

Gaffers Log

Amorita down wind, Newport September 2003 by Nicola Dixon - 1st
Best General Sailing picture OGA photographic competition 2004

The Official Newsletter of the Old Gaffers Association

 June 2004



*Morna – a Dickie's of Tarbert ketch built in 1920 by Steve Clarkson.
2nd Best Gaff Rig picture OGA photographic competition*

*Front Cover: Bridger up the rigging on 'Aello' - by Nicola Dixon,
First Best Gaff Rig picture OGA photographic competition 2004*



OGA 40th Anniversary at Ullswater by A. Montgomery - 2nd Best General Sailing picture OGA photographic competition 2004



Maldon Regatta 2002 by Claudia Myatt - 3rd Best General Sailing picture OGA photographic competition 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
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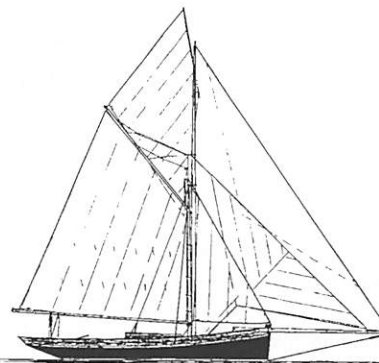
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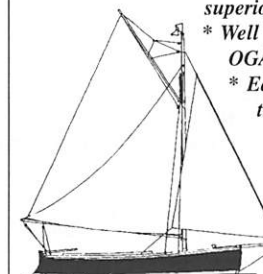
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I hope that by the time you read this you will have already enjoyed some good sailing. As you will see pages 24 and 25 are full of both OGA and other traditional boat events well worth attending which promises another good year for the OGA.

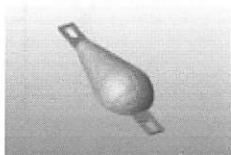
As some of you will know, my attention has been fully taken up in recent weeks with matters relating to insurance. It has become apparent to me, from speaking to many members, that there is a wide disparity in insurance premiums charged, and the performance of insurance companies when needed. I am pleased to say that my experience of performance has been a happy one but until my insurance comes up for renewal in June will I know a little more about premiums. Certainly it would seem that many companies are asking for a survey to be done before renewal is accepted, and regular surveys after that. All of which adds to the cost of our sailing. If you have a particular experience worth recounting please let me know and I will put it on the Letters Pages or perhaps you have a view on how we, the OGA, might influence insurers to our mutual benefit. I look forward to hearing from you, especially if you are in the insurance business and would care to put pen to paper in the form of an article to assist your fellow members.

On other matters I have printed a letter from Mr N S Halsby who asks that the log be more informative, and not just a social record. I totally agree with him on this and try to achieve a balance between the two, both of which are important, but as ever support in the form of articles does help rather than all the arm twisting that goes on at the moment. In short 'you write and I will print' within reason that is.

Phil Slade
 Editor

Copy date for the next issue is the **1st August 2004**.

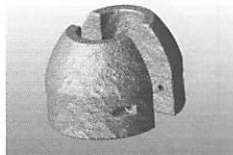
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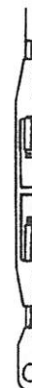
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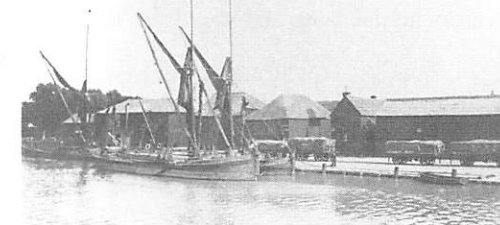
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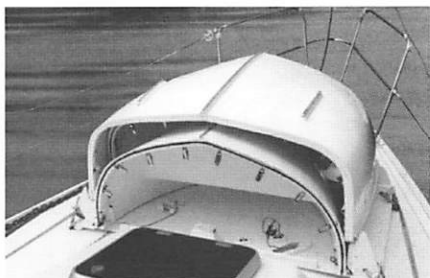
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Brest and Douarnenez 2004:



For those members wishing to join our cruise in company with the French OGA, and who have not already registered directly with the editor, please telephone Martin Pound on 02392 601996 or email martinpound@tiscali.co.uk with your details and your expected joining port so that Martin is aware of who to look out for and where. Martin can also give general advice to those members who may require it. For all vessels intending to stop off at Camaret, please note that the inner harbour has been reserved for vessels coming up from the south. All OGA vessels are to stay in the outer roads from where the joint English and French OGA fleets will leave at 15.00 French time on the 9th July to sail in company to Brest.

In Brest itself all OGA craft are to be berthed together in the first dock near to Quai Malbert. Please ensure that on arrival you clearly state that you are an OGA vessel to avoid problems.

Berthing at Limehouse Marina:



We have been notified that as of the 1st April the Cruising Association will no longer be dealing with the moorings at Limehouse Basin which will be handled directly by British Waterways. For bookings telephone The Lock Office 020 7308 9930. We are informed that all existing bookings will be honoured.

New Netherlands Area:



As reported in the last log Joachim van Houweninge is running our new Dutch Area and he has already made his mark with an article about the OGA in Spiegel Der Zeilvaart 2004/3. It looks good but since the editors Dutch is only of the 'double' variety I must take Joachim's word on it. Well done Joachim.

Australian Wooden Boat Festival:



The registration desk is open for the Australian Wooden Boat Festival in February 2005. The deadline is 31st October and can be made on email www.australianwoodenboatfestival.com.au

Heritage Afloat:



We are looking for a new representative to sit on the committee of Heritage Afloat for the OGA. Meetings are held bi monthly in London which means that ideally the person should be resident either in or near the capital. The OGA was one of the founder members of the organisation. If you think you could be interested please contact our President, Mr George Jago, for further information.

West Wales Maritime Heritage Society:



We are pleased to announce the setting up of a reciprocal membership between ourselves and the West Wales Maritime Heritage Society arranged by Alan Hidden, Area Secretary of the Bristol Channel. As a result of Alan's contacts we will have direct contact with activities undertaken by the WWMDS, including a Maritime Festival in July to coincide with the Atlantic Challenge Contest. All interested members are invited to take part in the Festival, which takes place between the 10th - 17th July (see OGA events page 25). As Alan Hidden explained WWMHS is an active organisation with its own craft appropriate to its heritage interests and clearly has interests overlapping our own. Further details can be obtained directly from Alan.

New display stand for the SE UK OGA Areas:



Hon Sec Robert Holden is pleased to announce that he now has the new OGA stand for use by areas in the South East for regattas etc etc. Beale Park has claimed it for the 11th - 13th June but other than that it is available. Please contact Robert directly for full details.

Dublin Bay Area:



Mick Bentham has asked that anyone intending to go to the Howth Festival should contact him in advance due to possible program changes.

OGA ANNUAL PHOTO COMPETITION REPORT 2004

2004 has seen the biggest Photo Competition entry since it started, way back in the mid 90's. There were a record number of entries, 75, from a record number of entrants, 24. We did have a number of digital entries this year, perhaps this helped with the overall entry. On Sunday 21st March the 75 photographs were judged by Robert Hume, the Commodore of the host Club, Royal North of Ireland YC, Wendy Moore from Carrickfergus and Irene Aston, a former winner of the Competition. They were locked in a closed room with the 75 photos for 55 minutes before coming out with a result.

After missing a year Nicola Dixon from Peel in the Isle of Man, now resident in the East Coast area won both classes, with 2 very different photographs. Second in the best Gaff Rig class with a photo of his own boat Morna a lovely entry put in by Stephen Clarkson from the NI Area. 3rd in the Gaff Rig class was another lovely picture from Peter Ford from the East Coast. 2nd in the General Sailing class was Angela Montgomery from the North East area with 3rd Claudia Myatt from the East Coast. At this rate the fairer sex will have it all sown up next year.

Thanks to our judges who all received a liquid presentation and especially to the person who committed hours of work behind the scenes to make the day possible, NI Area Hon. Sec. Alison Lyons. After the judging the photographs went on display in RNIYC and were complimented by the large number of Mothers Day visitors to the club. The display was very good and showed off the work of the Gaffers in a very good light.

We look forward to an even bigger entry for 2005.

Peter Lyons.



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LONA II (See article on page 26)

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A LITTLE BIT OF HISTORY - BY PHILIP COX THE LOG OF THE 'FREDA' AUGUST 1945

The following is a copy of the original log kept during the passage. Freda was a 23 foot gaff rigged lichen Ferry which Leslie Hinton had sailed to Salcombe from the Hamble in 1939, and where he had to leave her in the care of Chadderblanks Boatyard until the end of hostilities in 1945. Apart from our meeting with Roger Pinkney in Dyarchy we saw no other cruising yachts at sea during this passage and I believe that we may have been the first cruising yacht to have made the trip up Channel after the end of the war in Europe.

Skipper Leslie Hinton
Crew Edgar Lavington and Philip Cox

Monday 30th July:

21.00 Boarded Freda lying in The Bag alongside Rona and got up a scratch meal.
Very little bread. Leslie spotted prawns in the seaweed on Rona's bottom.
23.00 Turned in and slept.

Tuesday 31st July:

Early swim. Cold. Leslie did the ricochet trick. Rowed dinghy to Salcombe and bought provisions and cider. 6 quarts. We like the Symonds Sweet Cider best. Lavington cook of the day. He made a prawning net of materials 'found' lying about in Chadderblanks boatyard. We had prawns for tea. Then did more prawning with the lamp at midnight. Glowing eyes!

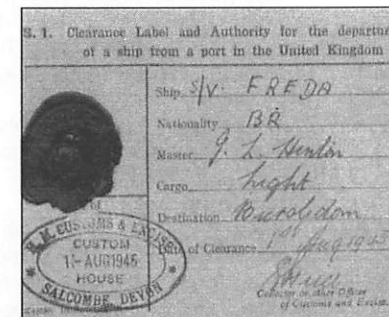
Wednesday 1st August:

Cox offered lift to Salcombe in Mr Gilbeys motorboat. We guess they are interested in our prawning and want to know more. Fixed hatch cover. Cox cook of the day - stew, scones and prawns - made a three star tea. Discussed the bum feeder pennant. Attempted to spear grey mullet with harpoons. No joy. Visited Neptune in the evening - met Mr Gilbey and family. Rona is a ghost ship! Setting sun lit up a ploughed field to a wonderful terra cotta red.

