restoring a wooden boat was a normal thing to do, not a bizarre and slightly pointless eccentricity!

The day the whole fleet sailed over to Douarnenez was windless and dull but it was still an amazing journey with a horizon full of sail. After three pleasant days in Douarnenez where the sun finally shone, we headed north for home enjoying the rare treat of a following wind for part of the way before it died completely.

In Newlyn we caught up with post and emails, as well as enjoying a brief but idyllic sail in Mounts Bay with friends. In flat water and steady wind, Torhilda makes up for her capricious behaviour off Dungeness and sails like a lady, hinting only gently at the improvements to trim and sail that she'd like. Her leisurely pace also reminded us that her bottom was very weedy as we had not been able to give her a scrub since launching in February. We think Perry's patent copper compound works, but needs rubbing back a bit more.

Our final passage was from Newlyn to Milford Haven, for which a southwesterly would have been perfect - but of course it was a northwesterly, which gradually increased to a 5 while we plugged on through a wild rolling sea with the decks awash. This Celtic sea was empty of shipping but full of life; dolphins, puffins, shearwaters and gannets, phosphorescence breaking over the decks at night. We kept watch from the safety of the companionway, awestruck.

After 24 hours we thankfully entered Milford Haven, left Torhilda in her new berth at Neyland marina and reluctantly came home to sort out our house move. We had only been on board five weeks but the cabin felt like home and we'd finally stopped banging our head on the deck beam every time we went into the heads!

The list of jobs to do on the boat is as long as ever, but she lived up to our expectations and we know that in time we will learn how to encourage the best out of her and sail her as she deserves.

Claudia Myatt



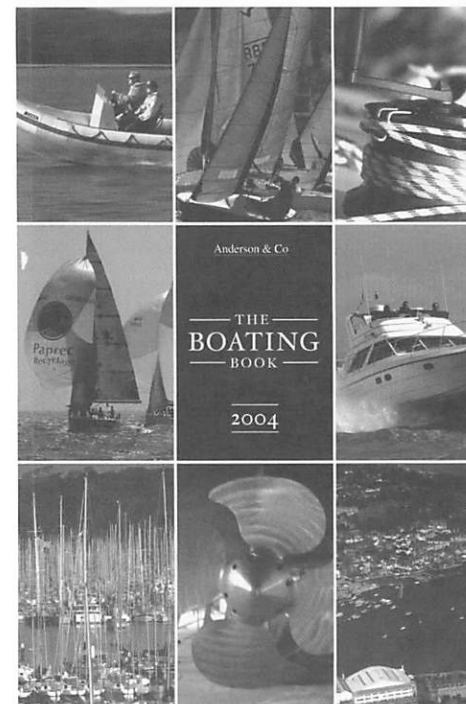
Son James at Douarnenez

The Boating Book 2004

Published by Anderson and Co
(01672 851333) price £14.99

ISBN 0 9547231 0 4

The Boating Book 2004 is a directory of companies involved in all aspects of sailing and boating. It gives listings of companies involved in everything from adhesives to Yacht Sales, extremely comprehensive, as a guide to where to look for help it is an invaluable tool. Competitively priced, and intended to be updated and enlarged annually.

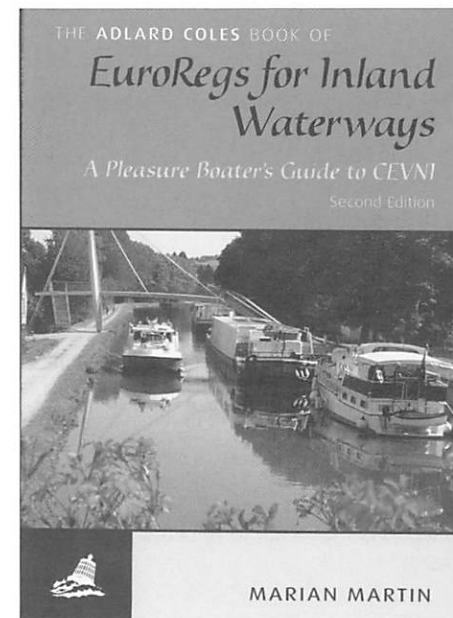


EuroRegs for Inland Waterways by Marian Martin

Published by Adlard Coles
(020 7758 0200) price £6.99

ISBN 0 7136 6589 0

A pleasure boaters guide to CEVNI, the second edition of this very useful book of the regulations concerning the navigation of Europe's major waterways is easy to read and understand. It covers all aspects of what you may need to travel safely including flags, lights, markings, procedures in locks and tunnels to name but a few. If you are taking your boat on the inland waterways of Europe this book is a must.

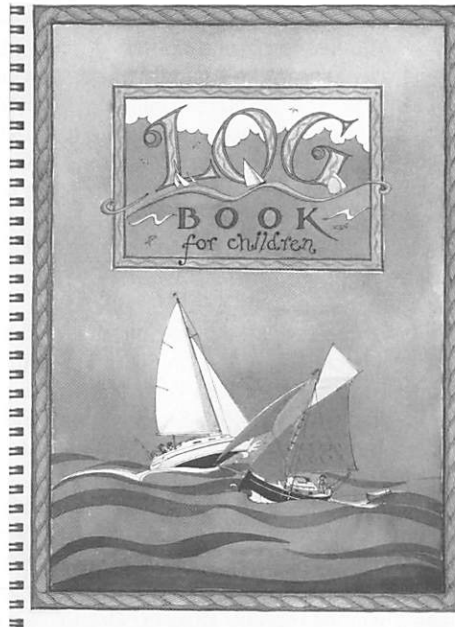


The Log Book for Children by Perry Crickmere and Claudia Myatt

Published by Starfish Books price £12.50

This is a refreshingly different idea aimed at children of between 8 and 12 years old as a learning aid and a means of entertainment whilst on passage. It is intended as a day to day Log Book for children to complete which explains practical navigation in an interesting and light hearted way. It is easy to read and understand and has plenty to keep kids occupied. Both informative and amusing it is well worth a read and a must if you have children on board. Written and illustrated by Claudia Myatt, with a forward by Sir Robin Knox-Johnston, it is something even the best of navigators will find themselves thumbing through.

Available at the moment through chandlers or by telephoning 01621 783130.



