

Gaffers Log

March 2004

Lillian Rose

competing in the Solent Area 2003 annual race.



THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION

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Madrigal



Three Brothers



Morwenna, Three Brothers



Three Brothers



Maid Marion



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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
DEV - Devon	NI - Northern Ireland	

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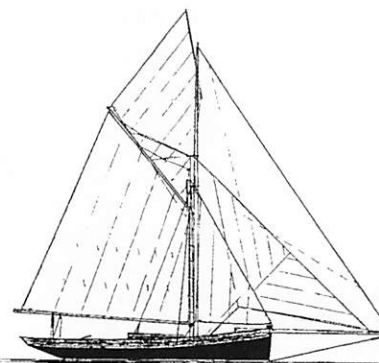
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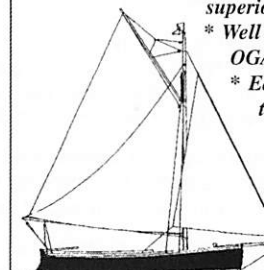
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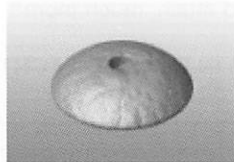


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Perhaps not quite the new kid on the block as Editor anymore, this being my fourth issue of the Gaffers Log, but I still struggle a little with what to write in my Editorial, especially as I prefer to be informative but not too serious in my approach. However on several occasions lately my attention has been drawn to the preservation of our older craft, on how it can be achieved and who is going to pay for it. There are some ongoing developments which, given time, may prove to be useful but in the meantime old boats get older, repairs more difficult and more costly. Take for example the Kathleen & May featured on the front cover, and also on page 30 of Bunkside Bookshelf. A hugely expensive project, but part of our history nonetheless, which needs help, if it is to be preserved here in the UK. After all if our American cousins are willing to buy the old London Bridge (or did they think it was Tower Bridge they were buying) then why not the Kathleen & May. So why not buy a copy of the video? It all helps.

My other thought came about as a result of a letter I received from Charles Greenslade in Alderney, CI, (see letters page), who, seeing his 'Hirondelle II' approach her 100th birthday would like to think that there is an organisation somewhere willing to take her on to an even greater age. It's not an unreasonable thought is it? Any ideas?

Sorry to be serious – will try harder next time.

I hope to start meeting more of you this year at various OGA events. I'm a real ale or red wine man if there's any going, as there usually is if you come aboard 'Wendy May'. You are all most welcome.

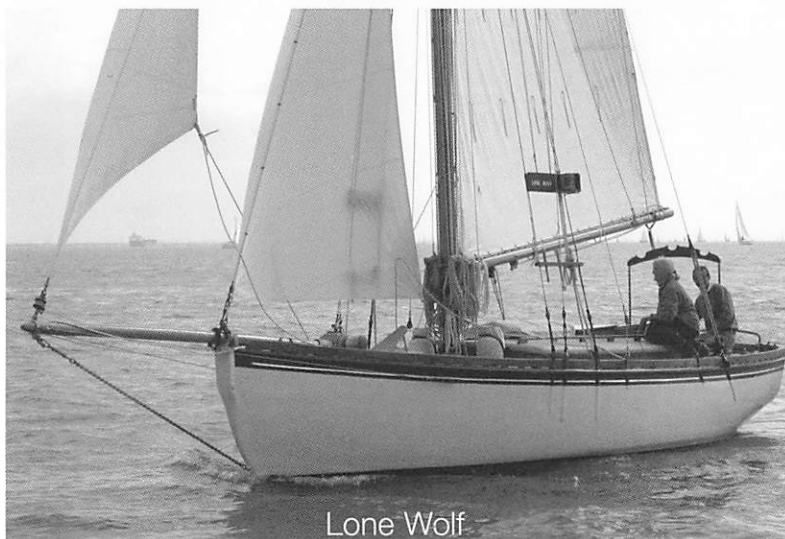
Phil Slade
 Editor

Copy date for the next issue 1st May 2004



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CWL Mr G Morris, Chyreen, New Road, St Hilary, Penzance Cornwall, TR20 9EA, 4342ELGRIS
 Mr R Stephens, 4 Trevellan Road, Mylor Bridge, Falmouth, Cornwall, TR11 5NE, 4356SERAPH
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EC Mr S Harrison, 31 Sidwell Avenue, Benfleet, Essex, SS7 1LF, 4347, TANGLE
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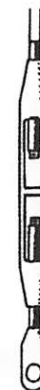
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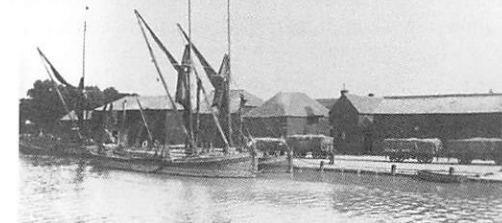
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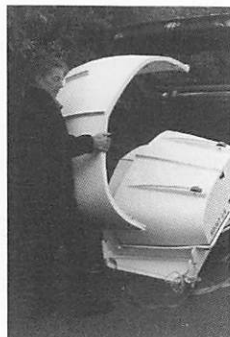
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PRESIDENT'S REPORT FOR 2003

Let me start by saying this 40th Anniversary year has been quite a good year.

I would like to continue with a number of very sincere thank you's. I have not put these into any order so, in my mind, their support gets equal rating. Non-sailing work, which goes on all year round, is very under estimated. Thank you David Godsal, Adrian Sharpe and Nick Miller. Without the continuing efforts of these three we, as an Association, would not be as sound as we are today. I would also like to couple my thanks to our co-opted Secretary, Denis - your efforts are much appreciated.

The end of January saw a reconnaissance trip to Ullswater, Cumbria, when snow, ice and incredible luck got the 40th Anniversary event planned in outline - more on the team in a minute.

In February, Brenda and I were invited to the Solent Area AGM and Dinner at Warsash and in early March we went to the East Coast Annual Dinner at the Royal Burnham Yacht Club.

Mid-March saw the first of three F&GP meetings this year - the F&GP seems to be working well, covering the back up business required by our type of Association.

In early April we attended the MNK Area AGM at Queenborough, then to Somerset to hand over the Gaffers Log to it's new Editor, Phil Slade, a brave volunteer who, I feel, is doing an excellent job - well done Phil and thank you.

We were invited to the launch of the "Pioneer" in mid-May and at the end of May, Norman Mikkelsen and Nick Miller flew the flag and made the OGA presence known at the International Festival of the Sea at Leith, in Scotland.



"George Jago Presenting an OGA burgee to Steve Clarke aboard Kathleen & May"

YOGAFF, end of May/beginning of June, was again a great success, with the OGA stand doing very good business. John Denner and I crewed for Victoria (David Cade's step-daughter) on "Storm" in the main race.

20/22 June was the weekend of the Association's 40th Anniversary Rally at Ullswater - a great location suggested by Richard Montgomery. The weather was very kind and we had three good days of sailing and racing, a beach Bar-B-Q and Supper/Prize-giving at the Village Hall, with entertainment by the Gaffers Boat Band from Northern Ireland. This event would not have been the success it was had it not been for the total support, both in January and in June, of four people - Sue and Pete Farrer, Nick Miller and Maxine (who just got commandeered to help). My sincere thanks to all four of you and to Richard. Thanks also to Malcolm Hedley, owner of Glenridding Sailing Centre, the host venue, to whom I presented the first of four 40th Anniversary President's flags.

The Dutch VKSJ President said they would like to present a Cup to the OGA to mark the 40th Anniversary. This was received on my behalf by Brian Hammett at Hellevoetshuis.

Mid-August saw Brenda and I invited to the Conwy & North Wales Area AGM and Race and a special 40th Gaffers Race. This was a weekend of racing, torchlight processions, topsail schooners and mermaids. We made a slight diversion on the way home to informally present the second 40th flag to Mike Richardson, our last remaining founder member. This was formally presented at the Solent Area Race.

End of August, at the East Coast Ruby Rally in Maldon, I presented the third Presidential flag to Janet Frost, Commodore of Maldon Little Ship Club, where 40 years ago the Association was officially inaugurated in September 1963.

In mid-September it was down to the North Devon Yacht Club where we were invited to a very special event, Alan Hidden's 40th Anniversary Bristol Channel Rally and Race, that Area's first event for many years. We also had a conducted tour of the three masted topsail schooner "Kathleen & May", our latest and largest OGA vessel, where an OGA burgee was presented to owner Steve Clarke.

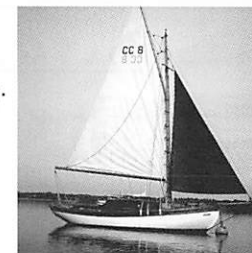
November saw us again in Devon, this time at the Devon Area AGM and Supper organised by Dave Keller at the Royal Dart Yacht Club. This turned into an international event with the surprise visit of our Gaffer friends from France and urgent plans for a Channel programme leading to Brest 2004.

Let me end this report by saying a 40th Anniversary should be a celebration and I think it was just that. But I am also conscious that I have not mentioned a lot of people who have, in various ways, put a lot into events in their Area. To all these people I say that, although I may not have been to your event this year, I know what goes into organising Area events and I say most sincerely, on behalf of the Association, thank you very much in making it a 40th year worth remembering.

George Jago
President

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OLD GAFFERS ASSOCIATION

Minutes of the Annual General Meeting
Held at the CA Headquarters on 17 January 2004

Present: The President and fifty-one officers, members and associates of the Association.

The meeting opened at 18.00. The President introduced Joachim van Houweninge, who is setting up the Netherlands Area of the OGA. Phil Slade introduced Jean Le Faucheur, Secretary of the Old Gaffers Association, Fédération des Vieux Gréements de France, and Gerard Bourdet and Marcel Charpentier from that organisation.

The President told the meeting that four commemorative 40th Anniversary flags had been made, of which three had already been presented. He then announced that the fourth was to be presented to the Cruising Association in recognition of the close association that had existed for some time between the OGA and the CA. The flag was received, with thanks, by John Chaplin, President of the Cruising Association.

