



Memories of a wonderful summer - EC OGA Swallows and Amazons July 2003

Gaffers Log



December 2003



40th
Anniversary



THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION

Conwy and North Wales 40th Anniversary Race



Puffin Bac alone on the start line - sadly it didn't last



Cachelot

Front Cover:
Arthur Alexander - star of
the silver screen (top).
Pilkington outside of
Irmgard at the Nobbies
Gaffers and Classics
Race Conwy (bottom).

Finish



Swallows and Amazons Rally EC OGA



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	24"	£ 16.50	£ 17.00
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	15"	£ 15.50	£ 16.00
	18"	£ 18.00	£ 18.50
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Cap Badges	2"x1.5"	£ 8.50	£ 9.00
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Polo Shirts	M,L,XL,XXL	£ 15.00	£ 16.00
New line - Smocks	L, XL, XXL	£ 20.00	£ 21.00

Smocks are available in Breton red only.
Sweatshirts are available in Navy, Green and Burgundy.
Polo shirts are available in Navy, White, Green and Burgundy.
Embroidered name on sweatshirt or polo shirt £ 2.00.

Please note, that to keep the costs of personalised sweatshirts and polo shirts down, the supplier has asked us to place minimum orders for 10 items. That may sometimes mean a delay of up to 8 weeks, but you will be advised of the situation when you place the order.

Prices include postage and packing - surface mail for overseas. Please send orders, with cheque or postal order, payable to Old Gaffers Association (overseas members can pay by credit card or by draft on a London bank) to: Moray MacPhail, Classic Marine, Lime Kiln Quay, Woodbridge, Suffolk IP12 1BD.
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OFFICERS OF THE ASSOCIATION

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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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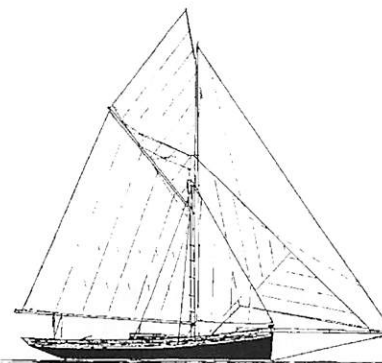
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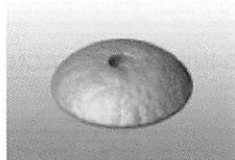
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Well another year is drawing to a close and once again we have either already snugged our boats up for winter or are in the process of doing so. But what a year our 40th anniversary turned out to be. If we had been able to order the weather required I doubt it could have been much better. Thanks goes to all those who helped to make it the success it was.

Onward to 2004, where there are already some very good events in the planning stage, including a cruise in company with members of the French and Dutch OGA's to the Brest and Douarnenez festivals, early details of which appear on the Notice Board. Apart from the fun and companionship, one of the main aims of this is to ensure that as a group we are well placed in mooring terms in the festivals rather than arriving as single gaffers and being left on the fringe.

I have little more to say in this issue of the Log except that with three issues behind me already, I hope the majority of members are happy with the way things are going. If not please write or email me. I value your comments and advice and welcome all. It is not only our main means of keeping in touch with each other but also should be an interesting read. I hope you feel that it is.

A happy and enjoyable Christmas to you all and good sailing in the New Year.

Phil Slade
 Editor – Gaffers log

Copy date for the next issue: 1st February 2004



Phil and Lynn and new crew member 'Megan' aboard Wendy May in Newtown Creek IOW prior to Yoghaff