Sailing Tall by Max Wood

Published by Seafarer Books
(01394 420789) price £12.95

ISBN 0 9542750 2 0

Max wood served his apprenticeship on the 'Passat' one of the very last commercial cargo carrying square riggers. This is his story of how as teenager he joined her just after the second world war and sailed to Australia and the Far East. A vivid and interesting account of a very hard initiation into life before the mast.

Well worth a read and a place on the bunkside bookshelf.



GRAVESEND - A PORT TO THE WORLD BY ROBERT HOLDEN

Gravesend, a port to the world, and an area of the North Kent waterfront that tends to be overlooked by the yachting fraternity, who perhaps see it as somewhere to pass by on the way up to London or going the other way to the coast. Yet Gravesend has been a notable part of the history of yachting and shipping for centuries. The yacht designer Linton Hope in the very early 1900's, designed and built many notable yachts at his yard in nearby Greenhithe. While Gravesend itself saw the building and sailing of a fleet of Bawleys for cockling in the Thames Estuary, the catch being sent by steam train to London in an effort to get the best prices at Billingsgate. Fleets of tugs were operated from here over the years, among them the steam tug Cervia (formerly the Empire Raymond). She survives still and is currently berthed in Ramsgate as part of the Maritime Museum Collection, though she is beginning to require some serious work that will need to be done before long.

A few barges were built at Gravesend and Greenhithe. The Cambria - last to trade under sail alone - was built at Greenhithe for the ship owning operators F T Everard Ltd., whilst 'The Brownie' of 1901 vintage came from Gravesend for the London and Rochester Trading Company.

Historically the 'Ruler of the Pilots' had his office in Gravesend, being based on Royal Terrace Pier. Downstream from the pier is the old entrance to the canal, that at one time served to provide a short cut for smaller craft to the River Medway at Strood. With the coming of the railway this was filled in for much of it's length and, with the tunnel to Strood, formed the then new rail link from Gravesend to Rochester. Today, what remains of the canal basin at Gravesend, accommodates yachts and other craft, but due to silting is becoming limited in use for many larger craft.

It is still worth considering Gravesend as a stop off on the passage to London, to wait for the tide before progressing up river. There is a good shopping centre but finding a buoy and a place to land actually off the town could be difficult. Better perhaps to seek a place a little further downstream, at the canal, where there are visitors berths, and buoys available in the river. The Harbourmaster can be contacted on Tel. 01474 352392.



River traffic on the River Thames at Gravesend in the 1920s

Photo: Henry Holden

Robert Holden

STANDING RIGGING – A FOLLOW UP

In the June issue Moray MacPhail of Classic Marine kindly gave an article on standing rigging as part of the OGA Practical series which gave rise to several points from Nick Skeates of 'Wyllo' fame. Nick's points are in bold type and Morays answer's are in italics.

There was plenty of good advice in Moray MacPhail's article on standing rigging in the June 2004 OGA newsletter, but also several glaring anomalies, which only confuse. Table 1 is the first time I have ever seen stainless wire rated weaker than galvanised of the same construction. Surely the headings have been reversed?

Here I have used data from UK wire suppliers, who agree +/- 2% with each other. The headings are correct.

Table 2 states that 1x19 stainless cannot be hand spliced. Perhaps not by ordinary mortals but I have seen a very neat unserved hand splice in 1x19 in 'Serrafin' done by Larry Pardey, in use on the bobstay.

It is of course possible, so Table 2 is wrong there, but I think most people would regard the task as beyond them.

Table 3 turns table 1 on it's head by suggesting that stainless shackles are three times stronger than galvanised ones of the same size. I think not. But what is the truth?

In both cases I have used data for commercial untested shackles of the sort likely to be available in a local chandlery. Data for the stainless shackles is available directly; for the galvanised ones I have multiplied the safe working load by 5 to give comparative figures. It is possible to get both stainless and particularly steel shackles to a higher specification, but in an article of this nature it would be misleading to quote higher figures than would be routinely achieved.

Eric Hiscock in 'Cruising under Sail' states that the size of a shackle is given as the diameter of the metal in the bow, and the pin is usually larger than this. When used in rigging the shackle should be one size larger than the wire, he says, and I've found he's usually right. certainly this advice has served me well in my own rigging, which is all galvanised, wire, shackles and all.

For standard untested commercial D and Bow shackles (both stainless and galvanised) it is no longer the case that the pin is larger than the bow. Other standards such as US Federal spec do have a larger pin and also a better alloy of steel. Sight unseen I have to assume the weakest/cheapest equipment!

I suggest that stainless forestays are an unnecessary expense, as it seems to me that electrolytic action of bronze hanks on wet galvanised wire is the cause of early rust. By using galvanised hanks on shackles on galvanised forestays, and a rub of grease occasionally, the rust proves not to be a problem, I've found, and saves mixing metals at the ends.

NORTHERN IRELAND

Bangor Traditional Sail was held this year from the 25th - 27th June 2004. This year we had 37 boats registered for the event. These boats included the new Atlantic Challenge Gig Harmonie which is a spritsa I rigged youth training boat rowed and sailed by young people as a team. The majority of boats consisted of gaff and Bermudan rigged craft, some very large and some quite small, all entrants enjoying coming to Bangor to show off their boats and enjoy our hospitality. The furthest travelled this year was a 40ft. Cornish Lugger Grace skippered by John Nelligan from Cornwall who came up from Howth to join us in Bangor. The West Coast of Scotland, Isle of Man, Strangford, Larne, Ballycastle, Carrickfergus, Lough Neagh, Antrim and Portrush were all also represented. Five of Bangor's Lairds Punts, dating from the 1950s have been restored and are now rowed with great enthusiasm by their owners.

In the Marquee which we had erected at the back of BJ Marine, we entertained the visiting crews on Friday 25th and on Saturday 26th June. We gave tickets to all the crew of the Grand Turk which was in Bangor harbour for our event. Captain Macdougall spoke to us at our Prize Giving on the Sunday night and advised us that the trip to Bangor is the best on its itinerary and he makes every effort to get back to Bangor every year.