Thursday 2nd August:

Had a late breakfast. Bent on sails and finished rigging. Prepared for sea. A tear in the mainsail was sewn. Filled up water tanks.

11.30 Slipped from Rona lying in The Bag.
12.30 Anchored off Salcombe. Moderate S wind.
Purchased bread potatoes and cooking gear.
14.30 Weighed anchor and proceeded - fresh S wind.
15.30 Off Bolt Head Sunny and very warm.
Bealmed. Bar 30.4. Steering for Prawle Point.
17.50 Still no wind. Anchored. Prawn tea. Cox went off in dinghy and tried spinning for mackerel. No Luck. Made some new lanyards.
18.45 Weighed in light airs and had a very slow trip back to Salcombe. Saw herring shoal and Jo Stalin jelly fish.
21.00 Anchored close to beach E of Salcombe Town. Tried to find some worms for bait. None. Bar 30.2.



'H M Customs Clearance Certificate issued to the 'Freda' allowing her to make the voyage

Friday 3rd August - Fine and clear bar 30.3

- 07.30 Called by Cox - WIND.
- 07.30 Lavington stirred and washed feet overboard.
- 07.40 Breakfast.
- 08.00 Weighed with slight N air.
- 08.10 Off Salcombe steps.
- 10.00 After some dinghy shoving and a few sea shanties the wind and Start Point opened on Prawl. Fresh E wind. Course S15E.
- 10.20 Passed tug towing a small landing craft. He gave us right of way. Put about N45E. Moderate wind. Sea calm. Bar 30.00. Cox rigged the star board landyards.
- 11.15 Off Prawl 1.4 mile. Put about. Course S20E.
- 11.23 Prawl abeam. Course S30E.
- 13.57 Start Point abeam. Course N40E. Inspected by Naval patrol vessel.
- 14.00 Wind dropping. Drifted all afternoon with occasional light airs. Towed in dinghy for one and a half hours.
- 20.45 Off Dartmouth. Still no wind. Spoke Dyarchy bound for Helford from Portsmouth. Bar 30.12.
- 22.00 Anchored 3 miles off Dartmouth. Anchor watches.

Saturday 4th August:

- 01.00 Lavington roused Cox. Still no wind.
- 02.00 NE light wind. Weighed and proceeded.
- 02.30 Anchor aweigh.
- 02.50 Berry Head light raised. Course N80E.
- 03.30 Kingswear red light obscured.
- 04.00 Called Hinton. Light breeze. Course E.
- 06.15 Berry Head abeam.
- 09.25 Calm. Headed for Brixham. Bar 30.14.
- 09.50 Hinton and Lavington put off for Brixham in the dinghy. 2 mile row.
- 10.00 Light wind. Began to overtake dinghy.
- 10.30 Entered Brixham harbour and waited for the others. A nice bit of sailing. Fresh E breeze.
- 12.15 Picked up Hinton and Lavington off Brixham inner harbour. Set course for Torquay.
- 13.15 Anchored off Imperial Hotel Torquay.
- 14.30 Hinton and Lavington went ashore. Saw Matron Richards at the Bungalow Hotel who gave us many welcome supplies. Water. Packed with visitors. Very warm.
- 16.30 Weighed and set course for Beer. Course N65E.
- 17.20 Hope Nose abeam. Caught mackerel.
- 22.10 After the calm a freshening breeze from the north. Course N55E.
- 22.20 In staysail.
- 22.30 Tryced up the tack. 6 knots. Heeling Lavington out of his bunk!
- 23.30 Beer Head abeam. Course N55E.

Sunday 5th August

- 01.30 Since 23.30 we have been becalmed off Beer Head, too close to land. Proved impossible to enter the little bay. Smell the hay. Bloody Beer!
- 01.35 Wind from shore. Course N70E. Steady blow.
- 02.45 Heavy northerly blow. Close inshore. Pounding down to Lyme Regis. In staysail. Still heeling heavily under jib. In jib.
- 03.15 Achored in 8 fathoms. 60 knot wind?
- 03.25 Dropped the light anchor on full warp.

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.

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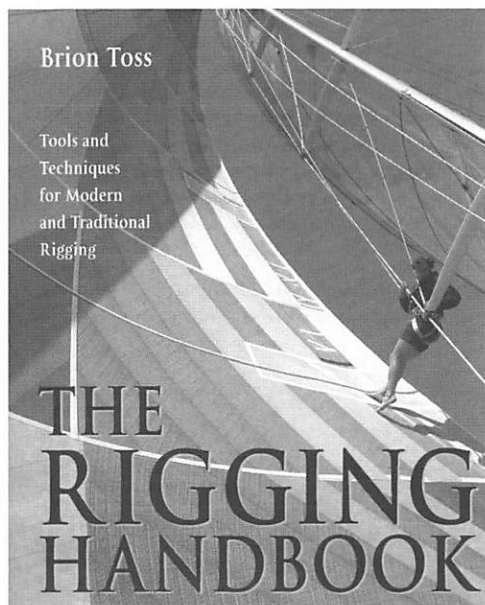
Radar. GPS, VHF.

45hp Beta diesel.

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Contact Mr Mike Collins telephone 01872 863096



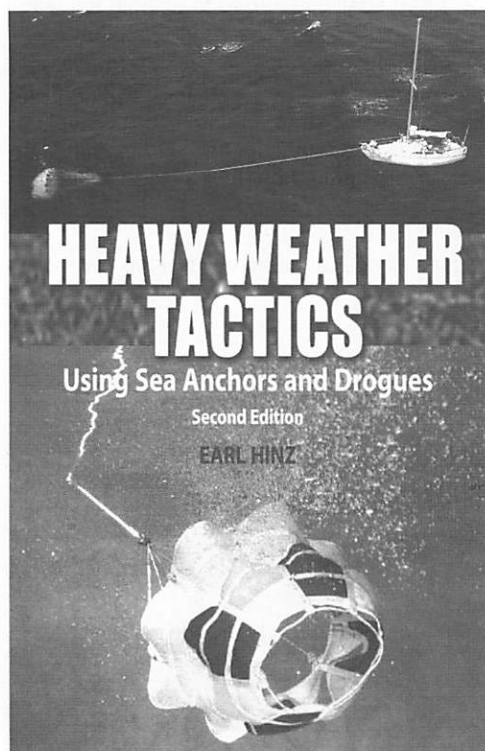


The Rigging Handbook
by Brion Toss.

Published by Adlard Coles Nautical price
£30.00
ISBN 0 7136 6918 7

The definitive book on the art of rigging. It covers the requirements of both the modern and traditional sailor and is a most comprehensive volume on this subject. Well worth investigating by anyone who is looking to not only repair his own rigging but also to make it.

An extremely useful book.



Heavy Weather Tactics
by Earl Hinz

Published by Adlard Coles Nautical price
£14.99
ISBN 0 7136 6891 1

A wonderful dictionary on what you need to do at sea in heavy weather. In depth analysis and advice on sea anchors and drogues, when and how to deploy them. Something we should all read at least once.

- 03.30 All snug. Turned in.
- 03.45 Main anchor dragging. Came up on warp.
- 05.30 Blowing great guns from the shore. Bar high, clear sky, very unusual thermal blow.
- 09.10 Hinton up and primus on. Clear morning with some cloud - moderate offshore breeze.
- 09.40 Mended tear in the luff of the mainsail. Light anchor up and down.
- 09.45 Under way. Course S45E. Bar 29.9. Wind backing to NW and freshening. Running free to Portland. Mackerel for breakfast. Heard clock chiming in big house ashore.
- 10.15 Cleared Lyme Regis.
- 12.20 Sail abeam headed for Beer.
- 15.00 Just finished lunch. Bar 29.8.
- 15.30 Portland Bill abeam. Inner passage. Fresh NW wind. Course E. Crossed Weymouth Bay under staysail only.
- 18.30 St. Alban's Head abeam.
- 19.20 Anvil Point abeam. Hoisted 3 reefed mainsail.
- 19.30 Swanage Bay abeam.
- 19.35 Peveril Ledge abeam.
- 21.00 Anchored in Studland Bay. Bar 29.82. Fresh NW wind. Turned in.

Monday 6th August

- 08.00 Fresh NW wind. Squally with rain about.
- 13.05 Bar 29.78.
- 14.15 Weighed under two reefs staysail and jib. Fresh NW wind.
- 14.27 Poole Swash Buoy abeam with Sandbanks. Course N85E for Christchurch Ledge buoy. Mainsail tore 1 mile out of Studland Bay. Crossed Poole Bay under staysail and jib. Thundery squalls and heavy rain at times. Saw two men in boat with trilbys on!
- 18.56 Yarmouth abeam. Wind fresh to moderate N. Tide carrying us in nicely.
- 20.12 Cable area A buoy abeam. Saw some Mulberry breakwaters. Remarkable mirage conditions.
- 20.47 Blackjack buoy abeam.
- 20.54 Hook buoy abeam.
- 21.05 Hamble buoy abeam.
- 21.50 Anchored in Bursledon off Swanwick shore.

A grand trip!

Philip Cox

It was perhaps made even more eventful when on the 7th August 1945, the day after our arrival in Bursledon, we went ashore to buy a newspaper to read the report of the bombing of Hiroshima. It was an event that changed our lives.



'Freda' at anchor

ALL STANDING – A LOOK AT STANDING RIGGING BY MORAY MACPHAIL

The standing rigging is not an area of the boat where guesswork or aesthetics pay dividends; we need to be talking engineering here, and there is no point in re-rigging using stronger wire “just for good measure” if the attachment points on your spars and hull are not similarly upgraded. Doing so adds weight, windage and cost for no benefit. The guideline I’ll be using here to develop these consistent sets is that the attachment points and tensions for the wire should be 1.5 times the strength of the wire. This means that the first thing to break is the wire itself, which is sensible because it is one of the more easily inspectable and replaceable items in the system. As we saw in the last article, sizing the wire includes factors of safety anyway, typically about 2 to 4 times the design load, so I’m not looking to shave things too fine here. But I am going to have to assume that by some means you know the size of wire that you actually need.

Strands of Thought

So what sort of wire is available? The variations of wire rope which exist are many, but the types used on the kind of boats which we are considering are relatively few, so I’ll just deal with the ones you might come across. Stainless steel wire rope is virtually maintenance free, but is fairly expensive and does have limitations. Chief amongst these is that it often gives little or no warning of failure, principally because stainless tends to corrode out of sight or, more correctly, out of oxygen. This means that visual inspection cannot give a complete assessment of the state of the wire, though if splinters or other surface defects are visible the wire should be replaced.