- BC** Mr & Mrs N Johnstone, Blakewel, Old Chapel Cottage Umberleigh, N Devon EX37 9 AJ, 4329TIR AN OG
Mr R Pee, Wallover Barton, Bratton Fleming, Barnstaple, N Devon, 4330RUDDIGORE V
- CI** Mr M Price, Chataignier House, Rue De La Croix, St. Ouen, Jersey, Channel IsJE3 2HA, 4340TEQUILA SUNRISE
- CNW** Mr & Mrs K Mounfield, 191 Station Road, Blackford, Bolton, Lancs BL6 5JE, 4328
- CWL** Mr J Watts, Penare, Tredovoe Lane, Newlyn, Cornwall TR18 5DN, 4300
- DEV** M J H R Baker, Bramley, 2 Penywell Close, Ashburton, Newton Abbot, DEVON TQ13 7LZ, 4306SANITY
Mr J B Knight, Northbank House, Manor Road, Spratton, Northampton NN6 8HN, 4310CHEROKIE
Mr L H Rowel, Cross Dermond, Penelt, Monmouth NP25 4AP, 4312DOROTHY
- EC** Mr J Andrews, 183 Wickhay, Parklands, Basildon, Essex SS15 5AQ, 4331SALMON
Mrs A R Donovan, Old Stores House, Gunville Road, Winterslow, Salisbury SP5 1PP, 4337
Mr & Mrs J Dumas, 14 Firs Chase, West Mersea, Colchester, Essex CO5 8NG, 4320IVY GREEN
Mr M Hare, High Trees Farm, Parkgate Road, Newdigate, Surrey RH5 5DZ, 4303DIDDICOY
Mr & Mrs D Horner, The Old Rectory, St Lawrence, Southminster, Essex CM0 7LW, 4304WHISPARE/HARLEQUIN
Mr D J O'Meara, The Old Smithy, Widdrington VillageMorpeth, Northumberland NE61 5EA, 4315SP INDRIFT OF MEDWAY
Mr S Pegley, 31 Downs Road, Maldon, Essex, 4302WIZARD
Mr P Philpot, White's Farm House Barkers Drove, Stoke Ferry, Norfolk PE33 9TA, 4326DIANA
Mr R Smith, 31 Fernlea Road, South Benfleet, Essex SS7 1HG, 4333TANGLE
Mr P Wakeling, 16A Letzen Road, Canvey Island, Essex SS8 9AW, 4305
Mr J P Wallace-King, Priory Farm, Half Moon Lane, Redgrave, Diss, Norfolk IP22 1RX, 4338 FRANCIS FLETCHER
Mr T Wilson, 133 High Road, Layer De LA Haye, Colchester, Essex, CO2 0EB, 4323DILYS ROSE
Mr M Ridley, Parsonage Farm, Hatham Green Lane, Stansted, Sevenoaks TN15 7PL, 4316TARKA
Mr J N Hill, Eland Close Cottage, Ponteland, Northumberland, 4311NAIAD
Mr R Crothers, 18 Beech Hill Park, Lisburn, Co. Antrim, N Ireland BT28 3HP, 4319BRAEMAR
Mr A Dempsey, 2 Cairnbeg Park, Larne, Co. Antrim, Northern Ireland BT40 1UB, 4307JACUNA
M/s M Jardine, 15c Cunningham Road, Newtownards, N Ireland BT22 2AR, 4317CALA MARA
Mr P Keig, 16 Park Drive, Holywood, Co. Down, N Ireland BT18 9LW, 4313ZEAL
Mr P Metson, 55 Bay Road, Larne, Co. Antrim, Northern Ireland BT40 1DG, 4308LYANNA
Mr R Moore, 10 Quay Court, Carrickfergus, Co. Antrim, Northern Ireland, 4309APRIL STAR
Mr D Owen, 574 Knowsley Lane, Knowsley, Prescot, Merseyside L34 9EF, 4314MAGGIE ELLEN
Mr J Yendall, 13 Hampton Crescent, Larne, Co. Antrim, N Ireland BT40 2BW, 4318CHEOIL NA MARA
- NW** Mr & Mrs D J Edmonds, Eastfields Lodge, Alrewas Road, Kings Bromley, Staffordshire DE13 7HR, 4322PAVANE
- OS** Mr & Mrs P Gronemeier, Mooreude 32, D- 21635 York, Germany, 4327
Mr E Wagemakers, PO Box 103, 3220AD Hellevoetslu, Holland, 4301WINDBREKER
- SOL** Mr B Bowes, 33 Margaret Close, Waterlooville, Hants PO7 6BD, 4334MIS NINGI
Mr M Henderson, Classic Boat Museum, Sea Close Wharf, Newport. Isle of Wight PO30 2EF, 4324BLACK BESS
Mr & Mrs R Hunt, Hainaker Park, Cotta, Chichester, W Sussex PO18 0QH, 4321APSARA
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Mr Q Macmorland, The Deckhouse, 7 Frarydene, Prinsted, Emsworth, Hants PO10 8HU, 4336DRAM
Mr C Nicolay, 12 Arrowsmith Drive, Stonehouse, Glos GL10 2QR, 4339WONDER
Mr F Tissier, 8 Victoria Road, Netley Abbey, Southampton SO31 5DH, 4335ROSS EILEAN
Mr & Mrs P C Treadgold, Albatross, Barge Lane, Wootton, Isle of Wight, 4325CALICO JACK

OGA Photographic Competition



The Photo Competition is again open to all Gaffers to help us in our aim of promoting Gaff Rig. All entries should be sent to Peter Lyons, 4 Knockdene, Bangor, Co. Down. BT20 4UZ before 14th March 2004. The Judging will take place on the Sunday after that date. Don't forget £250 of prizes are on offer. Have any of you got a good picture worth entering? If you're not in, you can't win!