Saturday proved to be the wettest and most blustery day in the event's history and all ideas of going to sea were withheld. On Sunday we held our Old Gaffers Traditional Race. In Class 1 the winner was Alex MacRae in "Elk", celebrating his 100th birthday. Second was John Nelligan "Grace" and third Stephen Clarkson in "Morna", a 1920 built Dickies Ketch. Class 2 winner Richard Doig in "Oread", another Dickies Gaffer from 1898. Second Alan and Irene Aston's "Golden Nomad", Cornish Pilot Trader and third was Don Anderson's "May Morning", a junk rigged Kingfisher. Classic Yacht's race winner Jim Busby "Erin Mor", a Clyde Cruiser and second Duncan McInnes in "Talisman", a boat Duncan rescued many years ago. In the Open Boat Class winner was Ivor Neill "James Kelly", a Drontheim built in 1998 in Moville in Donegal.

At the prize giving on the Sunday evening our Mayor Valerie Kinghan presented a host of prizes to our winning skippers and crews, all competitors received a plaque to remember BANGOR TRADITIONAL SAIL 2004. Our thanks to our sponsors, North Down Borough Council, The Flagship Centre, Crest Nicholson and Donaghadee Carpets, without whom we would not be able to run the event.

Don't forget to put the 26th November into your diary for the NIOGA Dinner at RNIYC. Call Alan Aston on 07899 956523 for details. Our guest speaker is the Gaffers Log Editor, Phil Slade.

Alison Lyons
Area Secretary



Major Valerie Kinghan presenting Alex Macrae with his prize

SCOTLAND

The only news is that John Morgan took 'Boojum' to the Tarbert Traditional Boat Rally on the 5th and 6th July and I joined him for a pleasant sail on the Saturday.

I will be attending the Eyemouth Festival of Sea Salt & Sails on the 13th to 16th August but as no interest has been shown in a Gaffer's cruise in the Forth the following week I will fly the O.G.A. flag there and in Anstruther the following weekend at the Anstruther Muster.

The O.G.A. continues to exist in name only in Scotland and I can only hope that the Scottish members will take more interest next year,

Norman Mikkelsen
Area Secretary

DUBLIN BAY

Our AGM was held in 'The Pier House' in Howth with no change in the Officers for Dublin Bay Area. We were having grave insurance problems concerning Public Liability cover for Howth and as a result we were forced to cancel this years event. However we believe our problems have been sorted out for 2005, and the Pier House Cup will be held on Sunday 12 September.

John Nelligan arrived in Howth with his Looe Lugger 'Grace' to spend a few days on his way to Scotland. His local publican 'Simon' of the Blue Anchor in Helston, famous for his brew 'Spingo' flew over with a few of his regulars to make it a memorable weekend.

Dave Hopkins has just finished building his 35 foot Falmouth work boat 'Toucan Do'. With just a bare hull purchased less than two years ago, she has been finished to the very highest standard and made her first distance sail to Brest along with the rest of the Irish Fleet via the Scillys. Brest was a sight for sore eyes and the multitude of OGA flags and burgees memorable.

Paddy Murphy has moved boat and home to Connemara. 'Aig Vie' his 10 metre Nobby has been nearly totally restored. Work on my own boat has been slow. 'Nuru', an Uffa Fox designed Atlantean 26, should speed up now we are back home from France. The plan is to take her to France next year, and leave her over there permanently and cruise the French inland waterways for a few seasons.

Poolbeg Boat Club is closed until the latter part of the year whilst their new marina and clubhouse are being constructed. Being right in the heart of Dublin City on the Liffey spaces are in demand. Poolbeg has been a great friend to DBOGA over the years and we wish them well.

Mick Bentham
Area Secretary

Another myth I'd like to blow is the bravery needed for wire splicing. For many years I have used the variously named French, Flemish, Canadian logging or even Molly Hogan splice (all the same!!!), which can be done without tools in 7x7, 7x19, or 6x19 wire up to 8 or 10mm, as no tucking is required. Tom Colvin, an American authority on steel and rigging, claims it's the strongest splice of all: certainly I've never had one move. Recently in Tasmania, a wire strop was made up in half inch wire with a Board of Trade tucked splice in one end and a French splice in the other, and tested. It broke at 8 tons at the Board of Trade splice.

Sounds like an article is needed here!

Editor note: Well there you are Nick. I hope that this goes some way to explaining Moray's position and clarifies any queries other members may have had. However Nick there is one thing I will ask of you, one article deserves another, and as one of our more experienced traditional sailors why not write something for the OGA Practical series yourself. The topic is up to you. I look forward to hearing from you.



'Wylo II' designed and built by Nick Skeates



Old or new..



Large or small



They all need fittings
and equipment from..

CLASSIC MARINE

Lime Kiln Quay, Woodbridge, Suffolk IP12 1BD

Tel: 01394 380390 Fax: 01394 388380

E-mail: info@classicmarine.co.uk Web: www.classicmarine.co.uk

MEDWAY AND NORTH KENT

Race Report

The 12th June was our annual race day, again held in the Medway, an 'out and back' race (making it a lot easier for crew with cars to get to and away after) from Queenborough in somewhat mixed weather! The event was well attended which was really great and rewarding for those of us that spend a fair amount of time organising these things. We had a few more locals who haven't attended before as well as some members of the 'Crouch Mafia' who came across the estuary and are very welcome, as far as I know everyone had a good day even with the weather being a bit of a challenge for some.

The race seemed to divide in half very early on, those that carved their way through the water as if it were going out of fashion and arrived home considerably ahead of the rest of the fleet, and those who raced for all they were worth but being a little more sedate took a little longer. First home was the amazing Wanda, who arrived back so quickly (2hrs18min after starting!) that they took the committee boat by surprise as they were only half way through their breakfast! Airlie arrived 26min later with Bird of Dawning hot on her heels. The earlier finishers missed quite a lot of the vicious squalls that turned up in the afternoon to test the nerve of the back markers. The gods threw everything at the little fleet from beautiful sunshine, albeit with a pretty strong wind, to 'flatten everything in sight' squalls with horizontal sleet and rain! John Cann and 'Vivid' were awarded a special prize for surviving the most spectacular and frightening looking jibe around the far marker. All the fleet got home safely though with varying degrees of grit determination and the usual prize giving and knees up followed at the Queenborough Yacht Club. As usual the yacht club fed and 'watered' us all with efficiency, especially as they already had two other events to cater for on the same evening. Special thanks to Angie who, with her team, ran around like headless chickens all evening to make sure we had all we needed.

Summer Rally

Planned for the Bank hol weekend, 28th-30th Aug '04, we are getting together at Limehouse Basin for 'food, fun and frolicks' with a passage race to the event, more info from MNK secretary.