1. Apologies for absence

Apologies for absence were received from George Beckett, Tom Cunliffe, Dave Keller, Mark Miller, John Shepperd, and Alec and Jean Williamson.

2. Approval of the minutes of the last meeting held on 11 January 2003

The motion to approve the minutes of the last meeting was proposed by Pat Dawson and seconded by Adrian Sharpe. It was carried by vote of the meeting.

3. Matters arising from the minutes

There were no matters arising from the minutes.

4. President's address

George Jago gave his address, a copy of which appears on page 5.

5. Hon. Treasurer's report and presentation of accounts

David Godsall reported that income from subscriptions had been better than might be expected by this time of the year but it was still desirable that more members change to paying subscriptions by direct debit.

The motion to adopt the accounts for the year ended 30 September 2003 was proposed by Alan Hidden, seconded by Mick Hunt and carried unanimously by a vote of the meeting.

6. Announcement of awards – the David Cade Memorial Trophy and the Cape Horn Trophy

George Jago announced that no award of the David Cade Memorial Trophy was to be made in 2004.

Adjudicators for the award of the Cape Horn Trophy for Seamanship were Tom Cunliffe and Richard Woodman. Before making the presentation of the award Richard Woodman called for more nominations of members who qualified to be considered for the award next year. He then presented the trophy to Scott Metcalfe, of Conwy & North Wales Area, in recognition of his considerable sailing achievements and accomplishments.

7. Election of officers

- (i) Dick Dawson took the chair for the election of an Association President. He spoke of a likely impending gap in continuity within the management of the OGA as a number of senior officers were due to step down shortly from their posts and appealed for more people to come forward and offer themselves for election.

President of the Association

Alan Hidden proposed George Jago for Association President for the coming year and the nomination was seconded by Brian Hammett. The motion was carried unanimously.

George Jago then resumed the chair and turned to the post of Association Treasurer.

Treasurer & Boat Registrar

David Godsall explained to the meeting how he was to step down from the post of OGA Treasurer a year hence.

Dick Dawson proposed David Godsall for Hon. Treasurer and Nick Miller for the post of Boat Registrar and these nominations were seconded by Phil Slade. The motion was carried unanimously.

Membership Secretary

Mick Benthall proposed Peter Lyons for the post of Membership Secretary and this was seconded by Sue Farrer. The motion was carried unanimously.

(ii) Hon. Secretary

Peter Lyons proposed Robert Holden for the post of Hon. Secretary and this was seconded by Mike Stevens. The motion was carried unanimously.

8. Formation of an all-Area Trailer-Sailer Class

George Jago reported that Mike Stevens, Vanessa Bird and Tessa Hodgkinson were working towards the establishment of an all-Area Trailer-Sailer Class.

A motion to approve the setting up of the new OGA Section was proposed by Peter Farrer and seconded by Peter Elliston. The motion was carried unanimously.

Mike Stevens explained that any member, from any OGA Area, would be eligible to take part in events initiated or resourced by the new Section. There would be no question of having to 'join' the Section and participation in Trailer-Sailer events would not debar any member from affiliation to either of the maximum of two OGA Areas to which he or she was entitled to membership.

Nick Miller appealed for members to broadcast the news of the Trailer-Sailer Class through out the Areas and to notify the Membership Secretary and himself, the Boat Registrar, of any member expressing interest.

9. Any other business

OGA insurance

Graham Wadeson raised the topic of OGA insurance and asked whether current coverage

Deben 4 tonner Gaff Sloop 'Abigail' (OGA 1512)

LOA 27ft LOD 22ft Beam 7ft Draught 3ft.3ins

Built Whisstocks 1952. Pitch pine and mahogany on oak.

3 berths, full width cabin. Extensive inventory. Very good survey 2000. Recent furling headsail.

Nanni 12hp diesel rebuilt '98 very few hours running since then.

Ashore Princed. £5,000.00 ovno.

Contact Roger Hayles telephone 01243 574098.



Gaff Cutter 'Hannah of Rock'

Cornish Crabber mark 1. LOA 24ft plus 5ft bowsprit.

Beam 8ft. Draught 5ft. (2ft.6ins with plate up) Built mid 1970's in

marine ply by Westerly Boats. 4 berths, full suit of sails including

furling headsails. Full electrics plus GPS. Volvo 9hp diesel.

Regularly sailed for last 12 years. Lying ashore Wareham, Dorset.

Some repairs needed. Price £3,500.00 ono.

Contact Tony Wainwright telephone 01929 555288



'Quintet'

Bermudian Centre board Cutter Quintet 'Quintet'

Length 33ft 4ins - beam 9ft 6ins - draught 4ft 3ins / 6ft 3ins

Designed Reg Freeman, built 1954. Mahogany on oak. Sail area

600 sq ft

Perkins 4.107 diesel. 8ft plywood sailing dinghy tender. In present

ownership for 23 years. Well equipped and in commission

Littlehampton West Sussex

Price £21,500 Contact Hugh Evans telephone 01903 722809



'Audacity'

Cold moulded centre plate bermudian sloop

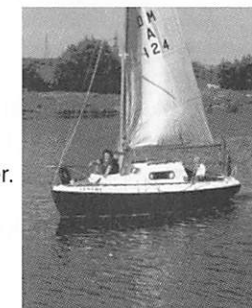
Length 21ft 5ins - beam 7ft 6ins - draught 1ft 10ins / 5ft 10ins

Excellent condition GPS/Fishfinder, VHF, Navtex, solar panel

Rutland 500, autohelm, anchorman etc on own trailer. Could deliver.

Price £3,400 ono

Contact Fred Winstanley telephone 01254 672752



DEVON

All has been quiet from us in the Log because the new Secretary (well he was only acting, unpaid at the time!) missed the December editorial deadline, sorry! (The Editor, Phil Slade, can be very masterful you know!). Individual Devon Gaffers have been burdened with local Newsletters (copied to Area Secs, from Lands End to the Wash) so we have hardly been running a secret society however I will try harder from now on.

End of Season Rally, September, 03

This turned out to be a very pleasant little "jolly on the Dart", attended by half a dozen boats, including two open ones. Having assembled at the Royal Dart YC a trip around the Range beyond the castle was the order of the day in light airs. The return up the river was of necessity by engine, those with, offering assistance to, those without. But not in my case. This is when the stainless steel weld failed on the exhaust manifold. So I was towed to lunch at the Res Nova (our floating inn) and subsequently to my mooring. A pleasant relaxing time was had by all and a fitting end to the season. (Note. Replacement manifold Price £217.00...but the blacksmith did a great job for £20.00. Phew!).

Laying Up Supper and AGM

Following the brief AGM, (which confirmed Mike Lucas as Area President, Dave Keller as Secretary and Treasurer and Peter Burr as Trophy Officer (that'll learn 'm to nip out of the room!)) some forty three members and friends sat down to a good square meal at the Royal Dart YC. We were honoured by the presence of our National President accompanied by his wife and two delegates from the French OGA. One of our members Mike Forwood, acted as our guest speaker, giving us an insight into the trials and tribulations of the building of the "Jeanie Johnston" (September Log, Page 27). This was followed by a splendid raffle which put the colour back into the Treasurer's little cheeks, as it was the first profitable income the Area had achieved! The generosity of the prize givers was and is, much appreciated, thank you.

Much Ado about ???

The aforementioned French OGA representatives had "a plan which they would only say once". This was for a joint assault on Brest, from both sides of the Channel, in 2004. Since then, candles have been burned at both ends and cyberspace has throbbed with e-mails. The result of this frenetic activity you will no doubt see elsewhere in this issue. I have come to the conclusion it will be more important to get our members out in their boats to our Devon Gaffer Events!

2005 Could be Different?

The 200th anniversary of Trafalgar, don't y' know? A 150 warship review (two may be ours!) in the Solent, preceded by Brixham and Yarmouth Festivals then followed by Portsmouth International Festival of the Sea. Could be fun, reserve a month now!

2004 Dummy Run?

As a trial for 2005 sign up for this year's Brixham Heritage Weekend 29/30 May and carry on up to the Yarmouth Old Gaffers Festival 4-6 June. Berthing free at both but don't hang about, they are great events.

Annual Start Bay Race.

It is proposed to hold this on Saturday 3rd July but all this will be firmed up in a newsletter fairly soon (I hope?).

Dust off those charts and look forward to summer!

Dave Keller
Area Secretary

E-mail

was sufficient to meet all likely risks. Two members of the Association who are engaged professionally in insurance spoke on the matter and gave their opinion that OGA insurance provision was adequate at present.

Proposed amendment to Rule 5: Expulsion

East Coast Area Committee presented a proposal to modify Rule 5: Expulsion. Brian Hammett read out the proposal and explained the background. Further to this, Tim Dodwell, who had initiated the proposed change, spoke of his reasons for requesting the modification to Rule 5, and also asked for the period of notice required before a change to the Rules of the OGA can be made to be extended.

George Jago suggested that there was a limit of practicality involved in considering the amendments proposed but opened up the matter for debate. Pat Dawson thought that the F. & G.P. Committee should consider the two proposals for rule changes that had been put forward. In the meantime, if such necessity arose in the coming year the spirit of what had been proposed should be followed. Nick Miller saw the requirement for a procedure to change Rules quickly if need arose and suggested that questions of possible expulsion should be considered in camera.

George Jago asked Tim Dodwell to submit his proposals to the F. & G.P. Committee which would give them consideration. It was not likely, though, that any changes thought necessary could be ratified before the next Annual General Meeting.

Proposed joint sailings with French OGA

Jean Le Faucheur, Secretary of the Old Gaffers Association, Fédération des Vieux Gréements de France, addressed the meeting, giving a brief outline of events at which the French OGA had taken part and describing events due to take place this year. He spoke of the 2004 cruise-in-company – the "Entente Channel". Further details, and arrangements for taking part in this event, were given to the meeting by Martin Pound, who spoke next.