EOA YACHT PLANS

The Eventide Owner's Association is able to supply plans for all the Yachting Monthly designs together with many more, especially by Maurice Griffiths. Some 30 designs in all are described in the Plans Catalogue. £8 UK £10 Overseas.

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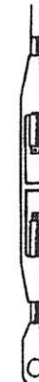
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Lune Pilot - 12ft.6ins sailing dinghy

Lug rig. Tan sails with white hull.
All wood varnished.
Outboard mounting, launching trolley with winch.
Excellent condition Lying Aldeburgh Suffolk.
Price £1,500.00 ono.
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Gaff Cutter

22ft LOA 8ft Beam 3ft Draught built 1948 larch on oak.
Straight lead keel plus 5cwt trimming lead. Sails, spars, rigging,
wood blocks and ground gear. Rubbing strake needs replacing.
Ashore Galampton River dart. Contact Ian Cornish
telephone 01803 843124



Taylors 2 burner paraffin stove. Suit traditional
boat. Complete, many new parts. Price £50.00.
Contact John Bird telephone 0191 240 1634

Mainsail, 12ft luff, 14ft foot, 10ft.6ins head,
20ft.10ins leech. Terelene, a bit grubby, a bit
stretched but undamaged,. Free to collector.
Lying Winchester. Contact Steve Renvoize
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Stainless steel pulpit plus stanchions and
base plates ex 26ft LOD gaff cutter. Price
£75.00. Buyer collects. Lying Somerset.
Contact Phil Slade 01749 330046

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NOTICE OF ANNUAL GENERAL MEETING

The Association will hold its Annual General Meeting on Saturday 17 January 2004 at 18.00hrs at the Cruising Association, 1 Northey Street, Limehouse Basin, London E14 8BT.

Will all Officers, Area Secretaries and Members make a special effort to attend, as your decisions will be vital to the well being of the Association.

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

AGENDA

1. Apologies for absence
2. Approval of the minutes of the last AGM held on 11 January 2003 at CA House and published in the March 2003 issue of Gaffers Log
3. Matters arising from the minutes
4. President's Address
5. Hon. Treasurer's Report and Presentation of Accounts
6. Announcement of Awards - The David Cade Memorial Trophy
The Cape Horn Trophy for Seamanship
7. Election of Officers
 - (i) This year the following positions come up for re-election in accordance with Rule 7(ii) - President, Hon. Treasurer, Membership Secretary, Boat Registrar.
All the above Officers are prepared to stand for re-election.
 - (ii) Election of an Hon. Secretary.
8. Formation of an all Area Trailer-Sailer Class.
9. Any other business.

George Jago - President

Brest and Douarnenez Festivals 2003

A lot of support is coming in for an OGA cruise in company to Brittany in July 2004, not only from our side of the channel but also from the French OGA, who will try to arrange a plum spot in the middle of the festivals for us. The Dutch OGA have also been approached.

Interested? Then contact the Editor with your boat details and home port so that we can start to make a list of interested members. Full details will appear in the March log, but register now to avoid disappointment.

A reminder from the Editor:

If you cannot find a write up for your Area in the Area Notes, it probably means that one wasn't sent in, or at least not by the copy date for the relevant issue. So speak to your Area Secretary, or better still, if he is very busy, offer to do it for him. Area Notes are a vital part of bringing our very diverse membership into contact and let's others know when and where you are planning events that they may wish to join in with.

Cinque Ports:

I am please to report that Alison Cade has agreed to become the Area Secretary for the Cinque Ports. Welcome aboard Alison.

North East Area:

I regret that I have to report the resignation of Richard Montgomery as Area Secretary for the North East. After being in post for four years Richard is finding that commitments at work do not give him the free time he needs. Many thanks go to Richard for his good work and a volunteer is sort to take over. Please contact the Secretary whose details appear on page three if you are interested.