The construction of wire rope is described as X x Y, where X is the number of wires in each strand, and Y is the number of strands in the rope. Three are commonly used in stainless:

1 x 19 – size for size the strongest simple wire you can get, and by far the most common for standing rigging. It does not like being bent, so is not suitable for running rigging.

7 x 19 – less strong than 1 x 19, but much more flexible, and thus used for halyards, running backstays, gaff spans, etc. It should run over sheaves at least eight times the diameter of the wire – not usually a problem except for centreplate winches where space is always tight.

7 x 7 – middling in terms of strength and flexibility, so used where rigging is looped over spars. Also because of its construction, you can make wire splices in this rope.

Galvanised wire seems to be regarded, unfairly in my view, as a poor relation to stainless. Certainly it is cheaper; some 50-60% of the cost, and it does require some maintenance. Every six months or so a ‘gloop’ of boiled linseed oil (not raw – it will stain your sails, hands and anything else) and paraffin wiped on with a rag will be needed to keep rust at bay. Varnish and/or tar are sometimes suggested for protecting galv.wire, but these can crack and let in water. If you prefer a modern concoction, “Waxol” is reputedly very good. Whichever you choose, the maintenance load is hardly onerous by comparison with rest of the things you need to do.

Besides cost, galvanised wire has one great advantage over stainless. Since steel requires oxygen to corrode, it will do so more overtly than stainless and will almost always give

SOLENT

The AGM and supper was a memorable occasion. Elder Gaffer Dick Dawson paid tribute to George Beckett (see pages 22-23) on his retirement and who was presented with a chiming ship’s clock on behalf of the Solent Area members. George, who was recently made an Honorary Life member of the Association, was on his usual fine form, while Tom Cunliffe, our New President, entertained us with a highly amusing salty tale, too long to repeat here, but which had everyone in stitches.

The revived photographic competition, judged by our guests, the Association President and his wife, George and Brenda Jago, attracted a healthy number of entries and was won by Richard Meynell (see page 8).

Geoff Skinner
Area Secretary

WESTERN AUSTRALIA

Australia Day’s long weekend dawned bright and sunny. After a long absence from the world of sailing due to the arrival of our baby boy, I had finally managed to wangle my way into a trip down to Rockingham. My immediate experience of sailing over the past few years has been live aboard cruising and mainly off-shore ocean trips so the opportunity for a leisurely day potter down the coast was eagerly anticipated. The Captain and Owner of ‘Oriol’, Mike and his faithful crew Diana, welcomed me onboard for our Cockburn Sound adventure. It was a glorious day for a sail bar one small and very minor detail - no wind whatsoever. The totally predictable, utterly reliable, easterly off-shore wind, failed miserably to materialise. In spite of that, the day was a total success.

(Full report available from the editor who, for reasons of space, has sadly to stop here with this interesting report.)

Wally Cook
Area Secretary



Oriel



Oriel and Karina

TRAILER SECTION

Mirror dinghies are very fine boats. They sail, row and motor well and are sea worthy. If you do not believe me, read "The Voyage of Jack de Crow" which is about a Mirror that was sailed from Shropshire to the Black Sea.

The reason that I am saying this is because a number of people, both members and potential members, having seen the photographs of our rallies in sailing magazines, wrongly assume that only lovingly cared for, incredibly old, varnished clinker dinghies with tan sails are acceptable.

Nothing could be further from the truth. A number of Mirrors already attend our rallies along with sundry other slab sided plywood boats such as my own Heron. The important thing is that members who wish to come to a rally, should come. All types of boats are acceptable.

Generally rigs vary from gaff, through gunter to lug and sprit. So far, I am not aware of anyone attending with a "Classic Bermudan Dinghy," but I am sure that that day will come. (Also we will try to persuade them to re-rig!)

We try to choose waters that are likely to be fairly sheltered and offer some sailing even if the weather turns against us. So if you have a small boat, but have some doubts as to its suitability, give me a call or e-mail me on:- mike.stevens.killay@care4free.net

This year, we have added the Ullswater Rally together with a brand new rally at Llyn Clywedog, a 6 mile long reservoir in the Welsh mountains near Llanidloes (for details see events page). Ken Sykes, an OGA member is a committee member of the Clywedog Sailing Club. He is organising the rally. The club has its own camping facilities and a bar. Although most of us camp, there is near-by Bed and Breakfast accommodation in Llanidloes.

The lake is really out in the wilds, only the sailing club and fishing club are there. Must be like the Lake District was 200 years ago.

With respect to starting new rallies for 2005, we are looking for members who sail or have sailed Roadford reservoir in Devon and also Rutland water. We would be really grateful if members living near these locations felt able to lend a hand with the organisation. There is hardly anything to do other than local liaison as all the paperwork, bookings etc. will be done by the Trailer Section.

If you would like to see a rally in your area, grasp the nettle and contact Mike Stevens for help and advice.

Recently, the system of using T(h)CF for calculating handicaps has been called into question. At present, no differentiation is made between shoal and deep draft craft. This seems to suit the larger craft, but amongst the smaller boats, some of the traditional boats that do not have centreboards feel that they are at a disadvantage when going to windward. Unlike most of the larger boats in the OGA, the dinghies have various pedigrees varying from simple load carrying boats to class racing dinghies. Obviously their performance will vary considerably. T(h)CF makes no allowance for ballast or beam. Perhaps this season, we could discuss at the various rallies.

Finally, a plea, if you have not yet registered your boat with Nick Miller, the Archivist, please do so. He may have a truly ferocious beard, but he doesn't bite! By registering, your boat handicap will be calculated (this is necessary for racing) and a boat registration number allocated. You can then purchase a smart bronze plaque for your boat from Moray McPhail at Classic marine.

Mike Stevens
Area Secretary

warning of failure by dribbling rust streaks or splintering. Thus a visual examination, combined with bending or twisting the wire to see the core will give a good idea of its condition. You may have to remove some serving to get a complete check. Unless you do wire splices – brave soul! – fibre core galv. Wire (i.e. 6 x 7 or 6 x 19) has few advantages for small craft use, so the most common types are 7 x 7 for standing rigging and 7 x 19 for running rigging.

One area where stainless wins over galvanised, however, is forestays. Jib hanks sliding up and down can quickly remove the protective zinc on galvanised wire, so exposing the bare steel.

The strength of these wires is listed at Table 1. I've included 2.5mm wire since it is used on some small boats, particularly for halyards, but I would not recommend fitting it to a non-racing boat. Thin wire can act like a cheese-cutter on cold wet hands, so 3mm is probably a sensible lower limit, even though it may be too strong for your needs on a small boat.

Terminal Problems

You can't tie knots in wire, so various methods of termination have evolved to enable it to be used. These can be grouped into 'made-up' and 'add-on' terminals. The 'made-up' ones involve forming an eye in the wire, and comprise hand splices, 'Bull Dog grip' splices, and 'Talurit' splices. It is outside the scope of this series of articles to give a full description of hand splicing wire, and anyway, Brian Toss has described it much better than I ever could, so I'll move straight to the Bull Dog grip approach. This may not give the tidiest splice, but

Table 1

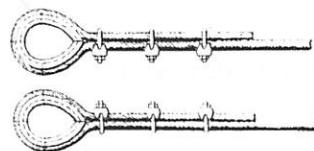
Breaking Loads (kg) for Wire Rope						
	Stainless			Galvanised		
Diameter (mm)	1 x 19	7 x 19	7 x 7	7 x 7	7 x 19	6 x 19
2.5	500	450				
3	720	510	550	580	580	500
4	1290	910	970	1040	1040	890
5	2000	1420	1510	1620	1630	1390
6	2900	2040	2200	2330	2350	2000
7	3550	2835				
8	4650	3630	3900	4150	3820	3550
10	7250	5700		6310	5910	5750

it is quite satisfactory so long as you put three grips on the right way round. Figure 1 shows the right and wrong way to do it. This method has the advantage that you can make up a splice in situ with simple tools, and if you don't have grips it is also possible to use wire seizings to the same effect.

'Talurit' or 'Nicopress' splices are formed by compressing tubes – called ferrules – on to the wire. This is a very effective way of terminating wire so long as the slice is correctly made.

Points to watch for include: Choice of materials – for stainless wire, use copper ferrules and stainless thimbles, for galvanised, aluminium ferrules and galvanised thimbles. If a stainless thimble is used on galv. Wire, the strands closest to the thimble will rot away within a season or two. I had the embarrassing task of returning a borrowed Wayfarer with a very bent mast due to a mistake here.

Figure 1: Bull
Dog grip splice



Correct

Wrong & Unsafe

Beside that, the ferrule should not be jammed up against the thimble; about a wire diameter clearance is needed. Also, the free end of the wire should be just visible in the ferrule once the splice is made up – any longer and the press can't close fully, any shorter and the splice is not as strong as it could be.

Finally, don't attempt to use this system or old or dirty wire, because the strength of the splice depends on the material of the ferrule being squeezed into the gaps between the strands of the wire.

Moving on to the 'add-on' type of termination, these avoid the need to bend the wire. The options include poured sockets, swaged or swageless terminals. I have to confess that I have not seen a poured socket used on a boat's rigging for at least 10 years, though they are still used industrially. They consist of a fork or eye and attached to a hollow conical tube. The wire is inserted into the tube, which is then filled with molten zinc and allowed to cool. The snag with these are that it is not terribly easy to keep the kit needed to do these ends on site; the good bit is that they can be used with galvanised wire, which swaged and swageless cannot.

Swaged terminals – with fork, eye or stud endings – are like a tube which fits over the wire and is then squeezed on by a rolling press. This is probably the most widely used method on modern boats. It has two main drawbacks. Firstly, and unusually, an inexperienced operator can over-compress the terminal, which will lead to cracking. Secondly, an unprotected terminal of this type at the lower end of a stay can create a perfect starting point for corrosion once sea-water enters and stagnates. At the upper end of the stay, where the environment is less hostile, such endings are fine. I know that there must be a great many swaged terminals sailing around at the lower end of stays, but they have the potential to be unreliable. If you don't want, or can't have, a splice, then swageless terminals provide the solution.