Outgoing OGA Secretary

Peter Lyons proposed a vote of thanks to the outgoing co-opted Secretary to the OGA. This was seconded by the President and the motion carried unanimously.

Sea Britain 2005

Richard Woodman spoke briefly on the topic of 'Sea Britain 2005'. This was to be a celebration of Britain's relationship with the sea in a general sense, he said, and was not centred on the victory at Trafalgar, of which 2005 is the double-centenary, or on Nelson, as some people appeared to think.

Nomination for OGA Life Membership

Dick Dawson rose to propose that George Beckett be elected to Honorary Life Membership of the OGA in recognition of his great contribution to the Association's Solent Area. The proposal was seconded by Jon Wainwright and carried unanimously by a vote of the meeting.

Department of Culture, Media & Sport

In his closing remarks, George Jago informed the meeting of a recent initiative by the Department of Culture, Media & Sport which indicated a possibility of help being given to the owners of some smaller craft.

The meeting closed at 19.55.

INCOME & EXPENDITURE ACCOUNT for the year ended 30th September 2003

	2003	2002
INCOME	£	£
Subscriptions & donations	19,668	20,073
Insurance commission	279	414
Bank interest (nett)	561	774
Regalia surplus (loss)	(31)	332
Advertising income	2,132	2,151
Net surplus - Ullswater Event	156	
	22,764	23,744
EXPENDITURE		
Gaffers Logs (Newsletters) inc. postage	9,875	10,971
Membership List inc. postage	842	2,341
Travel & subsistence	2,256	2,838
Stationery, post & telephone	1,921	1,951
Area funding	1,037	431
Printing	-	321
Donation - RNLI	250	250
Donation - in memory of David Cade	1,000	35
Photographic competition prize	250	250
Hire of rooms	181	201
Insurance	53	53
Liability insurance	275	195
Subscription - RYA	67	66
Subscription - Heritage Afloat	60	60
Bank charges	224	-
Exhibition costs	120	100
Advertising costs	635	-
Secretarial & computer support	3,000	2,523
Internet Web site operating costs	167	270
Legal Expenses	-	2,603
	22,212	25,457
Excess(Deficit) of Income over Expenditure	552	(1,713)
	22,764	23,744

BALANCE SHEET as at 30th September 2003

	2003	2002
	£	£
CURRENT ASSETS		
Bank Deposit Account - Barclays	39,923	38,862
Bank Current Accounts	2,296	858
Cheques & cash in hand	50	50
Regalia stocks	696	1,223
Membership List stock	-	842
Debtors	49	668
	43,014	42,503
CURRENT LIABILITIES		
Creditors	250	250
Corporation Tax - on bank interest	-	41
	250	291
NETT CURRENT ASSETS	42,764	42,212
GENERAL FUND		
Balance from previous year	42,212	43,925
Surplus (Loss) for the year	552	(1,713)
	42,764	42,212

These accounts are those of the Central Committee of the Association and do not incorporate the assets and liabilities of Area Committees.- D.J. Godsall, Hon. Treasurer
I have examined the financial statements on pages 1 and 2. They are in agreement with the books and vouchers presented to me. In my opinion the financial statements give a true and fair view of the Association's affairs at 30th September 2003 and of its surplus for the year then ended.
W.R. Read, Hon. Auditor

from 12th to 22nd August when any boats could join for all or part. A course from Eyemouth to Anstruther could also visit other Firth of Forth ports, ie Dunbar, North Berwick, Elie etc. Would any members interested in either 1. or 2/3? Please contact me and we can take it from there.

NB could all Scottish Members with e.mail addresses please advise me on:
norman@censtat.freemove.co.uk

Norman Mikkelsen
Area Secretary

MEDWAY & N.KENT

First things first, apologies to our area members for the mix up with dates for the local pub meets, the dates in the Gaffers Log are the correct ones and not as printed in Kent Gaffing. We (local committee members) did go to the pub on both dates this time (oh the hardship!!) so that if people turned up they wouldn't feel abandoned.



Both evenings went well, not that many people came unfortunately, but the ones that made the effort were rewarded with some hilarious stories from fellow gaffers. These included joys of Faversham creek mud and all the daft things we seem to get up to in it, climbing the mud bank at low tide to retrieve a pair of glasses lost earlier in the day, which after a gibe was one of the tales of woe recounted to bursts of raucous laughter.

I'm sure other members have equally great stories to tell so why not come and join in the fun at the next pub meet which will be at the Kings Arms, Upnor. Sat 6th March 8pmish. See you there!

Sara Harding
Area Secretary



SOLENT

Planning for the 2004 season is well advanced, as will have been noted from the list of events in the last edition of the Log. Since then we have added several other events, building on some of last year's successful rallies. For the Early Birds, and I have to say that I shall still be fitting out at this time, John Walden will be running his Poole Rally over the May Day Bank Holiday weekend, 1-3 May. John is best contacted on 0771 363 2456 (and not the number in the Solent Area Newsletter), alternatively, he can be left a message on 01249 810 942. This event was the first rally to be run to the west of the Solent patch for a number of years and drew about a dozen boats, making for a very successful weekend. Another event not previously listed is the Marchwood Rally on 27-27 June, which coincides with the 40th anniversary celebrations of Marchwood Yacht Club. If past form is anything to go by, this will be a most enjoyable weekend, and one when we will doubtless be called upon to defend our dinghy match racing crown won in 2003. Because of the tides, this year's Gaffer race will take place late Saturday afternoon, which has the advantage of giving us a bit more time to make our passage to Marchwood.

The Chichester rally will probably be brought forward one week to 21-22 August, and this can be confirmed through either David Still (01243 574 220) or Vanessa Bird (01243 378 439) in due course. We were all encouraged last year by the number of new members and small Gaffers attending and are hoping for even better support in 2004. Members of the new Trailer Area will therefore be very welcome, as will any other dinghy size gaff or gunter rigged boats, and, of course, our usual followers.

I have to confess to one more error in my Solent Newsletter, and that is regarding Martin Pound's telephone number. Those wishing to take advice on the Anglo-French cruise in company to Brest and Douarnenez can reach Martin on 023 9260 1996.

Finally our traditional end of season rally at Yarmouth, 25-26 September, will now coincide with a Fish and Folk Festival, inspired by Chris Waddington, which has all the ingredients needed to make an excellent weekend.

Geoff Skinner
Area Secretary

SCOTLAND

In this winter period there is little to report but I would like to especially draw members' attention to the following events in 2004, particularly item three where I would like to canvas your views.

1. Tarbert Boat Rally. 5th and 6th July 2004 in which there will be a Gaff Class. I will contact all gaffers that attended last year.
2. Eyemouth Sea Salt & Sails, 12th to 16th August.
3. Anstruther Muster. 21st and 22nd August.

**Annual Subscriptions**

Annual subscriptions were due in January. If you have not paid yours this is your last Gaffers Log and your membership will lapse on the 31st March. Please forward all subs to the new Membership Secretary, Mr Peter Lyons, whose address appears on page 3.

**Welcome**

A warm welcome goes to our new Hon Sec Robert Holden and to our new Membership Sec Peter Lyons who have taken up their posts.

**Welcome 2 – New Area**

Following discussions with the F&GP committee and at the AGM another big welcome goes to Mike Stevens (CNW) the Area Secretary of our new Trailer Section, Vanessa Bird (SOL) the Publicity Officer, Tessa Hodgkinson (EC) Consultant and Marlene Stevens (CNW) who is Treasurer who are starting to get this exciting new area on the road. (Apologies for the pun Steve). Their first Area News can be found towards the end of the log together with contact telephone numbers.

**Welcome 3 – Another New Area!**

A big welcome also goes to Joachim van Houweninge who is heading up our new Dutch Area. Joachim, who very kindly came to our AGM in January, can be contacted at 2de J van Campenstraat 84 hsl, 1073 XV Amsterdam, Netherlands or email joachim@van-houweninge.nl

**Barrow in Furness Festival of the Sea – 12/13 June**

This festival needs volunteers to help man the OGA stand. Contact Nick Miller on 01229 474737 if you can lend a hand. It promises to be a great weekend and all visiting boats are welcome.

**Yarmouth Old Gaffers Festival 4-6 June**

Members from other areas are very welcome at this very popular festival. Those wishing to attend should advise Pat Dawson on 01342 810303 or email pat.dawson@virgin.net as soon as possible so that they receive all the details and registration forms in good time. All Solent members will receive details through the Solent Newsletters.

**Stationery**

Could I just mention that Area Secretaries needing OGA stationery should contact Robert Holden who is the keeper of the stationery cupboard which will teach him not to be late for meetings!

**Boat Register and Brass Plaques**

Please remember to keep Nick Miller updated with your boat's details so that we can keep this all important archive as up to date as possible. Also if you do not have your OGA brass plaque yet you can purchase one from Moray Macphail. See page 46 for how to get it.

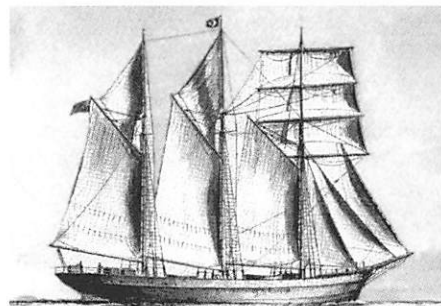
PORT PENRHYN

At the North East end of the Menai Strait, in the shadow of the majestic mountains of Snowdonia, lies the little known harbour of Port Penrhyn, Bangor. The history of Port Penrhyn really began in 1600 when the Penrhyn Estate was owned by Sir Richard Williams. The estate covered an area from the coast to Snowdonia and was mainly agricultural with two quarry sites. After his death in 1678 the estate was passed down through the family, ending up in the possession of the Warburtons of Cheshire and the Youngs from Devon.

Development suffered due to absentee landlords but this all changed when Richard Pennant (son of John Pennant, a wealthy man whose main income was from sugar plantations in Jamaica) married Warburton's daughter, Susannah. John Pennant had, for many years, been in negotiation for the purchase of Young's part of the estate. This was secured two years after his death when his son, Richard Pennant, became Lord of the Manor and took over the entire estate.