Swale End of Season meal 'n' get together

As last year was such a success and many people who attended have asked us to repeat, we are planning the same formula as last year, easily attended by car, at The Ferry Inn, Harty, with people attending in boats gathering in the Swale any time during the day on Saturday. More info from MNK sec.

Sara Harding Area Secretary

Sara Harding, MNK Area Sec, presenting the prizes at the MNK Annual Race and receives 'consideration' in return



On the Friday preceding the Brixham Heritage Trawler Festival, an extended (i.e. we were a long way apart!) Cruise in Company, took five boats from the Dart to our destination. In the race next day, the fleet looked pretty impressive with the four big trawlers taking centre stage. Our "Guiding Star" and "Regard" took first and third places, in the Large Working Boat Class. In the Small Working Boat Class (& derivatives), we took 1st, 2nd, and 3rd places, "Marie Louise" (guess who?), "Julitta" and "Susan". Two welcome new members in "Oyster Pearl" and "Lady Louise" had good circuits and "Hummingbird" was scorching about showing off her new headsails and racing flag. "Petranelle" was, as usual, handicapped by her idiot skipper, who lost the plot half way through! In the yacht class "Anny Ann" took a prize as did "Dorothy" who was also Class IV Concourse winner. Regrettably "Diana Joan" was dis-masted but thankfully without injury and unavoidably "Amelia Jane" arrived too late to start. All in all it was a pretty good event, we hope more of you join us next year? On Sunday the fleet dispersed, "Petranelle" to the Yarmouth Old Gaffers Festival (which was better than ever, well done Pat Lester and her committee!) to be followed two days later, by "Pilgrim" the Brixham Trawler. The only thing of note on this trip was a heavy squall, which appeared to have "Petranelle" (with a reef in) surfing with the wind astern and "Hummingbird" (without a reef!) doing her gaff-rigged submarine impression with the wind on the nose! It's all fun!

Salcombe event & Diana Joan's birthday bash? Diana Joan's 100th birthday was celebrated on the occasion of her owner's 70th on a balmy Saturday evening on the Dart at Totnes. Both boat and owner looked slightly the worse for wear, the owner Peter Wyatt more so as the evening wore on. Diana Joan had lost her mast during the Brixham trawler race, and the remaining stump bobbing gently up and down behind the river wall provided a suitable backdrop for the party which was well supported by assorted river folk, ex crew-members, and two MEPs. After much catching up with old friends, and a liberal sampling of the red and white stuff, we retired to the nearby Steam Packet Inn to a barbecue generously provided by Peter & Shirley. A new mast was delivered shortly thereafter, and Diana Joan and her erstwhile owner must once again be regarded as a danger to shipping.

The Annual Start Bay Race (3rd July) had to be postponed, due to strong wind forecasts. Had it proceeded we should have encountered F6 gusting F7 with Rough seas. Never mind it will give some of you that could not make it, the chance to enter the rescheduled event on 4th September!

We are also looking forward to the Plymouth Classics (possibly followed by the Fowey and Falmouth Classics?), the Dittisham Regatta (a smashing village event) and the Dartmouth Royal Regatta (the No 2 Regatta in the UK, after Cowes Week and I don't think they have a Gaffer Class?), all in August.

After the Start Bay Race (4th September folks!) we shall hopefully have a number of local End of Season Rallies organised by our HPOs? Then we shall be praying for an Indian summer, before we have to Lay-up for the winter. Never mind there is always the Laying-up Supper and AGM to look forward to, nothing fixed yet but likely to be some time around 21st October. Can anybody guess why? Answers on the back of a £10 note, to the Secretary, Devon Gaffers!

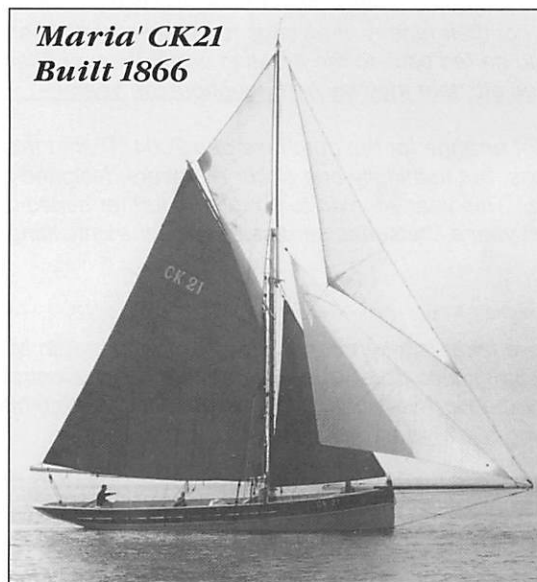
Dave Keller
Area Secretary

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Dear Editor

As you will have gathered I serve on the East Coast area committee and have done so for nearly three years now. Fact is, I get a little annoyed at Central's attitude with regard to the member's funds that I, and every other member, pay each year. It seems at times as if they regard these monies as income to the OGA coffers, which, of course, they are not.

I chair the local Scout Group and though I say it myself we are fairly successful at fund raising. That said, nothing would give me greater pleasure than to see the coffers almost empty by the end of each year. This would be the best indicator possible that the funds are doing what they were originally raised for - getting the boys to camps, days out, venture activities etc.

I believe that the people involved at Central have lost the plot just a bit and need to appreciate that members pay the OGA a subscription every year in expectation of the OGA providing them with a regular magazine, as well as staging numerous events throughout the year. I know that the majority of the membership are totally unaware that no money comes from the membership fee towards staging events! The OGA is totally reliant on 'areas' planning, developing, staging and financing events.

All I am asking is that Central committee stand back and wake up to the fact that the money in the bank is not their money. It belongs to the membership and as such, at least a percentage of it should be fed back to the areas to assist them to finance the numerous festivals, races, cruises etc. that they lay on throughout the year.

The East Coast did not arrange for the purchase of a 2004 'T' shirt this year, we dare not risk them making a loss, but thankfully one of our members designed and underwrote the cost of producing one. This year we plan to produce a further series of Christmas cards for sale to members. Last year's Christmas card sales were the only thing that kept us solvent!

Mike Robertson

Editors note: The above letter is taken from various exchanges with Mike by both snail mail and email, but I hope that it incorporates the spirit of his views. Controversial? Maybe. I have asked that either the Hon Secretary or the President gives me his views for inclusion in the December edition but what are your views?