These are cone type fittings – 'Sta-lok' and 'Norseman' are two trade names – and they have the advantage that, though expensive, they do not require special tools for fitting. A couple of spanners, sealant and thread locking fluid will suffice. You can also re-use them on new wires and, because the terminals are filled with insulating sealant, rather than electrolytic sea-water, corrosion problems are minimised. Figure 2 shows the components of the system. You need to use the right cone for the construction of the wire, but apart from that these terminals are straightforward to use. Unfortunately, neither swaged nor swageless terminals are available for galvanised wire.

Classics Malt Cruise

Last season I decided to go with Mick Hunt and others to the Classics Malt Cruise on his boat "Erraid" (having promised my wife faithfully that it was for only 10 days maximum!). We collected the boat from Portaferry, where she had been moored since the Galway Hooker Festival and, after a very convivial weekend, we sailed to Portpatrick and then on to the Isle of Gigha.

Whilst the Irish crews were ashore (Erraid, Broken Lass, Errendale, Way of Life and Roshane) an Easterly gale blew up unexpectedly. One English boat broke its moorings and at 0300 hours we had a bird's eye view of the crew being rescued by the RAF helicopter based at Prestwick. Glad to report all four crew safe and sound and the following day the boat was boarded to find only minimal damage – it had been washed over the rocks onto a sandy beach.

We went though the Crinnan and arrived in Oban for the start of the cruise and the first banquet in the Oban Distillery, and our first sack of scallops - courtesy of John McAllister. We proceeded to Lock Leven to watch the sunrise over Ben Nevis but mist prevailed, then went back to Oban to collect "Way Of Life" which had undergone some repairs and on to Tobermory – a special thanks to the Lifeboat House there for resolving a couple of problems we had.

On to Talisker for more whisky and another fresh fish banquet. Next day, some of the crews went by minibus to Portree on the other side of Skye; others just chilled out and caught up with their "personal hygiene".

On to the Isle of Canna (population 14) where Patrick, the local lobster fisherman, gave us a choice of catch and invited us for a drink back at his wife's bistro. We met the rest of his family and his eldest daughter treated us to some of her Hebridean baking (you would kill for her carrot cake and Mike Hunt felt her banana loaf was "historic"!).

With Iona visited and, Derek's pilgrimage done ("Way of Life" and a Colombian priest), Mike and I separated from the others and headed through the Torran rocks for the Isle of Erraid, where the boat was named. After a feat of navigation we ended up in David Balfour's Bay a "Y" shape, with beautiful white sandy beaches on each end. We stayed overnight with only the cormorants as company and left a time capsule behind us the following morning.

Onward and downward, calling into Port Askaig, we ran across to West Loch Tarbert because the weather was deteriorating. Right at the very top of the loch is a fish pier where we procured a bucket of prawns and fresh fish. We also sampled the delights of the West Lough Hotel, where the food was excellent and the prices were very reasonable.

The other boats were in Port Ellen visiting another distillery and having another feast, so we headed back to Gigha in the hope of catching up. We met them South of Rathlin Island and together we sailed back down the coast of Ireland to Howth – a trip of only 26 days (not the 10 I had promised – but back in time to christen the first grandchild!)

Mike Bentham
Area Secretary

(2) "Diana Joan" has reached her centenary and her skipper, Peter Wyatt is nearly as old if not older and they will be celebrating at the "Steam Packet" in Totnes on 19th June (HW 2000). Peter has generously invited his friends and fellow gaffers to join him by boat, for the party of the season! Just a reminder.

New Event just advised. Salcombe wants to get some "handsome" boats back to their Festival and have invited us 10th-12th June **2005**! Free mooring and a reception for those registered in advance. We will probably have an "Arrival Race" plus a race in the "Range" the next day. (it is rumoured that the French, who used to come, now demand appearance money but don't get any ideas!). I have tentatively accepted. It will be the first entry in your 2005 OGA Diary! Otherwise our programme is as published in The Log's OGA Events.



Diana Joan - 100 years young

Dave Keller
Area Secretary

DUBLIN BAY

Dublin Bay started the year with a few problems but the membership rallied round - especially Mick Hunt, and we now have a date fixed for Howth Traditional Sail Festival. It will be held 20 - 21 June in conjunction with the Blooms Day event in Dunloughaire, which is on 16 June.

Following Howth, the plan for the Dublin Bay members is to sail in company to the Isles of Scilly and then to pick up the multi-national fleet, heading for Brest, at their stopping point in Cherbourg on 2-3 July. We shall then accompany them on to Camaret for the OGA event on 8 July and then to Brest on 9 July. Anyone in the Dublin Bay Area requiring more information, please contact me on Dublin 847 6279.

Our AGM was held on 6 January in the Pier House in Howth - everything went straightforwardly. The usual venue, Poolbeg Boat Club, was closed for major reconstruction - a new marina with floating platform. Well done, Poolbeg - you have fought long and hard for this!

The various methods are their appliances are summarised in Table 2.

Table 2: Application of Various Methods of Termination

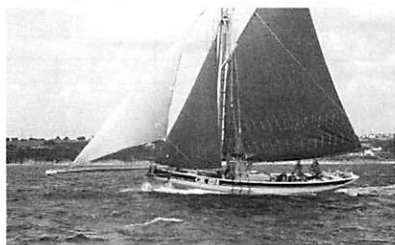
	Type of end	Stainless 1 x 19	Stainless 7 x 7 or 7 x 19	Galvanised
Hand splice	eye	no	yes	yes
Bull-dog grip	eye	yes up to 6mm	yes	yes
Talurit splice	eye	yes up to 6mm	yes	yes
Poured socket	Fork or eye	no	no	yes
Swageless	Fork, eye or stud	yes	yes	no
Swaged	Fork, eye or stud	yes	yes	no

So far, so good. Now we have to connect the wire to the hull or spars. I'll come on to mast-bands in the next article, but just to give you something to mull over in the meantime, I thought a comparison of shackle strength to wire strength might be of use. As you can see from Table 3, for a shackle of the same strength as the wire, you need to multiply the wire size by about 1.5 for stainless wire and shackle, and double it for galvanised wire and shackle. In practice, this is often quite difficult to achieve because the eyes or other attachments are not big enough to accept the shackle, and this is where potential weakness can be incorporated. It is likely that a quick inspection of your nearest boatyard or marina will provide a number of examples of undersized shackles connecting stays to hull or spars. While it may have the advantage that you know where a failure is going to occur, such an arrangement is dodgy to say the least. Have a quick look at your own boat to see if you are suffering similarly.

Table 3: Shackle Strengths compared with Wire Strengths

Stainless Shackles			Galvanised Shackles		
Size (mm)	B.L. (kg)	For wire dia (mm)	Size (mm)	B.L. (kg)	For wire dia (mm)
4	750	3	5	320	
5	1200	4	6	600	3
6	1750	5	8	1000	4
8	3000	6	10	1600	5
10	5800	7 or 8	12	2500	6
12	7000	10	16	4000	8
16	13250				

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There is a points series to cover some 35 days of OGA eventing, and the handicap system is being performance adjusted for the fastest and slowest boats (except for the EC Race) to give everyone a chance!

We will be doing the popular Claudia Myatt OGA Christmas cards - please buy them again- we would have been broke without them last year!

Wishing all OGA members an active and pleasurable sailing season!

Jon Wainwright
Area Secretary

DEVON

Well, all seventy-odd Devon Gaffers have had the latest Newsletter and some of them have read it! Likewise, another seventy-odd OGA members with dual area membership (of whom we were blissfully unaware) have now been similarly blessed. In the case of the latter, they also received a covering letter asking them to confirm that they still wish to maintain dual membership. As we seldom, if ever, see them, it seems an expensive exercise, sending them newsletters @ 50p + a time? However it has been made clear that, if it is their wish to remain affiliated to Devon Gaffers, as is their right, then they are as welcome as the flowers in May and will be maintained on our mailing list. Responses have been pouring in (8 so far) and their wishes will be respected. It will be assumed that those not replying by the time of the next Newsletter, have opted to abandon their dual membership and we wish them well in their chosen area. We shall continue to publish our programme in the Log and like any other gaffer, they will always be welcome to join our events.

All of us may not yet be afloat (me for one!) but we have just enjoyed our first event. Two dozen of us sat down (on St George's Day) to a good "tuck in" at the Royal Dart Yacht Club for our Fitting-Out Supper. This was followed by a "Nauty Bits Auction" where the secretary did his best "Del Boy Trotter" impression and through the generosity of those donating and those bidding, raised some much needed cash for the area. I think that the announcement of the Supper in the Newsletter was published too near Easter (Secretary to learn by his error!). Gaffers were too focussed on "decorating", "varnishing" and "visitors" to read it and make decisions. As a consequence the HPOs were busy "whipping-in" to get the numbers up but they did a great job and it was an enjoyable evening!

Talking of HPOs, we have a new one, John Scott, HPO Trailer Section. He will be pleased to hear from any Devon Gaffer who trails his boat so that he can co-ordinate with the new national trailer section. I am hoping that we may have yet another HPO, in the Channel Islands. Half a dozen of our lads out there are feeling a bit cut-off from things and they report that even visiting gaffers ignore them! So, if any of you call in to Alderney or Guernsey, on your way south, please look out for them and say "ow do"?

At the Supper two new, spontaneous events were announced:

(1) The "Shake-Down Cruise", in the afternoon of 17th May, to the mouth of the Dart! Hardly an epic voyage you may think but there is a purpose. Firstly to show support for our hard pressed fishermen, one of whom, aboard the trawler "J Anne" will be pausing off the Dart, en route from Newlyn to London, in order to protest about the present fisheries policy. Secondly to have a look at the two new Trinity House buoys.

Mew Stone, South Cardinal. VQ(6) + LFI 10s 50° 19.92¢ N, 003° 31.89¢ W

West Rock, South Cardinal. Q(6) + LFI 15s 50° 19.86¢ N, 003° 32.47¢ W

EAST COAST

The East Coast Programme is well under way now. We have had the London Frostbite Race, in which gaff again gave a very good account by taking first and third places. Deva repeated her 2001 performance while Avola managed third, despite a broken windscreen wiper. The OGA generally might well be advised to consider the handicap programme used, which utilises sail area, length and displacement, delivering a much fairer set of results than our OGA THCF. The Annual Dinner at the Royal Burnham was again well supported by over 80 members, including dignitaries such as the World Secretary and the Dutch Ambassador! Last event was the Easter Egg Rally at Wrabness for smacks' boats held over the holiday weekend, please note we have a big programme for open boats as well as others.