The North East OGA tankard was awarded this year to Kenneth and Gladys Anderson of Darlington, Co.Durham. Congratulations to them.

New Area:

A proposal will be made at the AGM to set up a new OGA Area for trailable boats. The aim is to create a countrywide Area to come under a unified command to meet the growing number of such craft owned within the OGA.

OGA and other traditional events 2003/2004

12 Dec 2003	MNK Winter Pub Meets. The Anchor Faversham. Contact Sara Harding telephone 01795 535279
8/18 Jan 2004	London International Boat Show, Excel, London.
17 January	Annual General Meeting of the OGA. CA House, London
24 January	MNK Winter Pub meets Lower Halstow. Contact Sara Harding telephone 01795 535279
24/26 Jan	Australia Day Weekend. Contact the OGA of WA for details.
21 Feb	Solent OGA AGM and Supper Contact Geoff Skinner telephone 02380 403155
24 Feb	HMAS Perth Memorial Regatta. Nedlands yacht Club. Contact the OGA of WA for details.

Gaff Sloop 'Little Gemma'

LOA 21ft LOD 18ft Draught 2ft.4ins.
Built 1993 by Elton Boatbuilding Company.
Clinker with larch on oak frames. Lifting keel. 2 berths, small galley and chart table. Large cockpit. Re-varnished. New sails (J.Lawrence) 2003. Bronze fittings. Full cruising inventory. Galvanised road trailer and piggy back cradle. Wintered undercover. Concours and OGA race winner. Lying Colchester. Price £8,000.00.
Contact John Allen telephone 01243 573254 or email allendrjohn@onetel.net.uk



Maldon Smack (MN7) 'Fairjudgment' ex 'Grace Darling'

LOD 34ft Beam 9ft.3ins Draught 3ft.9ins
Bukh diesel 20hp. Good mast, spars and sails.
Some work still to be completed. Open to offers, or exchange for a diesel GRP cruiser.
Contact J.E.Pearce
telephone 01784 452740



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 £5,000.00 ono.
Contact Tony Wainwright telephone 01929 555288



Gaff Cutter 'Salmon'

LOA 25ft Beam 7ft. Built 1950.
Ex Whitby fishing boat. Larch on oak.
New spars and rigging. Sails and Volvo inboard included. Ready to go but needs an interior in her cabin hence price £2,950.00 ovno.
Contact James Andrews telephone 07950 424339



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 Prinstd. £5,000.00 ovno. Contact Roger Hayles
telephone 01243 574098.



Morecambe Bay Prawner 'Prawner' Gaff Cutter

LOA 32ft (plus 14ft retractable bowsprit)
Beam 9ft.6ins Draught 4ft.6ins
Carvel Gaff Cutter. Pitch pine on oak. Built 1926 by Crosfields
of Arnside. 4 cyl. Thetis engine recently overhauled. 2 cabins,
5 berths. Good inventory. 2 sets of sails in very good condition.
Gas cooker, solid fuel stove, new toilet. Present owner 32 years
and maintained in top condition. Ready for cruising.
Lying Haybridge Basin, Maldon, Essex. Price £16,000.00.
Contact D.Howard telephone 01293 851224
or email daveandpeg@tesco.net



Gaff Cutter 'Irmgard'

32ft.6ins oak on oak. Built 1950. Epoxy sheathed, pine decks and
brightwork in teak and iroko.20hp Alpha diesel. Aries windvane.
Liferaft. Hood furling Yankee and much more. She has 4 berths
in two cabins and is a comfortable, dry, powerful boat.
Lying Liverpool. Price £26,000.00.
Contact John Duncan telephone 07879 810038



'Galatea'

6 ton yawl designed by Albert Strange in 1910.
Built 1930 by Anderson Rigden and Perkins.
Pitch pine on oak frames, new decks (sheathed) 1988.
New transom 1989. New Vetus diesel 10.5 hp 1989.
New keel bolts 1991, new spars (sitka spruce) and sails 1995.
Present owner 33 years. Afloat North Kent coast. £16,500.
Full details from Alan Staley, Shipwright telephone
01795 530668 during office hours.