Dear Phil

Many thanks for the return of the photos. The article on page 27 of the June Log looks good – brings tears to my eyes! The Newsletter is looking really good and an interesting read. I know what effort it is to get copy and put it all together.

All the best to you.

Richard Meynell

Editors note: Many thanks Richard. It's nice to be appreciated.

made the visit worth while. After the tour we returned to our boats with time for one or two of us to sort out our rigging and prepare for a sail the next day.

In the late afternoon we headed for Poole Quay where we were joined by Westerman, Lucy and two smart Harrison Butler's. Poole Quay Staff, with some encouragement from the President, were very helpful and we were able to raft up together – eight boats in all! Whether JW was the only one not to pay ... I'm not sure!

At 6.00 pm ish we reported to the Portsmouth Hoy (dead opposite to our berths) where a pint of Badgers Best awaited us and went down exceedingly well !! 24 Gaffers sat down to a "super" meal, 1st class by any standard. Many thanks to Mark Woodhouse, not only for the Beer, but also for giving encouragement to the staff at the Portsmouth Hoy who pulled out all the stops!

There being little wind on the Sunday some boats made their way back to the Solent whilst others headed for the Studland and finally to south Deep for the evening BBQ. This and the Pub supper were the highlights of the Weekend ... a good start to the season! JW would like to place on record his thanks to all those who came to Poole (by various means!) and particularly to Tom Cunliffe and his family, Mike Shaw and family and his brother Michael (new member "Trimly Maid") who loaned his dinghy for ferrying crews from the Rib to shore at Shipstal only to find that the tide had turned and he was aground for several hours! Fortunately the Pub kept his supper hot!

All in all it was a great weekend.

John Walden, "Sparky" 11th May 2004

DEVON

The long running saga of "dual membership" appears to have reached a conclusion. Of those, to whom I wrote, asking if they wished to continue being affiliated to Devon Gaffers, there was only a small response, one way or the other. Therefore with the assistance of the National Membership Secretary, from whom I have had a great deal of help, the vast majority have been removed from the Devon mailing list. The minority who wished to remain and they are more than welcome, will continue to receive our Newsletters and it serves 'em right! I have to say that, I'm not very efficient and if any of you find that you no longer receive our Newsletters but would like them, put it down to me getting it wrong and please, give me a call, so that the error can be rectified. Likewise, if any of the (17) "Great and Good", listed on Page 3 (or is it 4 – 1) of the Log, to whom I also send Newsletters, not to mention additional members of the F&GP (of whom I am aware?), could do without this unsolicited "junk mail", please let me know. The exercise has been a bit of a pain but it will probably save around £50.00 per Newsletter. I therefore commend it to other Areas.

Sadly the Shake-Down Cruise (17th May) was a bit of a non-event. The weather was fine and "Dianna Joan" accompanied by "Petranelle" ventured forth to look at the two new Cardinal Buoys that Trinity House has graciously bestowed upon us. The afternoon was pleasantly spent looking, between the Mew Stone and the Skerries, for the protesting fisherman who was supposed to be on passage to London. Either he was stormbound in a Plymouth pub or he passed by whilst we were becalmed in the bar of the Royal Dart!

SOLENT

Yarmouth Old Gaffers

The 60th anniversary of D-Day was the central theme at this year's Yarmouth Old Gaffers Festival. Coinciding with the anniversary weekend, 114 gaffers large and small were joined in the harbour by two military landing craft, a restored WWII airborne lifeboat from the Classic Boat Museum at Newport and nine D-Day veterans from the island. ITN reporter Michael Nicholson emerged from a landing craft to open the show and on Saturday three aircraft from the Battle of Britain Memorial Flight flew over the harbour. Glorious sunshine during the three-day event helped secure record attendance, and hard work from Debbie Cotton, Pat Lester and the festival committee helped evoke a festival that had the spirit and vitality of its French counterparts. In fact, Yarmouth is becoming increasingly popular with French gaffers and this year the festival welcomed the French bisquine La Cancalaise for the first time, along with the bermudan sloop Belle Aventure, owned by the berthing master at Paimpol. This year also saw the attendance of two Brixham trawlers, Pilgrim and Leader, and Keewaydin dropped in briefly on her way to France to take part in D-Day celebrations.

Saturday's race was well attended but let down by the lack of wind and a strong Spring tide. Of the 73 boats that entered, only nine crossed the finish line, despite the course being shortened. It was La Cancalaise, though, racing for the first time in Solent waters, who showed the gaffers how it was done, and despite the lack of wind she took line honours. Tom Cunliffe's Westernman took second and the 'super-gaffer' Alice III third. Fourth and overall winner on corrected time was the 19ft 6in 12-Square Metre Sharpie, Rudolph.

Off the water, the Old Gaffers men's team triumphed in the Tug-of-War, while the ladies put on a steely performance but were unfortunately beaten by a local, Isle of Wight, team. The newly-built gaffer Apsara won the concours d'elegance and Joe and Pat Lester's Iseult won the best-dressed gaffer and crew.

This year's event would not have been such a success without the hard work of Dick and Pat Dawson, Chris Waddington, Mark Woodhouse, Moray MacPhail, the Royal Solent Yacht Club, staff at Yarmouth harbour and the festival organising committee. Many thanks to them all.

Vanessa Bird

The May Day Weekend Gaffers Event in Poole proved to be very enjoyable. Several boats made the trip from the Solent and reported quite a fast crossing (on the Friday!). Following the rendezvous overnight at south Deep one or two vessels motored to Shipstal Point whilst the remaining Crews took advantage of Mike, Dan and Marion Shaw's powerful Rib, which made short work of the trip!

The conducted tour of the RSPB reserve was pleasant and interesting. Apart from those on the water we didn't see many birds although different ones could be heard "twittering" nearby. There were numerous Sika Deer which originated from Brownsea Island. They escaped by swimming some years ago. The whole area is particularly beautiful which

Dear Editor

Mr N Halsby (letters, log June 04) and your concise editorial response raised some important issues that strike at the very heart of the OGA's raison d'etre. I offer some thoughts on the same, whilst recognising that there will be as many views as there are members.