By the time this is published we will have had the unusual rally at Foulness, represented the British OGA at the Dutch OGA event at Enkhuizen and had the Crouch Rally. June and early July is the very active time for the East Coast, and there are two big new developments.

With apologies to the Solent Area we are staging "Brigaff" at Brightlingsea, 17-21 June. The Blackwater/ Colne area has probably the largest concentration of gaff anywhere in the UK, and probably the largest number of events for traditional craft as well. Unfortunately, because of the fragmented and uncoordinated nature of these events, the East Coast scene has been left behind in terms of its recognition. This has possibly led to a knock-on effect on issues such as local provision for our sort of boats, grants, sponsorship opportunities etc. The OGA, however, with experience from Shotley Classics and staging the EC Race at Brightlingsea, is going to stage a four-day festival, based at the Cinq Port. We have a passage race there on Thursday 17 June, cruise to Osea and race back on the Friday, picking up the Maldonites, Saturday we have the East Coast Old Gaffers Race. Sunday we have the Open Boats OG Race up to Wivenhoe and the Parade of Sail up the Colne, returning to base in the evening. Monday is quite special- we have a race to West Mersea and a sea-food lunch in the old packing shed. Food and entertainment are provided throughout the festival.

This is an event anyone interested in gaff rigged vessels must get behind. We invite those from other areas to come and enjoy it. Indeed, why not make a whole holiday of it? We have the East Coast Classics following straight on from Brigaff which takes you further up the coast to Ore, Alde and Deben before returning to Ipswich, Wrabness and Levington for 28 June.

On 29 June we plan the OGA/ VKSJ team event- the OGA provide the boats, British and Dutch teams compete against each other. The return event will be in 2005 in Netherlands.

The Grand Finale to this series is Southwold Festival of the Sea, June 30-4 July- more like YOGAFF this year, with greater involvement of the Town. Part of the OGA agenda is to establish a new local OGA area, to take on North Suffolk, Norfolk Coast and the Broads, in the same way we set up Medway and North Kent.

July 17/18 is the Swallows and Amazons Week-end in the Walton Backwaters. This event is probably the largest OGA open boat gathering anywhere, a must for members of the new Trailer Section. There's a wonderful course round the maze of backwater islands on the Saturday, and a fun event on the Sunday- lots of things for the kids too.

Following the success of the Ruby OGA event last year, we are staging the August Cruise in the Harwich/ Walton/ Stour & Orwell area from 27 August- 1 September. Our last racing event is the Maldon Town Regatta and OGA Anniversary Race on 18 September.

IRENE – THE VOYAGE CONTINUES BY DICK MORRIS

We have now been in Nelson for over a year – a perfect place for such a re-fit as "Irene" deserved – she is now smarter and more nearly finished than ever. One "modification" was to change our five-eighths inch anchor chain for a half inch (as much for ease of handling as to carry a greater length for the same weight) with the same 50 kg Bruce anchor. (My faith in the CQR has now gone forever after the experience related in an earlier episode).

We were all but ready to cast off when, on a routine run-up of the engine, the alternator failed and it was a re-build; the blessing being that we were in Nelson and a few days saw all back together. The next attempt at departure ended with the inlet manifold gasket blowing – this proved to be use of the wrong washers when re-assembled in the USA; not the first fault in their "workmanship". On board spares and time cured that one and the engine was repainted as well.

The next departure took us to the Abel Tasman National Park and the lovely anchorage of Torrent Bay. We had some good walks and were impressed with how clean the whole place was despite its popularity and being in the height of the holiday season. Everyone takes their rubbish away with them and there are NO exceptions. The wind went to the East and put us on a lee shore and I decided to move to the other side of the bay. It was a move of half a mile and, out of laziness as much as anything else, I motored. Just as we were passing a large "pile of bricks", the engine died. I dropped the anchor successfully but we were closer than I liked.

Rapid inspection proved the problem to be fuel starvation – the main fuel tap. I had to by-pass the tap at the cost of a bath in diesel, bleed the system and fire up again. The engine started immediately but I noticed a sort of sparkling mist – a nipple on an injector pipe had split – providing the second bath in diesel inside 15 minutes. As blessings seemed in short supply, I searched for, and found, curses to hand. We had a lovely sail from there back to Nelson for an exercise in re-plumbing.

Whilst there we enjoyed a 65th birthday lunch with a friend who was kind enough to think of us to "housesit" a couple of months ago. Bob is an antiques dealer and his house (filled with antique furniture and a 1950's Rolls in the garage) looks directly onto a wide boulder beach and right across Tasman Bay without a single roof or back yard in the way. We whiled away a week with friends on board and ashore.

We cast off from Nelson to head into the Marlborough Sounds, first stop Croiselles Bay – no phones, no shops. Peace and quiet, free mussels and fish to be caught! Whilst there, I took the skylight to pieces to re-bed the glass and get it back to a varnished finish – that was the signal for rain and wind! Although there was no forecast exceeding 30 knots at the major capes in the area (Stevens and Jackson) we were subject to Willi Waws of 50 knots plus – and holding the ground with plenty of new half inch chain and a 50 Kg Bruce became a problem. I chose another bay.

After a couple of repeat performances, the weather relented and allowed us to go through the French Pass into Admiralty Bay and thence into Pelorus Sound – spectacular from end-to-end. There is about 900 miles of coastline in the Marlborough Sounds – much of it natural bush and sparsely populated. There are many mussel farms and Havelock, at the navigable head of Pelorus Sound, is the centre of operations.

We went into the new marina for Xmas and, despite the fleet of mussel barges, it was very clean and very quiet – even in the holiday season of Xmas.

The weather was unseasonable and it was a case of listen to the forecast, pick the right bay and sit it out. I found it very strange to put a line ashore from the stern and pull the boat to 50 or 70 feet from the rocky shore. The wind, in theory, whistles across the hills above the mastheads. In practice, the back eddy often drives the boat closer, stern first, to the "bricks". The other phenomenon, not found on the East Coast, is deep water – but the half-inch chain is easier to get up than the five eighths was.

During the night it started to blow very hard and we started to drag. With a bit of rudder pumping I managed to lee us around until daylight, when I tried to re-set our ground tackle. By this time it was blowing much harder. I guessed 50 knots plus. The anchor bit hard and then kicked so hard as to bend the secondary shaft in the winch – which is one and one-eighth inch stainless. We eventually left the anchorage in an undignified stern-first waltz with 20 fathoms of anchor cable and a 110lb Bruce anchor dangling from the bow. We got into the small lee offered by Blumine Island (too deep to anchor at 25yds from the cliff) and got the anchor on board.

We then blew away to another anchorage and on the second attempt (chain now having to be wound out as well as in) we came to a stop with hardly enough strength left in our arms to lift cups of tea. We later found that it blew at over 65 knots for us and over 85 in Cook Strait only 8 miles away. In the morning we tried to get the anchor – and failed – but it started blowing hard again (97 knots in Cook Strait), so, as whatever it was that we had fouled, coupled with 25 fathoms of cable and the Bruce, would hold us, I left well alone.

Fate had not finished with us yet. Late in the afternoon a very large motor yacht picked up a mooring very close to us and, of course, laid contrarily to us. (Why that mooring? - because it was the only heavy one.) I couldn't move and he wouldn't, so we spent the night, dodging, with the engine ticking over. This time it really did blow and the speed record was broken at 112 knots. Ashore there were landslips, floods, houses washed away, cattle drowned and emergency service asking for volunteers – we were safer than houses after all. When that lot had blown over, we made for what is reputed to be an all-weather anchorage – as we were getting all the weather, it seemed appropriate.

Dick Morris on board 'Irene'



Irene

NORTHERN IRELAND

Poems and Pints 27th February

Thanks to our local Membership Hon Sec, Lieutenant Commander Stephen Clark RNR, we were able this year to have our second Poems and Pints evening aboard HMS Caroline, the oldest Royal Naval ship surviving from the Battle of Jutland still in commission. About 20 NI gaffers and a couple of visitors from the East Coast Area enjoyed the evening. Pete "The Knife" Elliston and his wife Sarah travelled over for the evening and joined in. Sarah gave us a couple of tunes from Shetland on her Melodion and Pete gave us a number of his monologues over the period of the evening.

The Star of the evening was Don McLean's rendition of the "Big Poo". The whole of the audience was in stitches, I haven't laughed so long and hard in a very long time. To think that he was not going to get up and do it. Our Commodore Pat Kennedy made sure he and all others asked did a piece in their turn. Pat persuaded people, Alan Aston introduced them. Rick Wylie, and his wife Eilish came along and Rick gave us the Diagonal Steam Trap. Ian Wylie told us he had the symptoms of Anorexia, when he looks in the mirror he thinks he is fat, before giving us a tale. Dennis Magill again entertained with two tall stories. Fred McKenna and Attracta Neeson did a double act. Irene and Alan Aston both gave us a turn. Peter Kennedy dug two more McGonigals out of the ether and our Commodore, Pat, was able to take the stage herself. Carol Laird did a couple of turns as well as her brother Peter. Bill Miller gave us a couple of poems whilst Bee Thompson finished off her mug reading with the first pole dance ever done on the HMS Caroline.

Our thanks must go to Pat and Peter Kennedy for housing Pete and Sarah for the weekend, and to Pete and Sarah for making the effort to come. It is a good thing that gaffers can cross over from one area to another. In England it is easier to do that, but to those who make the effort to come to NI, we like to see that they enjoy themselves.

ELK, The Restoration by Alex MacRae 26th March

Alex and Caroline MacRae came all the way from Oban to Royal North of Ireland YC as part of the 100th birthday celebrations of ELK, a boat built in 1904 for a previous member of RNIYC. Alex told in a well-illustrated slide show how he found ELK in a hedge, pulled her out and over a period of 9 Years restored her to the wonderful condition she is now in. ELK is a 30ft classic racing yacht carrying a Gunter rig, spinnaker and as much sail as Alex can bend on. The work Alex did during the 9 years was incredible. He has breathed life into an excellent example of our maritime heritage. Well-done Alex. Alex's talk was inspiring, showing a spirit I have seen in other gaffers who have done restoration work.