He proceeded to develop the quarry and opened the Penrhyn Quarry, which was to become a flourishing industry. With the help of his estate agent Benjamin Wyatt (brother of architect Samuel Wyatt who designed Penrhyn Castle) he improved the road up the Ogwen Valley, increasing the slate tonnage brought down from the quarry.

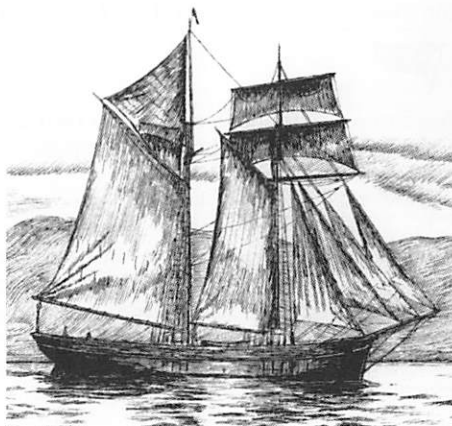
At Bangor some slate had been shipped out via Abercegin, a small inlet of the River Cegin leading into the Menai Strait. Not many vessels loaded here, the preferred port for shipping slate being Caernarfon. Seeing the potential for a place to store and ship his slate, Richard Pennant leased part of the foreshore at Abercegin in 1786 and commissioned a wharf to be built. This was known as Port Penrhyn.



Mary B Mitchell

A tramway was built to increase the efficiency of the transport of slate. In 1808 Richard Pennant died, leaving no children, and the estate passed to his sister's grandson, George Hay Dawkins, later becoming Dawkins Pennant.

In 1830 the quay was extended further and in 1855 a breakwater was constructed and a dock was formed, being known as the New Dock. Around this time industries developed at the dock, sawmills and a factory for producing



Duchess

CONWY & NORTH WALES AREA

Our Annual Dinner was held at the usual venue at Alfredos in Conwy, where 29 of us enjoyed a very pleasant Italian evening. Barry and Avé came up trumps again with their sailing quiz. This time Maxine and Sue won. However, their prize was surrendered and Sue made a few extra pounds for area funds by holding a small raffle.

Our personal congratulations are extended to Scott Metcalfe who was awarded the Seamanship Trophy at the Association's Annual General Meeting held in January at the Cruising Association at Limehouse.

Pete and I attended the London Boat Show which this year was held for the first time at Excel in London's Docklands. This seems to be a much better venue – very much bigger with more room for both walking around and also for eating. The central boulevard was sectioned for eating and kept everyone away from the boats and stands.

It was good to see an excellent attendance at both the committee meeting and the AGM. As can be seen from the report earlier in the log a number of issues were agreed and all in all the meeting was very successful.

As far as sailing is concerned for this season as yet I have not got a great deal to report. The Annual Nobby, Gaffers and Classics Race will be on Sunday, 1st August followed by a Gaffers race on the Monday. The 8th small boat gathering at Derwentwater will be over the weekend of the 3rd – 6th September 2004. Scottgate Camp Site at Braithwaite will be our base for camping and the usual games etc. As in previous years the launching and storing of boats will be at Derwentwater Marina at Portinscale. The campsite was a huge success last year hence our return this year.

Hope the coming season brings you fair winds and safe sailing.

Sue Farrer
Area Secretary

BRISTOL CHANNEL

Two early season activities must be noted. Well into the planning stage is the gaff rig event being arranged in association with the North Devon YC at Instow (near Bideford) for the weekend 15/16 May, with races on both days. After the Saturday race there will be a guided visit to the schooner "Kathleen & May", with a supper and social event in the NDYC clubhouse in the evening. The races will be suited to dinghies, day boats and trailer-sailers. Deeper craft which can take firm ground at LW will be welcome and will be given a separate race if there is demand. Please contact me for information (01237 474744).

John Hutchinson is hoping to organise a spring cruise, no doubt with a visit to a suitable watering hole, in the vicinity of Cardiff, Barry and Flat Holm. Please 'phone him if you should be interested in this (01432 237133).

Alan Hidden
Area Secretary

EAST COAST AREA UPDATE Feb 2004

The annual general meeting at Woolverstone in November was very well attended. Especially so considering the size of the area and the distances members have to travel. Several members attended by boat. The productive business meeting was followed by awards for the East Coast Points Series and the Francis B Cooke Trophy for the Log competition. Then there was the main point of the evening, the social gathering



and party. The Area President is to be congratulated on his management of the meeting, the balance between moving business on and ensuring the proceedings had good humour being just right.

With such a comprehensive programme, it is not unnatural for the East Coast to run a points series. Rules were adjusted again this year, in terms of qualifying events to enable more boats to be in the running. Maryll and Molly Cobbler tied on points, but the latter was given the First Place shield on numbers of first places. Kestrel was

third. In the Bermudans classics series, it was a close run thing with MASolitude just beating Amberjack.

The Francis B Cooke Trophy, again the subject of considerable competition was won by Katrine, with details of her Baltic experience.

Links with the Dutch have continued through the winter, made convenient by Maryll's regular patrols on the IJsselmeer. Joachim (Raggamuffin) has the Dutch OGA in formation, first event at Enkhuizen 15 May. Details on new website oldgaffers.nl. Also I attended the annual reception of the VKSJ in Huizen, where the awards for the year were made. The OGA trophy (presented by the East Coast OGA to VKSJ for their 20th Anniversary) went to Molly Vingerhoets in the Debun Cherub Sea Nymph. She has done much to promote gaff rig within the predominantly bermudan VKSJ, and has been a great ambassador for VKSJ on the East Coast and Medway North Kent Areas.

The VKSJ European Challenge Trophies, which are presented for the best aggregate points over qualifying races in UK and Netherlands, were awarded. The rules were modified in 2004 so the North Sea Classic Passage race was not a primary qualification event. Sorry guys, I could not do it for Britain a second time running, and Maryll was beaten into second place by Muschka, followed by Seemiew. However the second prize cup was still very massive and took a lot of stowing in my kit bag! Unofficial VKSJ annual report by Maud Kieft is on our website eastcoastclassics.co.uk.

The sailing season starts unofficially on March 6 with the London Frostbite Race, followed by the Annual Dinner at Burnham on March 13. A big programme was outlined in the Log last time, however those who may visit from other areas should note big new developments at Brightlingsea (June 17-21) and Southwold Old Gaffers Festival of the Sea on June 30- July 5. Whilst talking of Southwold, Adele Buckley of 10 Dunwich Road Southwold 01502 723758 has offered to be OGA rep for that part of our area, including Norfolk Broads and N Norfolk Coast.

Wish all members in all areas a season of happy sailing!

Jon Wainwright
Area Secretary



school slates. A port office was built and an iron bridge was erected across the River Cegin. By 1878 the tramway was replaced by a narrow gauge railway.

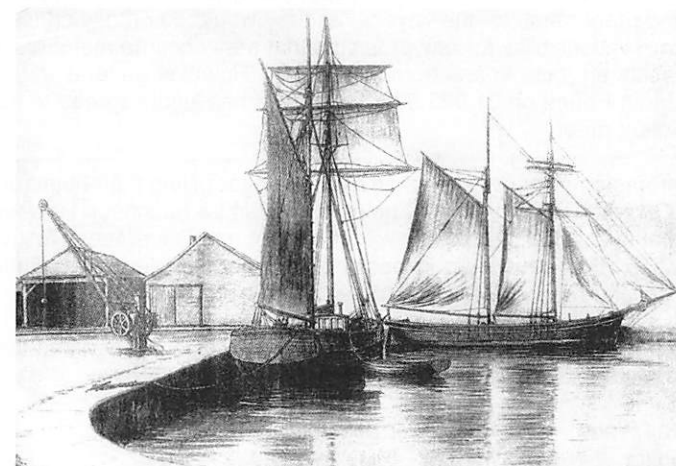
By 1792 Port Penrhyn had become the biggest slate port in the United Kingdom, shipping 12,000 tons of slate each year. Most of the slate shipments were made in locally owned sailing craft, many of which were built in Bangor especially for the slate trade. Their rigs varied; sloops, brigs, brigantines, and most commonly topsail schooners.

Towards the end of the 19th century, the then Lord Penrhyn had a number of ships built for carrying his slate, the most famous being the steel three masted topgallant schooner "Mary B Mitchell". She was built by Paul Rodgers of Carrickfergus in 1892. Because of her stunning appearance, she became known as Lord Penrhyn's yacht. Fame came to the "Mary B Mitchell", however, not through the slate trade but during the 1914-1918 war when she was requisitioned by the Admiralty and became a "Q" ship. She was armed with hidden guns and used as a submarine decoy ship. Under different disguises she engaged the enemy successfully on two occasions inflicting damage on two U-boats which may have caused their sinking. Lord Penrhyn much approved of her use for this activity as his new steamship the "Linda Blanche" which had been built in 1914 was sunk by the U-boat "U21" in 1915 and it must have seemed a good chance for revenge. Soon after World War I she was sold to Tyrells of Arklow and survived under Irish ownership until 1944 when she was wrecked in the Solway Firth whilst on passage from Dublin to Sillioth with a cargo of burnt ore. The crew were rescued by the Kirkcudbright lifeboat.

The home of the Penrhyn family, Penrhyn Castle, is now run by the National Trust. It is well worth a visit as it is a fine example of a stately home and also has a railway museum which houses some of the original narrow gauge steam engines which worked the line from the quarry to Port Penrhyn. Nowadays Port Penrhyn has a refreshing mix of commercial and leisure use. Slate is rarely shipped any more and, when it is, it is brought down from the quarry by lorries usually in powder form and shipped out as Fullersite.

The largest concern on the port today is the mussel industry. Port Penrhyn boasts the largest mussel production in the UK. The port is also used by other fishing craft and increasingly for leisure craft. There are other businesses on the dock including commercial diesel fitters, welders/blacksmiths and ourselves, Waterfront Marine. Waterfront Marine boatyard specialists in the restoration of traditional wooden boats.