6 March	MNK 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	EC OGA Easter rally on the Stour. Contact Melvin Fox telephone 01473 681229.
10 April	MNK 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.
1/2 May	Brandyhole and Foulness gathering ECOGA Contact Jon Wainwright telephone 01206 393537/396066.
15/16 May	Joint OGA/North Devon YC Gaff rig event, Instow. Contact Alan Hidden telephone 01237 474744.
15/16 May	Rally to Exbury Gardens. Beaulieu River Contact Geoff Skinner telephone 02380 403155
29/31 May	Crouch Rally and Whitsun Regatta at Burnham ECOGA. Contact Jon Wainwright telephone 01206 393537/396066.
4/6 June	Yogaff 2004. Contact Dick and Pat Dawson telephone 01342 810303.
19/20 June	Solent 3 Creeks Race Contact Geoff Skinner telephone 02380 403155
17/21 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 Benthams telephone 353 1 8476279.
21 June	MNK Annual Race at Queenborough. Contact Sara Harding telephone 01795 535279.
28 June	ECOGA Two Rivers Race and end of East Coast Classics. Contact Jon Wainwright telephone 01206 393537/396066.
30 June/4 July	The Southwold Festival of the Sea. ECOGA. Contact Jon Wainwright telephone 01206 393537/396066.
17/18 July	Swallows and Amazons Walton ECOGA. Contact Jon Wainwright telephone 01206 393537/396066.
28-30 August	MNK Annual Rally. Details to be confirmed. Contact Sara Harding telephone 01795 535279
28-30 August	Small Boat and Chichester Rally Contact Geoff Skinner telephone 02380 403155
4 September	Burlesdown Regatta Solent Contact Geoff Skinner telephone 02380 403155
4/5 September	Medina Fun Weekend, Solent Contact Geoff Skinner telephone 02380 403155
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	Centenial Race, Yarmouth, IOW Contact Geoff Skinner telephone 02380 403155

Conwy 40th Anniversary and Annual River Festival Races

Conwy Nobby, Gaffers & Classics Report 2003

For the first time in the River Festival, we held two races for the "traditional" fleet. The Saturday race was run as the OGA 40th anniversary race, and allowed all traditional classes of boats to race together: the Sunday race had the usual classes of Nobby, gaffer & classic.

Saturday weather was warm and sunny, with a very light wind from the North. Twelve boats were milling around the start line when the gun was fired. Five minutes later, the first boat crossed the start line, having found an insignificant zephyr at one end of the line. Eventually all the boats crossed the line, and all but 4 completed the course.

Line honours were taken by Laura (Nobby), with Irmgard (Gaffer) & Marrianna (Bermudan) less than 40 seconds behind, but the 1st three handicap positions went to Shearwater, Eiderduck & Irmgard (all gaffers). Arthur Alexander took forth place to become the 1st Nobby.

The OGA 40th Anniversary Rose Bowl was awarded to Eider Duck, as the highest placed OGA member.

On Sunday, the predicted fresh South Easterly wind had arrived, and most boats abandoned the topsails they had used on Saturday. With a downwind start and a reach to the 1st mark, the race got off to a fast start, with 18 Nobbies crossing the line, followed 10 minutes later by 7 gaffers, and ten minutes afterwards by 15 classics. This latter class contained 7 Conwy One Designs, having their own race within a race.



Saturday's Finish



Sunday's Start

found 3 different rocks. Everyone except Sue was surprised to see the finish line in the wrong place – still she managed to win the cock-up trophy!

The picnic was the usual success, and was followed by a race back home, where the beat between the islands sorted out the men from the boys.

The prize giving was held for the 1st time this year at the café at the campsite, where Linda opened especially for us. Results below.

Sunday was a repeat of last year's lexicon and rowing & sculling races. The appearance of a water-skier caused some consternation to other lake users – apparently he was protesting against the speed restrictions on Windermere!!

Games and final prize-giving was at the campsite where we had plenty of room – they had wisely put us on the overspill site where noise was not much of a problem.

Monday saw half a dozen boats sailing towards the islands in brilliant sunshine for yet another picnic – it's a bad job, but some-one has to do it – even the ferries seem to have slowed down a bit.

Pete and Sue Farrer
Area Secretary



WESTERN AUSTRALIA

Another superb year for the OGA of WA. At the AGM last month a hearty three cheers went to Mike and Mary Igglesdon and Fiona Hook for all their hard work in putting together the excellent Newsletter we all enjoy. Speaking of the AGM I would like to welcome aboard a new team. Victor Peters has put his hand up as Vice President, Jeremy Stockley as Treasurer and Pauline Dillely will be our secretary. I would like to thank Shirley Cook for all her good work over past years as our secretary and last but not least I would like to thank Jack Gardner for his extremely interesting contributions to our Newsletter which help to make it the success that it is.