We had a good turnout of about 40 gaffers and members of RNIYC in the Upper Deck of the Clubhouse and we all enjoyed our buffet supper. Thanks to Alan Aston for organising the gathering and again to himself and Irene for putting Alex and Caroline up for the weekend. Robert Hume, Commodore of RNIYC, made a presentation to Alex during his thank you words. An excellent evening, well done gaffers.

Alison Lyons
Area Secretary

CONWY AND NORTH WALES

By the time this log is published the Penrhyn bash (barn dance – call it what you wish) will have been and gone. A report on this will be in the next log.

Again, not a great deal to report other than to mention the Conwy Nobby Gaffers and Classics Race which will be held on Sunday, 1st August followed by a race for gaffers on Monday, 2nd August. Because of the tides the racing is being held the first weekend of the River Festival Week, therefore there will be further racing during the week for classics etc. ending on the 7th August with quay day with the Valley Helicopter together with the Llandudno lifeboat giving demonstrations, bands on the quay and stalls etc.

John & Wendy Duncan's "new" venture Arklow is progressing nicely, but is unlikely to see the sea this year. Scott & Ruth Metcalfe are busy preparing Vilma for their trip to Brittany this summer, taking in Brest & Douarnenez festivals on-route. The teak bath now has running water – much quicker to fill than using a kettle! Pete and I hope to be aboard for part of the trip. Fred & Angela Wynstanley are now the proud owners of a 15 ton Hillyard – this might prove tricky to launch at Derwentwater.

On the next bank holiday, we will be attending Simon & Anne Cooper's small boat event at the Trout Inn at Lechlade. Not an OGA event, but attended by several members, and responsible for recruiting others, including Mike & Marlene Stevens, who are now involved with the trailer section.

We are now off to fit a new propeller to our plastic boat so that we can get her back in the water and do some sailing.

Sue Farrer
Area Secretary

CORNWALL

This year promises to be a busy one. At our AGM in April we discussed many items, the first being our visit to Gweek Boatyard on May 8th, where several fascinating re-builds are in progress. This is a fine chance to see these unique craft ashore and up close. The visit will be concluded by a visit to the local pub for lunch.

The Cornwall Area winter get-together and local area AGM were held at the Punch Bowl and Ladle, Penelwey, on Tuesday 13th April. In the absence of any new nominations for office the same team will carry on. One of the problems highlighted at the meeting is how to keep in touch with one another throughout the year. It was suggested that we consider following Devon Area's initiative and appoint Port Officers to act as a local focus for O.G.A. matters. This is being looked into.

Another problem that is probably being encountered in other areas, as well as in Cornwall, is that of identifying competing boats in the Annual Area Race. Some boats have declared Sail Numbers, others have Fishing Numbers: but there are too many white boats with white sails and nothing else. For safety sake get some sort of identifying number on your sails. Just talk to your local National Coast-watch member, Lifeboat Coxswain or Coastguard and you will find out how important this is. Let's see ourselves in the Old Gaffers Association setting a good example in this matter. Regarding O.G.A. races, if we can't identify your boat, you won't get a finishing time. The answer lies in the hands of members.

Just a reminder, we have a mooring at St Mawes suitable for small vessels. This is for the benefit of members. If you are either a local or a visiting member and wish to make use of this, please contact the Cornwall Area Secretary for details.

So don't forget to put in your diary our Annual Area Race at Falmouth run as part of the Classics Weekend: again it is Sunday 8th August. Please contact me for further details.

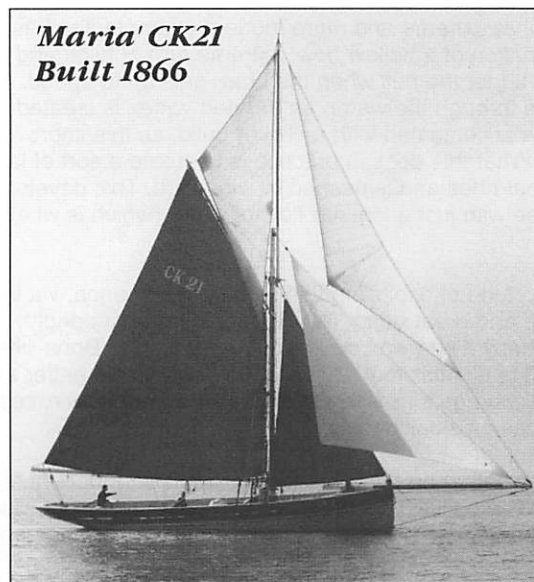
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SAILING SHALLOW HULLS - THE BONA EXPERIENCE CONTINUED

It has been some time since I have written you, but I read with interest your article in the Gaffers Log regarding 'Bona,' and her peculiar sailing performance, and have a few comments to add.

As you may recall, I have long been interested in traditional boat design, particularly as regards those designs native to the UK. Probably the most fundamental ancestor of just about every UK design are the long ships of both Viking and Saxon origin. If you look carefully, you can trace this ancestry in just about every design in the UK (barring the Currachs of the Irish), even and including that of the bawleys. It is important to note that the long ship had far better sailing performance than is generally recognised today. It is because of the experiences obtained through sailing reproductions of Viking ships, as well as the performance of the Nordland boats still extant in Northern Norway, can we appreciate the abilities of the design fundamentals. Viking long ships (and Nordland boats today), were able to sail at speeds over twenty knots and not just downwind, but tacking upwind as well. The reasons for this are specific to the design of these ships, which is a peculiar combination of shallow draft, a long keel, a hollow bow, and a very strong curvature between the keel and the turn of the bilge. The best example I can recommend of this can be found in 'The Chatham Directory of Inshore Craft,' which shows a Scaffie from the front.

While this is a somewhat extreme and more modern example, the basic principles remain the same. The combination of a hollow bow, extreme turn of bilge and garboard creates an unusual flow of water under the hull when the boat gets up to speed. As the boat heels a bit, and starts to move through the water, an aerated vortex is created under the lee side of the keel. This effect is accentuated with a clinker build, as this improves the aeration of the water passing under. What this does in practice is to create a sort of layer of highly aerated water on which the boat rides and is pushed to windward. This develops far less friction than would be the case with just a laminar flow of water (which is what most modern yacht designers try to achieve).

'Bona' has the good fortune of exploiting this same phenomenon, via the hollow bow, extreme hull curvature and great beam (which keeps the boat upright), and would be even faster and more weatherly if she was clinker-built. This is why 'Bona' lifts to windward, 'rides' on her bow-wave, and is a consistent winner at the various old gaffer events. It is also notable that when the wind gets up enough to force Bona to heel excessively, her speed and weatherliness drops off significantly!

In response I queried whether he thought modern yacht designers had lost the plot - Absolutely! And it is amazing just how often modern yacht designers 'discover' such amazing technological advancements as the retractable bowsprit (for setting gennakers). The old boys were no dummies, but the invention of such things as the internal combustion engine for workboats, and the Bermudan sail for yachts has led fashion and technology off on a very wide tangent from what had developed before over hundreds of years. It is only now, a hundred years later, that a few people are starting to stumble over these 'chance' capabilities, and if it was not for the very lucky preservation of a few of these boats, we might never know just how good they were! I tell you what, I would dearly like to see a Nordlands boat at one the East Coast Classics.

Correspondence exchanged between Eric Husher - USA member and Jon Wainwright (ECOGA)

BRISTOL CHANNEL

The copy deadline for this report is too early for me to report on the gaff rig event at Instow in mid-May, other than to say that several entries have already come in from enthusiastic trailer-sailors, whilst publication of the Log will be too late for me to promote the event by enthusing about the Taw-Torridge estuary as an environmentally attractive sailing water for small craft.

A small and informal gaff rig gathering at Cardiff, probably in June or July, is being arranged by John Hutchinson who will welcome contact by interested members (01432-273133).

Looking further ahead, plans are also being discussed between John Hutchinson and myself for an area gathering at Portishead one weekend in September. Our idea is that those who can, should sail to the Portishead Quays Marina for an overnight stay, whilst other members will be able to attend by road (Portishead is handy for the M5 at Junction 19). The Saturday evening would provide opportunity for a social activity (in a pub, no doubt!) as well as discussion about the future development of our area. When the date and other details of this gathering are established they will be published in the BC Area newsletter and on the OGA web-site.

I am delighted to report that reciprocal membership has recently been established between the OGA and West Wales Maritime Heritage (WWMH), with its activities centred on Pembroke Dock at one extremity of the BC Area. David James, Secretary of WWMH, is writing about the society elsewhere in this edition of the Log, and it will there be seen that their interests and activities are largely overlap those of the OGA. Most important for our Area, is that WWMH members will be welcome at our events, just as ours will be at theirs, and I sincerely hope that our members who can get to Milford Haven will take this opportunity for sailing with others with similar interests, most especially until our membership growth in West Wales makes organisation there of our own events a practical proposition.

Forthcoming events in the WWMH calendar include the Cornish Shrimpers Association Rally at Pembroke (07/07), Atlantic Challenge Week in Fishguard (10-17/07), Pembroke River Rally (14/08) and Pembroke River Festival (12/09). David James (01646-683764) will gladly provide fuller details for OGA members wishing to wave the OGA burgee at one or another of these events.



Chiquitita - a pretty little craft

Finally, the Editor of the Log invited contributors to Area Reports to provide photos to go with the reports. So here is a photo of the BC Area's "Secretarial Flagship", taken last year in Watchet Marina. Size matters! When I moved to Devon six and a half years ago, having left my former boat, the 14-ft Ballyholme Insect "Mantis", in NI where she belonged, in the continuing care of Alan and Irene Aston, I decided that my new craft should be one that I could build in my garage. It should be one that I could sail alone, and was light enough for me to pull up the steeper part of the local club slipway on my own. In my view Iain Oughtred has designed some pretty craft and his Puffin design fitted my criteria perfectly: "Chiquitita", of glued clinker construction, was an enjoyable building project, she's fun to sail, and others agree that she really is a very pretty little craft.

Alan Hidden
Area Secretary

P.S. Don't forget the North Devon YC Open Week including gaff-rig races August 9-14th. Details from NDYC, tel: 01271 861390, email: ndyc@lineone.net

MEDWAY & NORTH KENT

A quiet early spring for MNK with a couple of pub meets that have been quite well attended despite a mix up with the dates, its been great to meet a few more of our local members.

The main event for this quarter was our area AGM which was again very well attended, as usual many thanks to our hosts the Queenborough yacht club who provided suitable liquid refreshment and a lovely meal. With 70 or so members, a turnout of 20 people coming to the meeting is a high percentage, great to see you all there and hope to see you all (and more!) for our events in the summer.