By Scott Metcalfe
President
Conwy and North
Wales Area



BREST AND DOUARNENEZ 2004

As reported in the December 2003 Log, discussions have been going on with the French OGA regarding a cruise in company to the Brest and Douarnenez festivals in July. These discussions took place in meetings prior to Christmas when M.Jean Le Faucheur and M.Marcel Charpentier came over to see George and myself, followed up by the same two gentleman attending our AGM in January. Jean is the Honorary President of the Federation des Vieux Greements de France (French OGA) and Marcel is the Area Secretary for the Nord-Pas De Calais region. With them at the AGM was also M.Gerard Bourdet who is the President of the Cherbourg area.

As a result of all this talking (and beer drinking) members are invited to join a cruise in company with the French OGA, some members of the Dutch OGA, plus various other European gaffers to Brest and Douarnenez via:

The French OGA Calais Festival on the 26 - 28 June. (This is one of the French OGA's major festivals in 2004).

Le Treport	29 / 30 June	Roscoff	5 / 6 July
Le Havre	30 June / 1 July	Aber Benoit	6 / 7 July
Cherbourg	3 / 4 July	Camaret	8 / 9 July
Guernsey	4 / 5 July	Brest	9 July

Free berthing or mooring is promised at each of the ports on the itinerary, amongst other things, by our French friends. Paimpol and Pontrieux are also being discussed as possible stopovers but not confirmed at the time of going to press. The voyage from Camaret in to the festival itself at Brest will be done in company as a joint English/French OGA fleet and it is hoped that we will be moored up together on arrival with shoreside services courtesy of one the the local yacht clubs.

The idea is that English OGA members may join the cruise at any point they choose, to do the whole voyage or part of it, as it suits them.

It should be clear that it is the responsibility of individual skippers to do their own navigation and preparation for the voyage, as they would do on any cruise, as the OGA cannot accept any responsibility for any problems that may occur to members, their crews, and/or their yachts en route to and from this festival. However general advice can be obtained from Martin Pound on 01 023 92 601996 who has kindly agreed to assist with boats leaving the Solent area.

Interested skippers should advise the editor giving their home port, yacht name, LOD and LOA who will advise final numbers to Jean Le Faucheur. However individual skippers should still register directly with the Brest and Douarnenez festival organisers and not to rely on the French 'group' booking, and they should state that they are part of the joint English/French OGA fleet on their registration form.

It is also hoped that some French gaffers will be joining us at the Brixham Trawler Race and at Yogaff 2004 prior to crossing over to Calais.

Phil Slade
Editor

TRAILER SECTION

The OGA Trailer section was formally set up at the 2004 National AGM. At present, it remains a section that covers all areas under a mandate from the AGM. Mike Stevens (CNW) is the Secretary, Vanessa Bird (SOL) is the Publicity Officer, Tessa Hodgkinson (EC) is Consultant and Marlene Stevens (CNW) is Treasurer.

For some years prior to this, a number of members who own small, generally open, gaff rigged boats had attended weekend rallies at Derwentwater and on the East Coast.

The success of the 40th Anniversary Rally at Ullswater, showed that the fun enjoyed by members in the North and the East had a more widespread appeal. Consequently, rallies are being held this year on the East Coast, at Derwentwater, Ullswater, and Chichester Harbour. There will also be an event on the river at Instow. If you are interested, dates and contacts who will give full details can be found on the Events page and also the OGA web site.

As this is only a section, not an Area, any new members will join their local Area and be registered with, not members of the Trailer Section. Nor is there any intention to take over existing rallies. It is intended that the Trailer Section will start up new rallies and also act as an advice and assistance centre to Areas or individuals who wish to set up their own rallies.

At present, there is a chicken and egg situation as regards expanding our activities further. We cannot yet recruit new members as we do not have sufficient venues to offer them. Yet without enough small boat members we cannot arrange more rallies.

Also, nobody is sure exactly how many existing members have small boats or who would be interested in acquiring them.

Consequently, we have a number of requests to make.

- 1 Would all members who would be interested in small boat events please register with Mike Stevens, 01792 297445, 82 Summerland Park, Upper Killay, SWANSEA. SA2 7JA.
- 2 Any member who sails or has good knowledge of preferably inland waters or coastal waters and feels that they would be a suitable venue is especially asked to make contact.
We would like ideally to have a number of "core" rallies evenly spread about the Country, with a view to expanding these when appropriate.

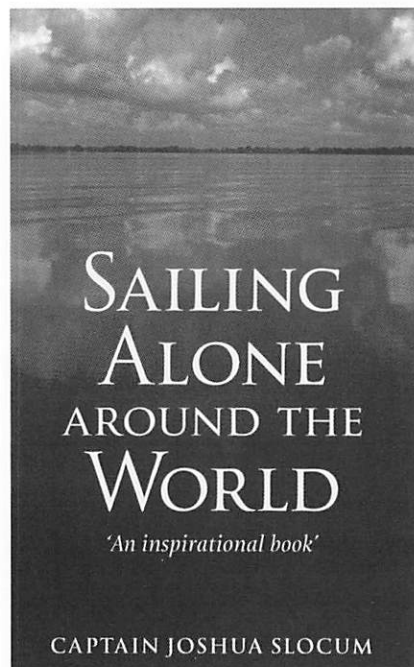
So, to those of you who have never attended a rally and are wondering what it is all about... Usually, we try to use a Marina or sailing Club as our base so that we can leave the boats safely overnight and also park the trailers. Generally, most members camp, either in tents or camper vans at a nearby campsite, although some do stay in Guest Houses.

We tend to arrive on a Friday, race on the Saturday, have a fun day on the Sunday, recovering the boats and departing on Sunday afternoon. The theme is mainly "Fun Afloat, Fun Ashore" and games, sing songs or general gossip fill the time off the water. Saturday night normally sees us gathering at a local pub for an OGA supper/prize giving.

One of the main benefits of this activity is the opportunity to sail other waters than your own, learn new skills and meet old and make new friends.

A warm welcome awaits any member or their friends who wish to attend.

Mike Stevens,
Area Secretary



Sailing Alone Around the World by Captain Joshua Slocum. Published by Adlard Coles Nautical. Price £7.99. ISBN 0 7136 6777 X

The story of Captain Joshua Slocum's epic solo voyage around the world in 1895 in the 37 foot sloop 'Spray' which must compete as one of the greatest sea adventures of all time. Slocum's account of his voyage is a classic of sailing literature.

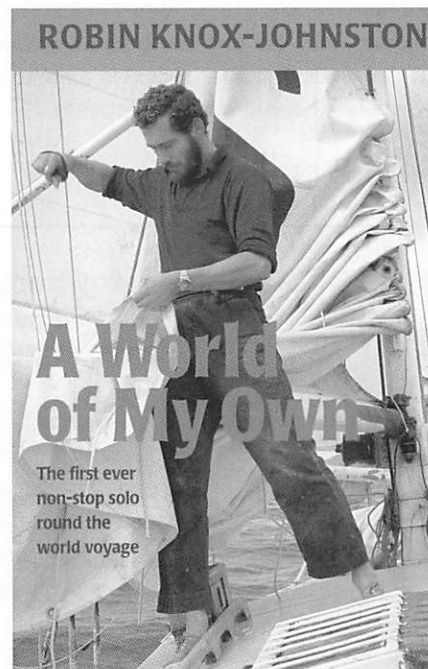
Well worth having on the bunkside bookshelf.

A World of my Own by Robin Knox-Johnston.

Published by Adlard Coles Nautical. Price £9.99
ISBN 0 7136 6899 7

When setting off in his ketch 'Suhaili' Robin Knox-Johnston was one of only 9 competitors to take part in the Sunday Times Golden Globe Race in 1968. This is the gripping story of his incredible adventures on a voyage which took 312 days and saw him as the only one of the 9 to finish. It was also perhaps one of the last real uncomputerised round the world voyages and if Slocum's account of his voyage in 1895 is a classic of sea adventure then in time Robin Knox-Johnston's will join it.

Another one for bunkside bookshelf.



CLASSIC BBQ DOWN UNDER

A strikingly simple blue, white and red poster appeared.

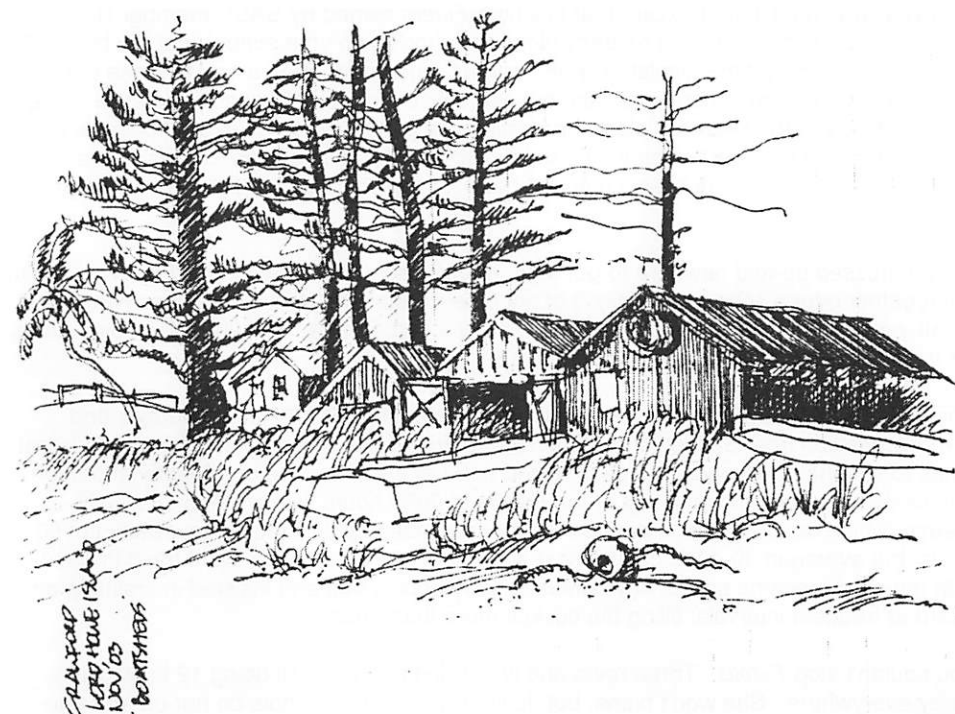
All it said was...