Wally Cook
Area Secretary

As mentioned earlier, nothing serious is planned for larger vessels until the end of August. There are local regattas, details of which we will post in later issues and on the website. There will be those who wish to get some proper cruising in, maybe someone will organise a cruise in company in Holland, to support the Dutch OGA and VKSJ – who knows!

Our "Swamazons" weekend at Walton Backwaters has grown from strength to strength since its origins from the Classics. It now has the largest entry from open gaff or lug rigged boats anywhere in the UK as well as being an excellent rally for cruisers and mother ships. With a race round the Island on Saturday July 17 and on the Sunday there will be a Treasure Hunt or the like.

Back in Blighty, we know from interest in the Ruby Rally in 2003 that many want a rally in the school summer holidays. However we also get the impression that many with the camping type open boats would like a civilised base to operate from. We propose therefore to have Bank Holiday Weekend (August 28-30) at Wrabness and Walton, sailing to Levington on Monday evening. From Levington we will stage 3 days of racing, a bit like we used to do in the Shotley Classics.

Our final event of the year (as things stand) is the Old Gaffers Anniversary Rally and Maldon Town Regatta on September 18. This involves meeting at West Mersea on Friday night and racing to Osea Island on the Saturday morning. When the fleet is gathered a second race or Parade of Sail takes the fleet up to Maldon for the celebrations!

Much of the above is subject to detail changes, but we have to book moorings so long in advance nowadays, that the committee has had to take some actions in advance of the AGM. We trust the members will both approve and understand.

Jon Wainright
Area Secretary

CONWY/NORTH WALES

Derwentwater 2003

As has become the norm for the last six years, the weather around Keswick was ideal for the event – light winds and sunshine.

Some 45 people with nineteen boats arrived over the weekend for the usual round of racing, eating, drinking and generally having a good time.

This year's event was slightly different to previous years as all activities except sailing were based at Scotgate campsite, some two miles from the marina: however, everything worked out fine.

A good downwind start saw all the boats drifting towards the southern end of the lake. Luckily the wind freshened to allow a modicum of control as the boats went south around St Herbert's Island and Scarfestone rocks, where most boats found at least one rock to hit. Zircon smashed her dagger-board case; Falcon lost her rudder; Peeri Maa stripped the paint off her bottom. In Nutmeg we managed to miss everything until on the way back, when we

Line honours were taken by Laura in the Nobby class, Irmgard for the gaffers & Marrianna in the classics.

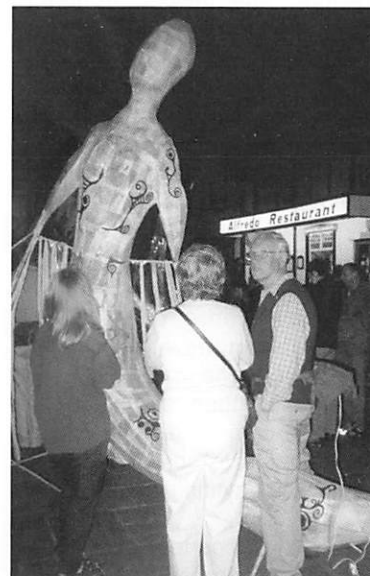
Handicap positions were:

1 st Nobby <i>Laura</i>	2 nd Nobby <i>Arthur Alexander</i>	3 rd Nobby <i>Juanita</i>
1 st Gaffer <i>Shearwater</i>	2 nd Gaffer <i>Felinheli</i>	3 rd Gaffer <i>Irmgard</i>
1 st Classic <i>Scamper</i>	2 nd Classic <i>Minnie</i>	3 rd Classic <i>Accushla</i>



Nobby Race Start

And Celebrations



Sue Farrer, with George and Brenda Jago, enter into a strange midsummer fertility rite

Look Brenda, I know you want a figurehead on Janty but this is ridiculous!

Maintaining Wooden Boats by Jon Wainwright

Perhaps the following might be of interest to those who do not aspire to Concourse D'elegance prizes, but nevertheless want to keep the old girl ticking over. It is based on my failures over forty four years of boat maintenance!

As an architect with a professional knowledge of building maintenance, I have seen tremendous developments in low maintenance finishes and materials. This is not matched by the marine supply side, which takes a perverse pleasure in producing materials which are harder to use and less long lasting than they use to be. However, you can't beat yacht paint for external joinery when painting your house!