Dates for the diary:

12th June 2004
MNK Area Race, Queensborough

28th-30th Aug 2004
MNK Rally. Venue to be confirmed, See Kent Gaffing

Sept/Oct (date to be confirmed)
End of season rally in the Swale

Sara Harding
Area Secretary

SCOTLAND

Again there has been no activity since my last report but I can now advise on the events that we could take part in this year.

West Coast Events

Clyde Corinthian Yacht Club Classic Boat Regatta is on 12th June at Rhue. Any O.G.A. members wishing to take part should contact the sec. Laurence Jacobsen on 0141 638 2985 or Commodore Michael Low on 01436 820671.

Tarbert Loch Fyne Yacht Club Traditional Boat Rally is on 3rd and 4th July. To take part contact Douglas C. Barker on 01880 820 549 or e.mail on dr_douglas_c_barker@hotmail.com.

Royal Northern & Clyde Yacht Club McGruer Classic Regatta is on 28th July at Rhu and the West Highland Week from 30th July to 6th August has a classic boat class, contact number is 01631 563309 or www.whyw.co.uk.

East Coast Events

Eyemouth Sea Salt and Sails, from 12th to 16th August is a new event held by Eyemouth, info at www.eyemouthmaritimefestival.org. On the following weekend - 21st and 22nd August - there is the Anstruther Muster a two day get together of 70 plus boats last year with a number of races to and from Anstruther on the two days. Contact www.anstruthersailingclub.org.uk.

My intention is to attend both these events in the 'Lady Sophie' and the possibility of a O.G.A. cruise round some of the Forth harbours, i.e. Dunbar, North Berwick, Inchcolm Island, Elie between these events arises. Would any members interested in taking part please contact me and we can take it from there.

Again would any Scottish O.G.A. members with e.mail addresses please advise me on norman@censtat.freemove.co.uk.

Norman Mikkelsen,
Area Secretary

Dear Mr Lyons (letter sent to the Membership Secretary and passed to the editor)

I regret that I have to resign membership of the Association. I have enjoyed my years with the Association but my circumstances have altered.

As an ex smack owner I have been increasingly angered by the argument about speed. I have always held the view that smacks were designed to fish economically and adding go faster bendy rigging etc was simply not relevant. If speed merchants want to go fast they should sail boats designed to achieve that. I joined the Old Gaffers to keep the skills of maintaining and sailing traditional boats.

I also find the Log now simply a social record and I do not now learn anything about gaff rig.

I wish the Association good luck and sailing in the future.

N S Halsby

Editors note: I replied to Mr Halsby asking him to reconsider his resignation for at least this year to see whether or not the Log improves for him. I have not heard whether he has agreed, or not, but I do hope so, as I believe his views on speed agree with the majority of our members who also wish to keep the skills of maintaining and sailing traditional boats.

Dear Mr Slade

Re: 'Galatea'

I expect that OGA member Ed Allen has contacted you by now to tell you that he has bought 'Galatea' from me. I am pleased to say that she had a very good survey. He will be taking her up to Wrabness on the river Stour. This is all through your OGA website, and I am writing to express my thanks to you, and appreciation for the help you gave me in this matter. Computers', I'm afraid, are a foreign land to me.

I am happy that my old boat is going to a good home, and that her new owner is 'the right sort'. You know what I mean. Again my thanks to you for your help.

Richard Blomfield

Editors note: Although Richard is not an OGA member he contacted us to ask whether he could place a private ad for the sale of his 'Galatea'. As usual in these cases, if space is available, we make a small charge as a non member and in this case it seems that not only were we successful but that we have brought 'Galatea' in to the fold. What about an article from you Ed?

Dear Sir

I thought this might amuse some of your readers, more so as it looks as though Tom might be our new Area President! I should add that before offering it to you I rang Tom and asked if he had any objections, he was quite happy with it.

Way back in the mists of time, well the late 70's to be more exact, I owned a little Parhams built wooden folk boat called 'El Quiote' which I kept on a swinging mooring on the Beaulieu river. My regular crew in those days was a young lady named Daphne who had completed her Yachtmasters' theory and had booked a week at the National Sailing Centre (as was) up the Medina river at Cowes, to take her Yachtmasters' practical.

It came to pass that in those days Mr Cunliffe was the Yachtmaster examiner there. Daphne had a week with Tom sailing on a Contessa 32. At the end of the week she managed to cajole Tom into coming up to Surrey to give a slide illustrated talk at the Pirates Cruising Club. This was about his adventures sailing his old wooden boat 'Sari' across the Atlantic to South America with his wife Ros.

Some little while after that we invited Tom and Ros to dinner on 'El Quiote'. We spent the night moored between piles (no pontoons in those days) up at the Folly. I seem to remember having some difficulty folding Tom up small enough to lever him in to our tiny cabin (only four feet head room).

In those days we were out sailing most weekends, and would often see Tom sailing out from the Medina and get a wave from him. However on one Saturday morning as we were sailing west across the Medina entrance, Tom was beating out of the river hard on the wind with a brand new crew under instruction for their competent crew. He saw us ahead, gave a cheery wave, and aimed to pass close under our stern, completely oblivious to the Avon dinghy that I was towing and was hidden under his genoa. I will never forget the horrified look on the faces of his crew as my dinghy disappeared under the bow and popped up under his nose by the cockpit.

Never mind Tom I don't hold it against you, and I did think it was a good story worth telling. I still buy your books and did enjoy your latest 'Good Vibrations'.

John Travis – Old gaffer 'Maude' Tamarisk 29

Dear Editor

Today marks the start of a new era in the Solent Gaffers and we are honoured to welcome Tom Cunliffe as our new President. However, before we all forget, I would like to say a few words about George Beckett, our retiring President.

I can't remember when I first met George; he seems always to have been there, a bit like death and income tax. I certainly remember meeting him when we first arrived at the Elephant boatyard in 1987, where George's Young Alert had been part of the scene for some years. As a hard-working nurseryman (and rock legend!), George always spends his

LONA II - THE HARDEST DECISION BY RICHARD MEYNELL

Few decisions have ever been harder for Richard Meynell than that to sell his beloved Lona II. Arguably the finest design from the renowned J. Pain Clark, Lona II has been a central part of the Meynell family since 1991. Richard's three children (including his son Ben who now sails racing super yachts round the world) have learnt to sail in her and his grandson first took to the water in her aged only nine days old!

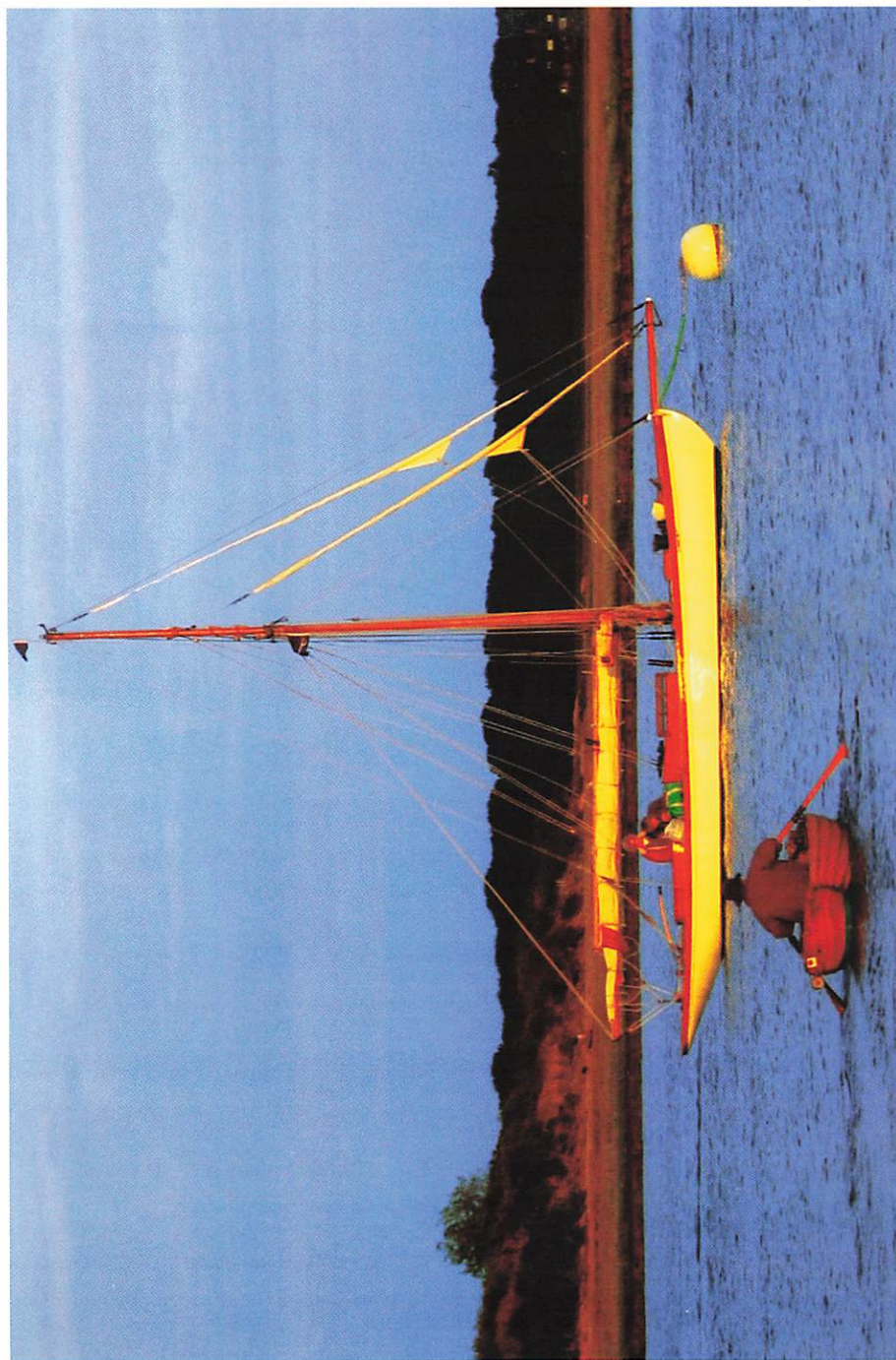
Built by Pain Clark's favourite yard, William King & Sons in Burnham-on-Crouch in 1905, Lona II has had an illustrious history not only winning prizes and turning heads on the east and south coasts for a century, but also being skippered by some notable owners. After Clark himself, Lt Michael Barne, Captain Scott's second lieutenant on his first Antarctic voyage, raced her with great success on the east coast before handing her on to Capt. Hugh Tetley (of tea fame) and then Lt Col Peter Hartley (of jam fame). During the Meynell years, Lona II has inspired many to take to a life on the water including a young family friend who, having had his first sail on Lona, later became a foredeck crew member on GBR Challenge in New Zealand.