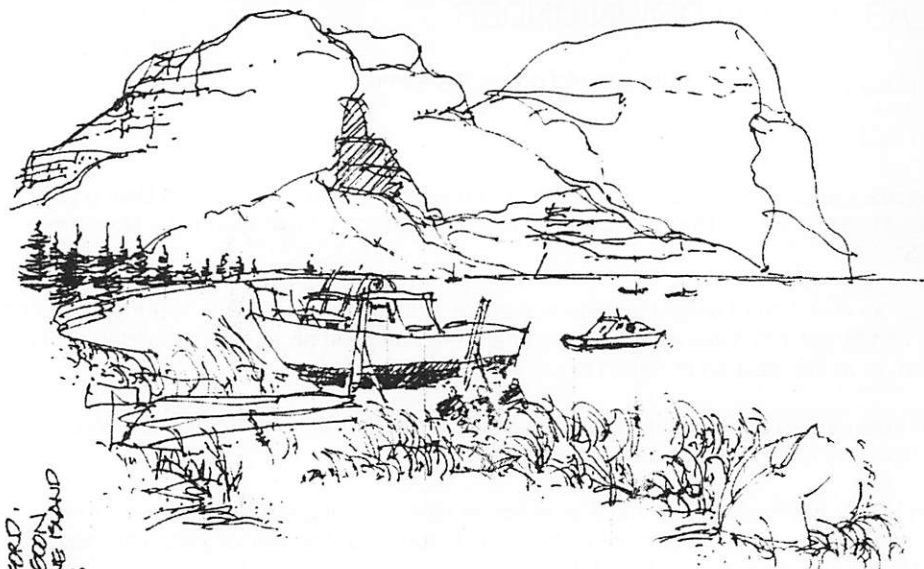
"Anyone interested in Classic Yachts, should make their own way to Ned's Beach (159° 04'E, 31° 31'S) for the Classic Australian Barbeque, from 4.30pm Monday 3 November 2003"

It was an invitation of delightful understatement and almost ignored the fact that to attend you had to sail 400 miles across the Tasman Sea and by implication you needed a Classic Yacht, or at the least an invitation to sail on one.

This inaugural event was put together in some haste after a number of Classic Yachts were denied entry to this year's Lord Howe Island race.

Lord Howe, wonderful place that it is, is not an ideal yachting destination, being totally weather dependent for access into a beautiful lagoon that has difficulty accommodating anything with a keel deeper than 6 feet (Classic Yacht owners do not understand metric). The number of entries have always been restricted and the event is often oversubscribed so... 'first in best dressed'.





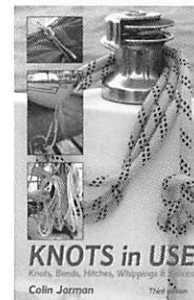
CRAWFORD,
THE LAGOON
LORD HOWE ISLAND
4/11/03

This year was no different except that this time *Fidelis* owned by SASC member Nigel Stoke and crewed by a bunch of 'baby bloomers', (including your scribe), got the big.... 'A'. 'Plastic fantastics' got the available spots, without much more than a nod to those more classic yachts who may not be as fast, but certainly bring a bit of panash and style to the event. Mind you the keels on 'plastic fantastics' are getting bigger than their owner's egos and a number of them just cross the finish line, off-load the macho Mars Bar-eating, rail-riding super heroes, take on a delivery crew and head for the next race on the event manager's calendar.

So, all dressed up and nowhere to go, a group of Classic Yacht owners, led by Nigel Stoke got together over a schooner (really?) at the Orient Hotel and decided to go anyway, have a sail, enjoy their Classic Yachts, have fun, have a barbeque and maybe raise some funds for the Lord Howe P & C Association.

Short notice of the event finally led to four yachts heading 060° - *Fidelis*, *Suraya*, and *Caprice of Huon* from Sydney and *Morning Tide* from Lake Macquarie. The yachts left at times to suit their own pace, but each aimed to be at the barbeque on Monday afternoon. *Fidelis* departed the fairway buoy at the Heads at 0830 hours with a 10-15 knot NNE breeze, which rapidly got legs during the day and ended up at a maximum reading of 60 knots, but averaged 30-40 knots for most of the first 24 hours. Seas went hand in hand with the wind, became particularly confused, very unpleasant and insisted in crashing on board at frequent intervals, filling the cockpit more than once.

You couldn't stop *Fidelis*. Three reefs and No. 3 and she was still doing 12 knots with spray everywhere. She won't plane, but down a wave with 40 knots on her quarter she



Knots in Use 3rd edition by Colin Jarman.

Published by Adlard Coles Nautical. Price £8.99

ISBN 0 7136 6710 9

It must be the season for knot writers to write about their subject but what can one say? This book is a wealth of information, the 3rd edition proving it's popularity and usefulness. It is a best seller amongst knotting books and is published in full colour in an attractive format. It shows at a glance both how to tie the knot, bend or hitch, and how to use it most effectively.

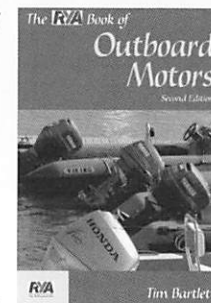
Well worth having on board when the memory grows hazy.

The RYA Book of Outboard Motors 2nd edition by

Tim Bartlett. Published by Adlard Coles Nautical. Price

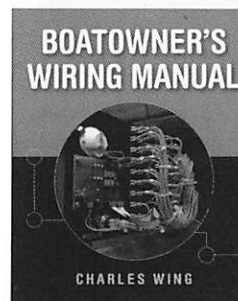
£12.99

ISBN 0 7136 6873 3



Extremely popular since first published aimed at boatowners rather than experienced mechanics. How an outboard motor works is explained in clear jargon free language. Covering both 2 and 4 stroke engines it covers everything about outboards from routine maintenance to fault finding. It even includes a photo sequence of how to save the life of an outboard which has been dropped overboard.

A very useful book.



Boatowners Wiring Manual by Charles Wing.

Published by Adlard Coles Nautical. Price £25.

ISBN 0 7136 6866 0

This user friendly book is a practical manual for all onboard electrical projects from fixing loose connections to a full rewiring job. Simply and clearly illustrated, with 1500 diagrams, it offers the key to understanding and customising all aspects of a boat's electrical system. Charles Wing works hard to explain in clear and simple terms what can be a complex subject.

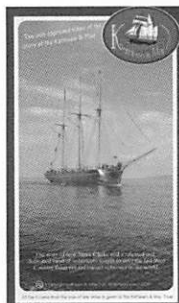
Well worth looking at.

The Authentic Story of the Kathleen & May on video

Published by the Kathleen & May Trust. Price £20

For the first time the whole story of the Kathleen & May can now be seen. The story spans many years beginning with some rare BBC archive film from the early 1950's when she was under the command of Tommy Jewell. More recently interesting shots of the restoration give an insight to the skills of the shipwrights and other craftsmen who spent over 60,000 hours on the project. The video shows the re-launching on the river Torridge 100 years after the original launch, the first views of her sailing in the Irish sea and some superb moments of her under sail in the Bristol Channel make this a truly unique video.

Available from the Kathleen & May Trust, Bideford, Devon. Telephone 01271 860861



First Aid at Sea 4th edition by Douglas Justins & Colin Berry. Published by Adlard

Coles Nautical. Price £9.99

ISBN 0 7136 6709 5

First Aid at Sea provides an easy to access instant guide to emergency first aid at sea. Illustrated throughout in full colour and produced as a ring binder in waterproofed paper it really is

a very useful, if not vital, book to have on board. Concise descriptions of medical conditions with prioritised treatments contained in a colour coded thumb index of emergencies for use at sea.

Well recommended.

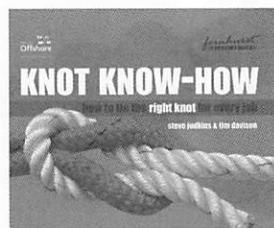
Knot-Know-How by Steve Judkins and Tim Davison

Published by Fernhurst Books. Price £8.95

ISBN 1 898 660 98 0

Starts with the 10 knots everyone should know and progresses to many other knots of increasing complexity and use. In full colour in hard back it classifies knots by use and covers just about everything you need to know about knots. Steve Judkins has also just completed a further book on the subject entitled 'Knot Pack' again in full colour priced at £19.99 which includes 128 pages plus a CD in a box. ISBN 1 898 660 97 2.

Just about everything you need to know about knots.



comes bloody close. The bow wave moves aft to the mast and the arisings proceed to smother the helmsman with stinging spray. She must be 60 feet on the deck, but it's not enough. She did 212 nautical miles in the first 24 hours, sat on 10-12 knots most of the time, with a spirited look at 16 knots down a particularly opportune wave. Half the crew felt life had been better and we all wondered why the hell we were out there.

Nigel still insists *Fidelis* is a dry boat...?! Myopic owner, all I remember is water rushing down the decks from the bow as she scooped up large lumps of the Tasman Sea and sent them toward the hapless crew cowering in the cockpit and this was before the dodger was demolished!

We arrived at Lord Howe some 50 hours after leaving the Heads. The wind was still up so we anchored off the BBQ site (Ned's Beach) the first night and moved to the southern lagoon the next day. *Suraya* arrived at the same time having left a day earlier and reported that at one stage they were very happily making 6 knots under bare poles! *Morning Tide* and *Caprice* both had the dusting we all got, but arrived with everyone intact and no damage.