Mr Halsby's cited reason for joining echoes in large part my own, but I would add to it a desire to meet like minded people. I totally endorse his and your views on speed. So, if (on a survey of three) we are the silent majority, then why the fixation on racing? Without having undertaken detailed analysis, I would think that more than 80% of our "events" are races. Sailing a boat at its best speed is a reflection on some aspects of seamanship skills, sailing one type of boat faster than another type is a reflection on a whole range of variables.

Arguably the association is a victim of its own success; not only has Gaff rig survived in traditional form but it has enjoyed something of a renaissance in modern craft. Having fulfilled its original (and still extant) aim, the tide has turned fair but the association got stuck in an overfall and had a rough ride whilst it argued the pros and cons of Bermudan issues. Personally I think we got it wrong but thank goodness we are out of those dangerous waves. However we have luffed up and lost way. We are not yet drifting onto the rocks, but we do need to bear away onto a new course, but not necessarily, I would argue, an entirely new destination.

It seems to me that the association should turn more of its attention to traditional seamanship skills. The survival of these skills is now under greater threat than Gaff rig and their preservation fits comfortably with the aims of the association. I suspect strongly that our founding fathers implicitly wanted us to preserve these skills but that it never occurred to them to state it explicitly, after all who could have predicted the changes of the last 40 years? We have a wealth of experience within our ranks and we ought to be able to pool this before it is lost. Space and intellect precludes me exploring all of the possibilities, but I suggest that we need to look at how we teach, preserve and if required compete in traditional techniques and skills associated with our boats. We ought as an association and individuals not only pride ourselves on our boats and boat handling but we should also ensure that the skills and techniques of our forefathers are kept alive. Such an initiative, if endorsed, needs to be reflected in our events, ashore and afloat.

I thought Mr Halsby's criticism of The Log harsh, although his observation on it as a social record has some merit. Lately there have been a number of really first class articles of general interest, Mark Butler's "setting a gaff main", Jon Wainwright's "sailing shallow hulls" and Moray MacPhail's "All standing" spring to mind. A random selection, but long may this type of article prosper – but of course as editor you can only publish what you are offered or bully people into writing. I note that the cost of the Log is the largest single outgoing in the association accounts at £10K per year or £2.5K per edition. The area notes constitute about a quarter of each edition, or put in another way cost us £2.5K per year but how many people read area notes other than their own? And haven't area members already read their own notes in their local publication? My point is that the place for area notes is in local publications for local members.

So relieve area secretaries of the task of sharing local trivia and social record with us in The Log. Instead publish local newsletters to the web site, for the few out of area members who are interested in another area. Local Area secretaries should use the time saved to assist the editor in bullying people to submit articles of general interest to us all.

And as I have raised the spectre of the web site this deserves further comment. Its importance should not be underestimated because it is our most public publication and accessible to (pretty well) everyone regardless of their membership status. The current web site does not reflect the vibrancy of our membership or activities. To be effective the web site must be current and relevant. For members who don't have the good fortune to be on the east coast, compare the OGA website (www.oldgaffersassociation.org) with the East Coast area web site www.eastcoastclassics.co.uk. We should exploit the power of the web and use our site to best effect.

I believe that the consequence of greater co-ordination between The Log, local newsletters and a reinvigorated web site would have another benefit; we could reduce the frequency of the log to make it a six monthly publication, but make each edition of greater interest to us all. It would relieve some of the pressure on the committee and area representatives and save the association up to £5K per year (although some of this might initially be need to revamp the web site).

Finally I would conclude by recognising that I have given nothing to the OGA, it survives because others donate their time and energy. Nothing is more demoralising for them than to endure sniping from the sidelines. I hope that this is constructive criticism and apologies in advance to any one who may feel slighted, or their hard work unappreciated. I reiterate my thanks for their efforts.

Richard Pattison

Editors note:

Firstly thank you Richard for taking the time out to write. Unless members do so we shall never progress, and in spite of our love of old craft, their rig, and the old people's skills, we do need to move with the times. A few thoughts struck me when I read your letter, not necessarily in any particular order. I personally would like to see more 'cruise in company' type events. I think they would attract members whom otherwise do not take part in OGA races. They may also have a beneficial spin off, financially speaking, with places on route. In France they welcome such events, offering free berthing etc because they recognise the spin off they receive from the sight of so many 'old' gaffers in harbour which are attractive to visitors. And the crews spend money!!!

With regard to the frequency of the Log, quarterly is best in my opinion since it is through the Log that we all keep in touch. Twice a year is too remote, whilst any more than 4 editions a year and it ceases to become a voluntary job.

As to Area News and it's place in the Gaffers Log, as against local Newsletters, the Web Site etc – some interesting thoughts but what does the membership want? Write and give me your views, but please not on the old Bermudian questionyawn!!!

WESTERN AUSTRALIA

Yet another OGA Regatta has come and gone, and once again the Association resources have pulled together to provide Swan River yachtsmen yet another day to remember. When scheduling conflicts meant that this year's Regatta would fall on Anzac Day, I felt that with all the other activities happening on that day we may be in for a small turnout. It was quite a surprise to see that this year we found ourselves with the biggest turnout yet.

At 12 noon there were a few worried looks cast over the Swan from under the OGA marquee, as there was not a breath of wind/ Boats were appearing from all points of the compass, but none of them were sailing. As luck would have it a gentle little sea breeze came in, and by the time the first boats were off the wind was light but steady. It held in all day, and although most would have preferred a bit more breeze, it turned out to be a beautiful day for a sail.

As for the racing itself, 'Thera' was once again fastest gaffer, and it will take a very fast boat to beat her.

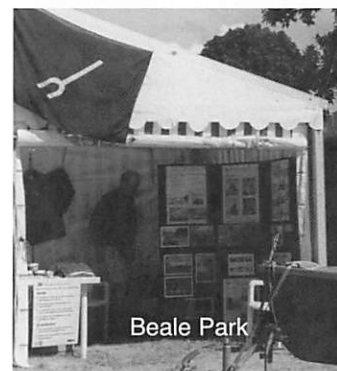
Fiona Hook
Area Secretary



'Thera' - fastest gaffer on the Swan

CONWY AND NORTH WALES

First and foremost let me remind everyone about our Small Boat Gathering at Derwentwater in the Lake District on 3rd - 6th September 2004. Remember this is an excellent event with fun and games for all with the usual prizes. Although the venue for the prize giving on Saturday evening is booked I still need to give exact numbers together with food choices, which are again very good value. Please ring me on 01270 874174 to ensure your place.