With around 950 square feet of canvas in full sail, 32 feet deck length, 7'4" beam and a mere 2'0" freeboard, Lona II not only cuts through the water at a handsome pace (8 knots has been known just before a rapid reefing in!), but also has to be one of the most elegant old gaffers in use. Since her major refit during the 1980s she has since had tender loving care heaped on her by Richard's regular maintenance - she is moored a mere five minutes walk from his house in Birdham. Richard has viewed his role as custodian rather than owner and thus, over the last decade, many features of Lona's rig and fittings have been returned to their original specification. First to go were the stanchions which had been added in the eighties. Then the return to her original rig had to be sorted as a result of the Bermudian infliction on her in the sixties! Getting this right took a little while to perfect, but now the rig, using many of the original blocks, works a dream even for solo sailing (albeit quite a handful!) as Clark originally intended.

Although restoration to her original glory has been Richard's goal, he has not been averse to fitting some useful improvements. Depth sounder/log and electronic compass all hide discretely behind flaps in the cockpit. Most recently a 23hp three-cylinder Nanni diesel was snugly fitted into the bilge to provide plenty of auxiliary power when manoeuvring in restricted harbours. An auxiliary may not have been in Clark's original specification but the first engine was fitted in 1910 so it is hardly revolutionary.

The question now is who next? After thirteen years with the Meynell family, and with her centenary in 2005, Lona II is looking for a new custodian. The pleasure she has given Richard and family, not to mention the hundreds of friends and visitors who have been aboard or the thousands who have seen her at classic boat events, has been extraordinary. Now, with two grandchildren to take out on the water and more on the way in the not too distant future, Lona II is simply too small to cope. She could not be in better condition at the end of her first century. Who will it be who takes her into the second...

If you are interested in finding out more, please see page 40.



Back for the Booze - Lona II at Sunset - Chichester Harbour OGA gathering 2003

Mondays on Young Alert and, fair weather or foul, heads down the Hamble for a sail. He is fiercely proud of Young Alert, and they've been together so long it seems unlikely they'll ever be parted.

Some of the best cruising Pat and I have ever had was in company with Young Alert and two or three other Solent boats. We have had some memorable cruises and, always the life and soul of the party, George entertained us throughout with his jokes and songs and general joie de vivre.

The Solent Old Gaffers have benefited enormously from George's tenure. He started as Treasurer in the mid 80's and became famous for following the approval of the accounts at the AGM with a relieved "We got away with it again!" In his later position as President, which he held for nine years, he has been an incisive decision maker, a brisk but tactful chairman and a skilled motivator and negotiator – particularly with sponsors. George also brought fun to all our proceedings. I recall with great fondness when the then Association President and Secretary, whom we had invited to join us at our AGM, were flabbergasted to find out that our meeting was completed in less than 20 minutes in an atmosphere of poorly suppressed jollity.

George has a particular skill with prize-giving. With his commanding presence and stentorian voice, George ensures they never drag on. Keeping the crowd amused, each prize winner is promptly and properly recognised and congratulated - particularly the winner of the tits prize!

It is often said by retiring politicians that they want to spend more time with their families. In George's case, he wants to spend more time with his rock group – the aptly-named Blunt Instruments. He will also have more time to indulge in his other passion – restoring old cars. George must be responsible for putting more tons of dodgy motors back on the roads of Hampshire than Arthur Daly did in London.

At the Association AGM in London last month, George's work for the OGA was recognised, and quite rightly so, with his elevation to the rank of Honorary Life Member. With your permission and on behalf of us all, I will mark the Solent Old Gaffers' appreciation with a small presentation to George, a mark of our gratitude for his hard work over the years. George Beckett – dibber extraordinaire, lusty songsmith, fine sailorman and exemplary Gaffer, thanks a million from all of us!

Dick Dawson



Tom Cunliffe, new President of the Solent Area, presenting George Beckett with a splendid chiming ship's clock as a thank you from the Solent Area for all his hard work over the years

OGA and Other Traditional Boat Events 2004.

- 4/6 June** Yarmouth (IOW) Old Gaffers Festival. Contact Dick and Pat Dawson telephone 01342 810303.
- 10/12 June** Salcombe Festival. Contact Dave Keller for details. Telephone 01548 856669.
- 10/14 June** Beale Park boat show with OGA stand. If you are attending call in for a chat.
- 12/13 June** Barrow in Furness Festival of the Sea – The Power and the Glory. Commences evening 11 June with fireworks. Visiting boats especially welcome. Contact Nick Mill telephone 01229 474737.
- 12 June** MNK Annual Race Queenborough. Contact Sara Harding telephone 0101795 535279 for details.
- 12 June** Clyde Corinthian Yacht Club Classic Boat Regatta. Contact Laurence Jacobsen telephone 0141 638 2985 for details.
- 18/20 June** Small Boat Rally Ullswater to be held at the Glenridding Sailing Centre. Mike and Marlene Stevens telephone 01792 297445.
- 19 June** Salcombe Estuary Jolly & BBQ. Devon area OGA. Contact Clive Thompson for details on telephone 01548 844441.
- 19/20 June** Solent Area 3 creeks race. Contact Geoff Skinner telephone 02380 403155.
- 19/21 June** BRIGAFF (Brightlingsea) including the East Coast Old Gaffers Race. Contact Jon Wainwright telephone 01206 393537/396066.
- 16/21 June** Howth Traditional Sail, Howth, Ireland and Bloomsday event. Contact Mick Benthall telephone 353 1 8476279.
- 21 June** Medway and North Kent annual race at Queenborough. Contact Sara Harding telephone 01795 535279.
- 22/29 June** East Coast Classics. Contact Jon Wainwright telephone 01206 393537/396066 for full details.
- 23/27 June** Penzance Golowan Festival and Mazey Day Celebrations. Contact Roger Lowry telephone 01736 332211.
- 25/27 June** Bangor (NI) Traditional Sail. Contact Peter Lyons telephone 028 9145 3099.
- 26/27 June** Solent Area Marchwood Rally. Contact Geoff Skinner telephone 02380 403155.
- 26/27 June** Escalade a Calais en route for Brest 2004. Calais festival of the Sea. Contact Marcel Charpentier telephone 00 33 3 21 82 5865 or email mcharpentier.frcpm@wanadoo.fr
- 28 June** ECOGA Two Rivers Race and end of East Coast Classics. Contact Jon Wainwright telephone 01206 383537/396066.
- 30 June/4 July** The Southwold Festival of the Sea. ECOGA. Contact Jon Wainwright telephone 01206 393537/396066.
- 3 July** Devon Area Annual Start Bay Race. Contact Dave Keller telephone 01548 856669 for details.
- 3/4 July** Tarbert Loch Fyne Yacht Club traditional boat rally. Contact Douglas Barker telephone 01880 820549 for details.
- 3 / 4 July** Solent Area Hamble Rally. Contact Dick and Pat Dawson telephone 01342 810303. Email dick.dawson@virgin.net
- 7 July** WWMHS Cornish Shrimper Rally Pembroke. Contact David James telephone 01646 683764 for details.
- 7/8 July** Lampaul – Plouarzel – Porscuff, Brittany festival of the sea especially of interest to those en route for Brest 2004. Brittany Contact Office Municipal du Tourisme telephone 00 33 2 98 87 0474 or email omt.lampaul-plouarzel@wanadoo.fr

- 10/17 July** Atlantic Challenge Week in Fishguard. WWMHS event. Contact David James telephone 01646 683764 for details.
- 10/26 July** Brest and Douarnenez 2004. See page 16 for details.
- 17/18 July** Swallows and Amazons Walton ECOGA. Contact Jon Wainwright telephone 01206 393537/396066.
- 28 July** Royal Northern & Clyde Yacht Club McGruer Classic Regatta at Rhu. Telephone 01631 563309 for details.
- 30 July/2 August** Conwy Nobbies Gaffers and Classics Races. Contact Sue Farrer telephone 01270 874174.
- 30 July/4 August** Plymouth Classics. Contact Chris Daykin telephone 01822 854680 for details.
- 30 July/6 August** West Highland Week. Telephone 01631 563309 for details.
- 5/6 August** Fowey Classics. Contact Marcus Lewis telephone 01726 832089 for details.
- 6/8 August** OGA Trailer section meet at Clywedog reservoir. Contact Ken Sykes on telephone 01686 622386.
- 7 August** Falmouth Classics. Telephone 01326 211555 for details.
- 8 August** Cornwall OGA area race. Contact Mike Collins telephone 01872 863096 for details.
- 12/16 August** Eyemouth Sea Salt and Sails. Contact Norman Mikkelsen for details telephone 01506 826639.
- 14 August** Pembroke River Rally. WWMHS event. Contact David James telephone 01646 683764 for details.
- 21/22 August** Anstruther Muster. Contact Norman Mikkelsen telephone 01506 826639 for details.
- 21/22 August** Solent Area Chichester Harbour Small Boat Rally. Contact David and Jenny Still telephone 01243 574 220 or Vanessa Bird telephone 01243 378 439 or email vanessa@vanessabird.co.uk
- 25/29 August** Dartmouth Royal Regatta. Contact RDYC (whose support greatly assists Devon Area OGA) telephone 01803 752496 for details or Dave Keller telephone 01548 856669.
- 27/29 August** Ardglass Traditional Sail (NI OGA). Contact Peter Lyons telephone 028 9145 3099.
- 27 August** Start of the ECOGA August cruise. Contact Jon Wainwright telephone 01206 393537/396066 for details.
- 28-30 August** MNK Annual Rally. Details to be confirmed. Contact Sara Harding telephone 01795 535279
- 3/6 September** Conwy and North Wales Small boat gathering Derwentwater. Contact Sue Farrer telephone 01270 874174.
- 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.
- 29 October** OGA Western Australia 'Rottenest' Weekend. Contact Pauline Dilley for details.