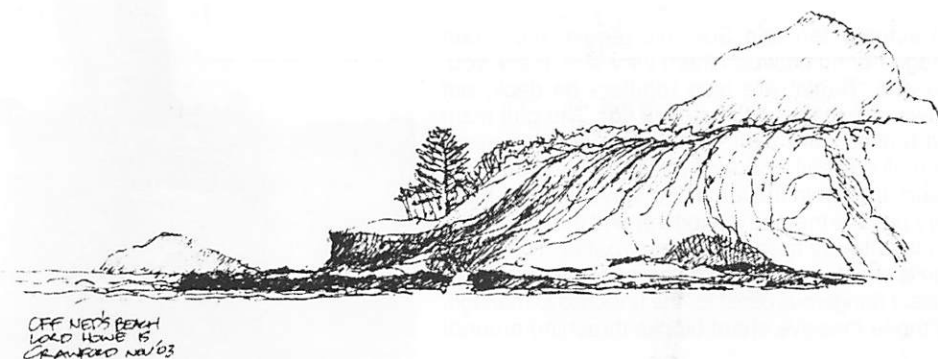
The BBQ was a great success. The P & C prepared and served the food, which included some gloriously sinful tarts and cakes. Even with the modest collection of Classic Crews from only four yachts, nearly \$1,000 was raised for the school and everyone knows that next time it will be twice as good and twice as much fun.

Modern ocean yacht racing is not our bag. It's out of our league, it has become an extreme sport, no longer the province of the amateur. To win today requires deep, deep pockets, professional yacht jockeys and hired hands sailing lightweight skiffs in the ocean at maximum hull speed day and night.

The Classic Australian Barbeque is all about quality of life. Come with us next time and enjoy sailing your Classic Yacht under testing conditions, with people who enjoy the same things and similar philosophies. It's not a race.

Those who sail Classic Yachts don't need to win, they won when they bought their Classic Yacht and they win every time they climb on board.

By John Crawford



SAILING SHALLOW HULLS - the Bona Experience!

Recently I have been asked to review books on yacht design, and it has made me wonder just how some of our boats ever sailed at all, never mind worked for a living under sail, day in day out for half a century or more!

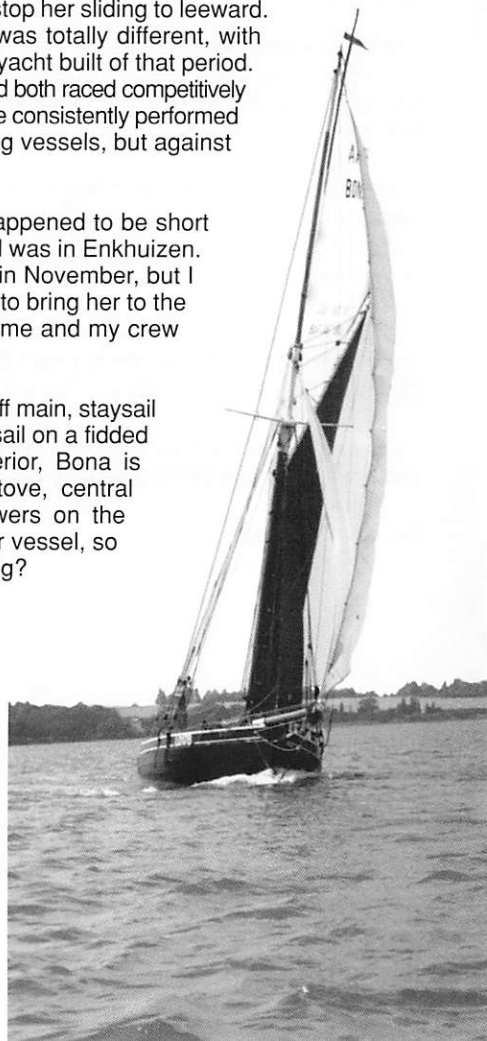
Looking round boat shows with big plastic white whales stood up on fins, you know where yacht designers are coming from. A deep keel is a pre-requisite of performance under sail, providing lateral resistance and bite to windward. And yet it was often not so in the days of working sail, when vessels had to work shoal waters, and dry out every tide. I can remember as a young man in the North West looking at many of the shoal draft nobbies still about then. There was some shape in the hollow garboards, but very little in the way of fin or lateral resistance. Yet these boats must have been able to sail off a lee shore.

But many years ago when I saw the Bawley Bona drawn up on a slip at Brightlingsea, I could not see anything, which would stop her sliding to leeward. Another bawley I saw at that time, Helen & Violet, was totally different, with good draft and significant long deep keel, very like a yacht built of that period. And yet these boats both worked the Thames Estuary, and both raced competitively in smack races. Both vessels in more recent times have consistently performed well in gaffers races, not just against other ex working vessels, but against yachts too.

For the 2003 East Coast AGM at Woolverstone, I happened to be short of a boat. Deva was undergoing a refit ashore, Maryll was in Enkhuizen. There are not many suitable vessels in commission in November, but I knew Ian Smith kept Bona at Walton, and was going to bring her to the AGM. Rather brazenly I asked him if he would give me and my crew a lift!

Bona has a typical bawley rig. She has a boomless gaff main, staysail on a horse and a flying jib. Above there is a large topsail on a fiddled topmast. Be-lying her workboat 19th Century exterior, Bona is very comfortably fitted out below, with shower, stove, central heating and all "mod cons". There are even flowers on the saloon table. Bona has to earn her keep as a charter vessel, so that is understandable, but what about the archaic rig?

Well actually Ian and Sue, his regular crew, can manage her rig between them very well, thank you. Jane and "Banjo" are also regulars on deck, but just two can manage this heavy rig. The gaff main is un-brailed from aloft, a bit like a spritty's main, the small staysail works on the horse, and the jib is worked and set in the lee of the staysail. They have a very precise method of working and the procedure is quite different from an ordinary gaffer. The main, which is sheeted to a full width horse on the transome, is quite a dangerous beast for the unskilled to manage, with those massive sheet blocks thrashing around!



cover. A quick glance revealed a sailing story (I'm a sucker for books on sailing) I think I paid 50 pence for it.

Maybe a year later I was in a second hand book shop at Abbey Mills, Wimbledon, and came across a copy of the Royal Cruising Club's annual for the year 1928. One of the cruising logs for that year was an abridged report of the cruise of the 'Gossip' to the Baltic. Cecily Gould was a young lady then, and a crew member with Dambom, her father.

At Yarmouth I spoke to Cecily, but she had no idea of how her book ended up at Esher May Fair. Of course, we had to buy a new copy of her book, which she kindly signed for me.

I wonder how many people realise the connection of 'Gossip's Cafe' next to the ferry at Yarmouth with a past commodore of the Royal Solent Yacht Club?

*Yours sincerely
John and Sylvia Travis (Maude - Old Gaffer)*

Dear Phil

I was interested to read Graham Dadd's letter in the December edition about 'Willow Wren'. Readers may like to know that she was the flagship of Philip Patmore, the first Commodore of the Burnham Yacht Club, later to be the Royal Burnham Yacht Club, at the time of the Club's formation in 1895.

A fine modern yacht!

John Booth

Editor's note: Many thanks John for this further part of the history of WW.

Dear Mr Slade

I was hoping to be at the AGM but travel arrangements from the Channel islands in January made it impossible.

My boat 'Hirondelle 11' will be 100 years old this year which has achieved a target since I had always hoped to keep her until she reached that grand age. The problem in these islands is finding some one who would look after her after that. Today it's all GRP. I would like a Maritime Trust to take her on and restore her to her original state.

Thanks again and by the way I think the front and back covers of the 40th anniversary Log are the best.

*Charles Greenslade
Alderney CI*

Editors note: Charles you mentioned you had moved to a new flat but did not give me the number of it. Can you drop a line to Peter Lyons (address on page 3) who is the membership secretary with it please.

Dear Phil

In the December Log, letters page, Mr F.M. Miller asks about the dinghy 'Elf' which I own. She is a Tyrer-one-Design (TOD) built at Blundellsands. I bought her at the Northern Boat Jumble about five years ago, she having been part of a house clearance, was found in the garage. She came with her original spars, centre plate and rudder. She only needed a new foredeck and lots of TLC.

Elf is her original name and she is happy to sail, row or motor. I believe she is the only complete survivor of her class.

I enclose an interesting newspaper cutting of 'Elf' protesting in Cumbria, at the transportation of plutonium waste by sea in 2002. The press seemed to enjoy her 'David and Goliath' approach to the mv Pacific Pintail.

John Duncan

Editors note: Thanks John. Unfortunately the newspaper cutting would not reproduce well enough to include but I take your point regarding D&G approach, Not to be recommended to often!

Dear Phil

Enclosed is a copy of the Sydney Amateur Sailing Club newsletter for December which was sent to me by Bill Gale recently.

Bill, and I believe his father before him, has sailed a gaff sloop called 'Ranger' on Sydney harbour for many years and gradually built up a following of other gaffers. There are now regular races at SASC for gaffers and each year a big event Gaffers Day. I was lucky enough to be out in Australia for the Bicentennial celebrations which included a magnificent Gaffers Day event and from that the annual gaffers day evolved. Bill has done a wonderful job of building up gaff sailing in Sydney Harbour in recognition of which he was made an honorary life member of the OGA some years ago.

In the magazine pages 5-11 you will find some reports and pictures of last years event on 19 October and I thought you might like to include an extract or two in the log. In his covering letter he says 'please feel free to use any bits in our newsletter in the Gaffers Log' so I enclose that letter to give you permission to reproduce.

Sam and Maggie Bayliss

Editors note: Thanks Sam. 'See Classic BBQ Down Under' pages 17-19.

Dear Pat and Dick (letter sent to Dick and Pat Dawson and passed on to me)

Regarding your report of the 'Gossip' book launch at the Royal Solent Yacht Club on 9th May, let me expand a little on the Gossip story.

In the 1970's I attended the May festival on Esher Green (Surrey) and browsing through the second hand book stall I picked up a brown paper covered book with the title 'Gossip' on the

But once set, you can sense the drive in the rig, and if sheeted correctly, there is a beautiful curve in the foot of the main.