Pete and I enjoyed a marvellous week at the Brest 2004 festival on board Vilma, the top sail schooner owned by our area President Scot Metcalfe. 2500 boats from the very smallest to the huge square riggers attended the festival.

Prior to Brest we manned the OGA stand at Beale Park together with Mike and Marlene Stevens from the Trailer section. It was the usual meeting of old and new friends, and a lot of interest in the small boat activities. In our opinion, it was well worth the effort.

Sue Farrer
Area Secretary

THE TRAILER SECTION

The Instow Rally organised by Alan Hidden (Secretary BC) and hosted by the North Devon Yacht Club was a great success. (that is for everyone except Marlene and myself.....we came in last! But that's normal anyway). Full details of this great event can be found on pages 8 and 9 written by Alison Boyle.

In June, together with Pete and Sue Farrer, we ran the OGA stand at Beale Park Boat Show. Recruited 5 new members to the Trailer Section, including one couple who were so keen, that having heard about the benefits of membership, they went and bought a boat and then came back and joined the OGA! The display emphasised that the OGA Trailer Section is all about traditional rig, quite a number of people with gunters, lugs, sprits etc. told us that did not realise that their rig and modern boat would be acceptable. We seem to have an image of only having very old, varnished clinker boats bedecked with highly polished bronze and we need to overcome this.



Joanna Wolstenholme, winner of Ullswater Rally 'Treasure Island' theme competition, flanked by runners up Liz Jackson and Gordon Bourne

Ullswater - 15 boats attended the Trailer section Rally at Glenridding Sailing Centre. Unfortunately, Saturday dawned very windy, with a number of Force 7 gusts being recorded. Consequently, the racing was cancelled and we had a free days sailing according to the capabilities of the various boats and crews. Three boats made it up to Pooley Bridge but reported very hairy conditions on the way back. We had intended having a picnic with a "Treasure Island" theme at Silver Bay. Instead, this was held at the camp side and won by Joanna Wolstenholme with Gordon Bourne and Liz Jackson coming second.

Although it was only 9 degrees, we held our barbecue at the camp site, mainly so that when the intermittent rain made an appearance, we could all scuttle into the tents. Saturday night saw a very successful OGA supper at the Travellers Rest.

On the Sunday, we had a cruise up to Aira Force, landed on a beach and held a picnic. Winds were light on the return but gradually filling. No sooner had we arrived at Glenridding when Ullswater showed what it really can do when angry. A gale tore along the lake, those still afloat let their sheets fly, a racing dinghy capsized. In no time, the whole surface of the lake was covered in white caps.

Anyway, we all enjoyed ourselves despite the weather. Barry Healas who is an Ullswater regular has agreed to be OGA Honorary Port Officer for Ullswater, so next year is definitely on.

Mike Stevens
Area Secretary

BARROW INTERNATIONAL POWER AND GLORY FESTIVAL BY NICK MILLER

In order to raise the profile of the OGA in the north of the NW Area, on the fringe of the Lake District, the OGA took an exhibition stand space at the second festival to be staged at Barrow in Furness. The Festival was open for the week end of 12-13th June on the Associated British Ports docks, which provided space for a visiting fleet and some noisy and spectacular power boat racing around the buoys.

The visiting ships starred Mir, Zawisza Czarny, Kathleen and May, Matthew, Brocklebank, Artemis, and others, whilst the "Junior Service" was represented by a Hawk trainer, which followed, but seemed less impressive than a Dakota and a Spitfire from the Historical Flight giving a lovely show of acrobatic flying.

Our stand was based around my Shetland Whilly boat Peerie Maa, OGA No 1460. She acted as a display table for the regalia and back issues of the Log, and as a honey pot to attract the boating fraternity into range, so that we could explain our aims and describe both our salt water and trailer sail activities. Our thanks go to Barry Healas and his partner who came through on the Sunday to help run the stand, and also for the photos that illustrate this report.

We enjoyed ourselves, had a good crack with the punters and met some old friends. The OGA may have gained half a dozen potential members, and has taken some orders for regalia. All in all the event was a good success.

Nick Miller



Left: Nick Miller with 'Peerie Maa' - our stand at Barrow

Below: The crowds gather around our 'honeypot'



ANODES FOR MOORING CHAINS – A NEW CONSIDERATION BY GLENN ENGLISH

For those yachtsmen who own their own moorings, the maintenance bill may well begin to rise as a new and quiet destructive force is making its presence felt in UK waters.

Accelerated Low Water Corrosion (ALWC) is the perpetrator and is caused through microbiological activity. ALWC has been seen to occur just below the water level or at low water level in tidal areas, although it has been reported down to the seabed. On some steel piles it has been reported that up to 4mm per side, per year, have been lost due to the phenomenon and in some cases mooring chains require replacement after only one year. ALWC combined with erosion by the constant mechanical movement and interaction of chain links can be devastating because failure in service can result in loss or damage of the vessel as well as the cost and time to replace the moorings.

ALWC is formed by the presence of colonies of Sulphur Reducing Bacteria and are recognised by a soft orange coloured deposit, under which is a layer of black slime (Iron Sulphide) The reaction is characterised by a 'rotten eggs' smell with the formation of hydrogen sulphide gas.

Though nothing can take the place of a regular maintenance routine following guide lines laid down in the European Standard EN 13174:2001. Cathodic Protection for harbour installations will reduce the corrosion rates of the new phenomenon that is ALWC. With corrosion rates in the marine environment on the increase its effect can be virtually prevented with sacrificial anodes.

Also to reduce corrosion good quality chain, shackles and swivels of the same material and grade should be fit. Stainless Steel or Non Ferrous components should not be combined with mild steel and steel or galvanised steel wire used to mouse shackles.

Fitting the Chain Anode

- ° The Chain Anodes should be positioned below the lowest point of the tidal zone on the chain.
- ° One 15kg Zinc anode (seawater) or 5Kg Aluminium Anode (brackish water) can effectively protect up to 6m of chain against corrosion and ALWC for up to 4-5 seasons. When more than one anode is required ensure even spread along the vertical length.
- ° Fit the anode with the same chain size as the chain beneath it, especially when the chain size alters in a single riser.
- ° Where possible fit swivels and shackles close to the anode.
- ° When the anode is installed it is recommended that the chain is broken and the anode is shackled directly in-line. It is very important that the tension on the chain is maintained as this tension ensures the electrical contact between the anode and all the chain links along the length of the chain, without this the anode will not protect effectively.