Steering the vessel is very strange. On the way back from Woolverstone, Ian let me have the helm for the beat down the Orwell, over the flooding tide. If I came out of a tack and pointed say 4 points off the wind like I might in a yacht, the sails would fill Ok, but the boat would track slowly and make about 25 degrees leeway. In other words the boat was sailing about 60-70 degrees off the wind, very poor even by gaff standards.

On Ian's advice, I upped the helm so much that the boat was reaching. I pointed her about 60 degrees off the wind. Obviously the rig powered up and the boat began to heel and make good way, a bow wave built up under the lee bow. I would have expected that. What I did not expect to happen is that the vessel actually sailed a lot closer. She seemed to be making good about 45 or 50 degrees to the wind. Indeed compared with other gaff rigs on the river she was now going in the same direction as they were, and a lot faster. It was if the rig was sucking the boat to windward, with hidden pressure to windward on the lee bow wave and the rudder. It was really very strange. The harder I held the tiller to windward, the closer to the wind she went, and the speed through the water increased.

Ian explained to me that when he needs to head up to a mark, he actually has to bear off. He says it is very confusing for boats racing near him! It is also very confusing when overtaking or manoeuvring near other boats. A totally different set of reactions is needed, and I really appreciated the difficulties he must have in a crowded race. The fact that I have not known him hit another boat in many years of old gaffer racing, says a great deal of his skill as a helm of this very unusual boat.

Bona may be a very unusual boat but she works. Considering the size, beam and heavy displacement, she is really a very successful sailing vessel. If a yacht designer came on board he would be horrified at the weather helm, and what he would consider lack of balance. But he would be very hard pushed to get a hull of that shape and low draft to do any better with modern design methodology.

Tacking Bona seemed a very positive action. The helm is slightly tweaked while she is tracking fast, the main seems to take over and start to bring her to windward. There is no word spoken, as the playpen (cockpit) is quite a way from the foredeck. Sue instinctively knows that the jib is eased. The lee bow wave is now pushing the hull through the wind. Sue hauls on the continuous jib sheet and makes fast on the bitts, the staysail is aback, the helm is a-weather and Bona makes a beautiful sweep on to her new tack. The main begins to suck her to windward, the staysail bowline is slipped and slams over on the horse. Bona has made several boat lengths into the wind and has not slowed down a lot. If she is sailed how she likes it, she almost does this on her own, and makes a beautiful job of it. I have sailed on very few boats which tack as well as she does, smack or yacht.

Bona's first owner was a professional yacht skipper who must have known a thing or two about what makes boats go. But how he could have worked out this amazing combination of hull form and rig to produce a boat, which was commercially more viable with her shoal draft than her deeper sisters, and a good sailer to boot is beyond me. Clearly this phenomenon is to do with the waves Bona makes when she is moving.

I am very grateful for Ian letting me come play on Bona, his most remarkable vessel.

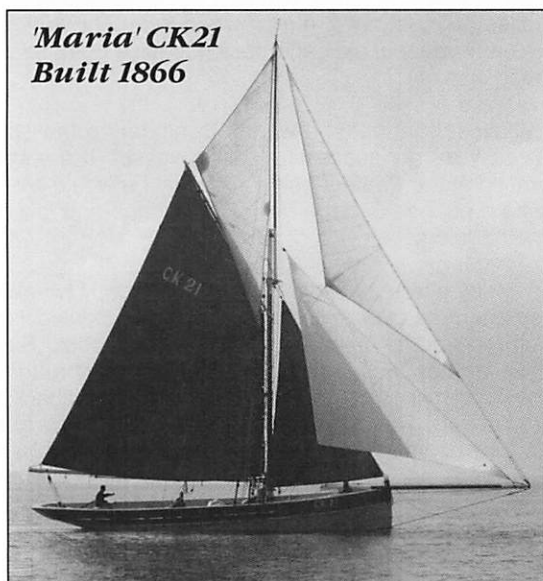
Jon Wainwright

JAMES LAWRENCE SAILMAKERS

Vast gaff and lug rig experience

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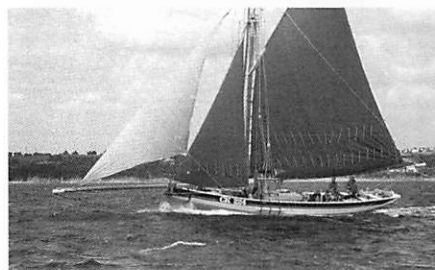


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CHRISTMAS GAFFERING IN THE SOLENT

Throughout the Christmas/New Year period there were dismal forecasts often referring to force 8-9 or even 10 on one occasion which fortunately never materialised. Brilleau sailed from Portsmouth on the 27th December with 2 reefs in the main but apart from one violent hail squall lasting only 5 minutes had a pleasant passage to the Beaulieu River and spent a peaceful night on a mooring near Ginns Farm. The following morning was bright and sunny with a very brisk wind from NW. As we hoisted sail a local gaffer, Zinnia, came down river heavily reefed and we had a fast passage together to Cowes and up to the Folly for the RCC Christmas Rally. We were sipping our mulled wine and wondering where everyone

else was, when Tom Cunliffe in Westernman appeared sailing fast up river and saying that they had been told that the meet was at Newport but soon reappeared having found nobody there so we settled for a 3 boat gaffers rally instead. We later heard that the



Lunch on Brilleau at Folly

rally had been rescheduled to Yarmouth because of the weather forecast but none of us were at home to get the telephone message! We all sat down together in Brilleau's cabin for more mulled wine and an excellent turkey soup brought by Westernman. It was in fact a very pleasant mild afternoon with sunny intervals but as the sun got low and the chill set in Brilleau and Zinnia adjourned down river to Cowes while Westernman returned to the Beaulieu river. Here we were joined by Lone Wolf and Sabrina. Monday was the only bad day with continuous rain but this was an excellent excuse for sampling the local beers and Lone Wolf entertained us all to a meal on board that evening. By Tuesday morning the rain had ceased and the day was bright and had little or no wind. We motored down to Newtown Creek picking up a mooring in Shalfleet Lake and Zinnia proposed a barbecue on the beach by the entrance, a surprising activity for the time of year, but pleasantly mild and well warmed by more mulled wine and hot sausages. Dirk II arrived from Yarmouth and it being Graham's birthday we lined the beach and sang Happy Birthday as they motored in and promptly sent a dinghy off to bring them to the party. That evening we all went up to the New Inn at Shalfleet for the more formal celebration of Graham's birthday. Although the forecast was again saying force 7-8 the morning of New Years Eve had little wind and it was a slow sail to the Beaulieu River and we had to motor up river to Bucklers Hard for the traditional gaffers gathering. Unfortunately the weather broke a few minutes before midnight and the singing of Auld Lang Syne on Westernman's deck was brief in the wet and windy conditions. On New Year's Day we caught the early flood back to Portsmouth in light winds gradually increasing to 3-4 from NW and beat up the harbour to lock into Port Solent at lunchtime. A good start to the year!

Sam and Maggie Bayliss



"Bona"



OGA and Other Traditional Boat Events 2004.

- 6 March** Medway and North Kent Winter Pub meets Kings Arms Upnor. Contact Sara Harding telephone 01795 535279.
- 13 March** Annual dinner of East Coast OGA, Burnham on Crouch. Contact Jon Wainwright telephone 01206 393537/396066.
- 9/12 April** East Coast OGA Easter Rally on the Stour. Contact Melvin Fox telephone 01473 681229.
- 10 April** Medway and North Kent AGM. Date and venue to be confirmed. Contact Sara Harding telephone 01795 535279.
- 26 April** OGA Regatta RFBYC. Contact the OGA of WA for details.
- 30 April/3 May** Opening weekend. Northern Island OGA. Contact Peter Lyons telephone 028 9145 3099.
- 1/2 May** Brandyhole and Foulness gathering East Coast OGA contact Jon Wainwright telephone 01206 393537/396066.
- 1/3 May** Solent Area Poole Rally. Contact John Walden telephone 0771 363 2456 day times only. Email john@blacklandlakes.co.uk
- 15/16 May** Joint Bristol Channel Area/North Devon YC Gaff rig event, Instow including a guided visit around the Kathleen & May. Contact Alan Hidden telephone 01237 474744.
- 15/16 May** Solent Area Beaulieu River Rally meeting at Exbury Gardens. Contact Ron Hanson telephone 07780 616 747. Email ron-beth.hanson@ukgateway.net
- 28/31 May** The Falmouth Little Ships Festival. Contact Callie Saxty on email callie@thefort.fsnet.co.uk
- 29/31 May** Crouch Rally and Whitsun Regatta at Burnham ECOGA. Contact Jon Wainwright telephone 01206 393537/396066.
- 29/30 May** Devon Area Brixham Heritage Weekend including the annual trawler race. Followed by a cruise in company to Yogaff 2004. Contact Ewan Hind Telephone 01803 883355 or email: info@brixhamheritagesailing.co.uk
- 4/6 June** Yarmouth (IOW) Old Gaffers Festival. Contact Dick and Pat Dawson telephone 01342 810303.
- 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.
- 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.
- 22/29 June** East Coast Classics. Contact Jon Wainwright telephone 01206 393537/396066 for full details.
- 18/20 June** Small Boat Rally Ullswater to be held at the Glenridding Sailing Centre. Contact Mike and Marlene Stevens telephone 01792 297445.

- 19/20 June** Howth Traditional Sail, Howth, Ireland. Contact Mick Bentham telephone 353 1 8476279.
- 21 June** Medway and North Kent annual race at Queenborough. Contact Sara Harding telephone 01795 535279.
- 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** Escale 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 / 4 July** Solent Area Hamble Rally. Contact Dick and Pat Dawson telephone 01342 810303. Email dick.dawson@virgin.net
- 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
- 10/26 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.
- 30 July/2 August** Conwy Nobbies Gaffers and Classics Races. Contact Sue Farrer telephone 01270 874174.
- 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 Early registration for this event would be appreciated.
- 27/29 August** Ardglass Traditional Sail (NI OGA). Contact Peter Lyons telephone 028 9145 3099.
- 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.
- 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.