Glenn English

PICNIC & BARBECUE ON THE BEAULIEU RIVER – SOLENT AREA OGA

Over the weekend of 15th and 16th of May sixteen Gaffers and three Bermudan boats from the OGA Solent Fleet braved the Beaulieu Bar, in perfect weather, in order to rally at Buckler's Hard. The most perfect of South Coast venues, the site is steeped in history, with many of the British Navy's Man o' War Ships being built here during Nelson's time. These massive wooden ships were constructed from timber taken from the adjacent New Forest, after Henry VIII's foresight had provided the invaluable resource.

By special arrangement, members rowed or motored their dinghies back down the river to visit Exbury House and Gardens via the private pontoon on the eastern bank. Exbury House is still the home of the Rothschild family and was used by the Ministry of Defence during the Second World War as a top secret planning and administration centre for the D-Day Landings, with many of the landing craft being assembled in the Beaulieu River prior to their heroic departure.

The gardens are absolutely stunning in the spring with their vibrant display of rhododendrons, azaleas and camellias. Anyone visiting should set aside at least four hours if the whole garden is to be covered.

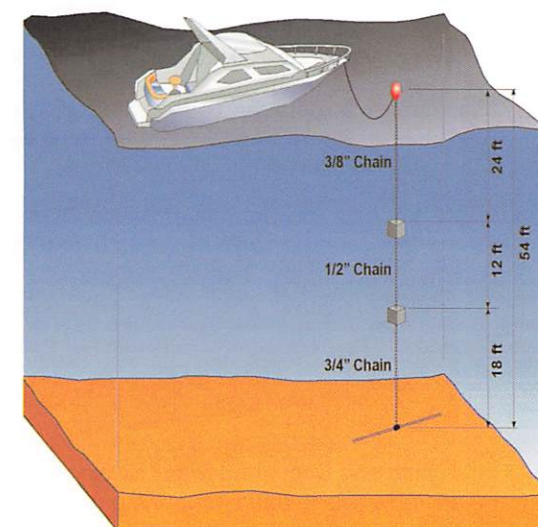
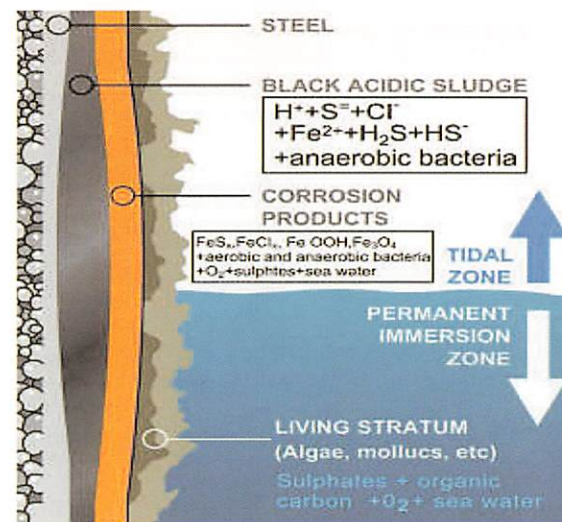
During the evening a Beach Barbecue was held on the waterfront at Buckler's Hard. Plenty of food and drink helped to replenish the 46 members who attended the rally whilst a golden sunset illuminated the beautiful Old Gaffers moored in the river. Members were particularly pleased to welcome Tom Tit, a wholly original Itchen Ferry built in 1894, that had sailed down from Keyhaven. Other members had come from Chichester, Hamble River, Southampton Water and the Isle of Wight.

It is hoped that the event will be run again next year when members will be encouraged to participate in a Treasure Hunt and further explore the many creeks in their dinghies and dayboats in order to promote the "Small Gaffer Initiative".

Ron Hanson
Solent Area



GAFFERS GATHERING ON THE BEAULIEU RIVER



Glenn is Managing Director of Z-Guard Zinc Anodes, whose advert appears on page 42. They produce two sizes in mooring anodes; one for quarter inch and one for half inch chains. They are available in both zinc for seawater and aluminium for estuarine environments. The chain anodes are cast around link tested chains conforming to BS590 and BS6405 and each has a free link at each end to allow it to be easily shackled to the riser.

OGA and Other Traditional Boat Events 2004/2005

- 3/6 September** Conwy and North Wales Small boat gathering Derwentwater. Contact Sue Farrer telephone 01270 874174.
- 4 September** Start Bay Race Devon OGA. NEW DATE. Contact Dave Keller telephone 01548 856669 for details.
- 4 September** Burlesdon Regatta Solent Area. Contact Brian Crawley telephone 023 8040 2820 or email dbvc88@hotmail.com
- 4/5 September** Medina Fun Weekend Solent Area. Contact Ron Hanson telephone 07780 616 747 or email ron-beth@ukgateway.net
- 10/12 September** Annual Solent Race and Rally. Contact Geoff Skinner telephone 02380 403155.
- 12 September** WWMHS Pembroke River Festival. Contact David James telephone 01646 683764 for details.
- 18 September** Maldon regatta ECOGA. Contact Jon Wainwright telephone 01206 393537/396066.
- 25/26 September** Solent Area Yarmouth (IOW) Rally taking in the Centennial Chase and NEW for 2004 the Fish & Folk Festival. Contact Geoff Skinner telephone 02380 403155.
- 21 October** Laying Up Supper Devon OGA. Date to be confirmed but contact Dave Keller on 01548 856669 for details.

Nymth and Coot at Ullswater waiting for their owners to return from the pub



- 29 October** OGA Western Australia 'Rottenest' Weekend. Contact Pauline Dilley for details.
- 29/31 October** Classic Boats and Ships, Andijk, The Netherlands. For details telephone 0031 228 591111 or email info@klassieke-schepen.nl
- 26 November** NIOGA Dinner at RNIYC. Contact Alan Aston on 07899956523 for details.
- 2005**
- 15 January** OGA AGM at the Cruising Club Limehouse London. Contact the Hon Secretary for full details. Tel: 01843 582997
- 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.
- 29/31 July** Le Treport 2005. Contact details as for Boulogne above.
- July** Actual dates to be advised. The Classic Channel Regatta 2005. Full details can be obtained from Bruce Thorogood email bruce@blindwell.freemove.co.uk