Modern yacht pundits always knock wooden boats on the basis that they will rot away before your eyes unless a fortune in time and money is spent. In which case there will be no time for sailing. But they are completely wrong. There is enough evidence in our fleet of cheaply built fishing boats with very rudimentary tar based finishes and government surplus lead paints lasting nearly a century of neglect and continuous hard work. Harbour rots good men and their boats more than anything else. First rule of maintenance- get out and sail as much as you can! The boats which stay in commission all year round generally need less maintenance. More air movement internally, less condensation, means less problem. For a

well known example, look at the East Coast Presidential Yacht Avola! She always looks smart, yet she is only in maintenance 2 weeks a year.

One of the greatest problems of timber is its instability. It takes in moisture, and moves around in changes of temperature. It also changes strength with moisture content variation. All this leads to deterioration in finishes, and any protection they might give. Yet look around the saltings and study the old wrecks of wooden boats (before they are rebuilt into oyster smacks). The bit which lasts longest is that under the engine. Yet it has had the least maintenance because it is inaccessible. However the sump oil drips have done a better job of preservation than anything else. The molecular structure of oils enables them to soak deeper into timber than anything else.

Avola - photo courtesy of Hajo Olij, Amsterdam



Broadly speaking events are in May and June on one side of the July/ August divide, then end of August and September. This means you can go on holiday or enter all these summer regattas.

The East Coast Season starts with the annual dinner at Burnham, date March 13. Fred and Trevor are promising something completely different for the entertainment. A less formal event is being planned by Melvin Fox at Wrabness on the Stour at Easter, with a rally and smack boat racing. In May 1-2 we will have the popular Brandyhole and Foulness gathering, followed by a revamped Crouch Rally and Whitsun Regatta at Burnham on May 29-31. For those who wish to continue south afterwards, the YOGAFF Festival at Yarmouth I O W is on June 4-6, the following weekend.

The rally at Manningtree may not take place in mid - May- depends on resources and demand. If it does, it will be announced on Eastcoastclassics.co.uk and January Eastcoaster.

It has been decided to couple the East Coast Classics with the East Coast Race again. However there will be some new departures. We are planning to be based at Brightlingsea (BRIGAFF!) for a few days, and operate a bit like we did at Shotley a few years ago, with races and rallies and returning to Brightlingsea each evening. There will be a passage race from homeports, arriving on 17 June. On Friday there will be a cruise to Osea for lunch, and a race back. We hope to entice some Maldonites out of their mud- berths! On Saturday June 19, there will be the official East Coast Old Gaffers Race. This will not be on the usual course to Wallet Spitway, because of the tide, but make use of the estuaries. On Sunday the Class 3 Open Boats will race, while the larger vessels sail up the Colne, in a Parade. Monday June 21 sees a race to West Mersea in the morning, with a visit to the Packing Shed for lunch, cruising back in the afternoon.

Tuesday June 22 we leave Brightlingsea on the Tendring Coast Passage Race to Walton. On Wednesday we sail for the Ore and the Alde, taking the tide up to Aldeburgh as it turns. Thursday we make our way south to the Deben, Friday we sail for Ipswich, to enter the Wet Dock. At Ipswich we stage our special regatta on Saturday 26, venturing out on the 27th for a quiet night at Wrabness. The Two Rivers Race will take place on Monday June 28, finishing at Levington. Tuesday is the day of recovery and end of East Coast Classics.

Southwold will run as a separate event in 2004. Southwold is now the only location on the East Coast where the harbour is given over to our vessels. Having seen the success of the event going into Saturday, after just being a mid-week event, Southwold is going to be a day longer again this year, taking over the following weekend. It is going to be branded as Southwold Festival of the Sea, bringing in the whole town to celebrate, not just the harbour. All the local businesses will be encouraged to participate with Sea- themed displays and entertainment. Adnams are considering brewing a special Gaffers Ale to celebrate the Festival. On the sailing side we will have the Southwold Passage Race on Wednesday June 30 from Levington, Sole Bay Race on July 1 and a passage Race to Lowestoft on Friday July 2 as in the past, but making more use of the famous pier for starting and finishing races. The fleet is in harbour over Saturday and Sunday (July 1-2), vessels returning on the Monday. We are planning to offer free mooring and entry, if we can make the finances stack up. This will be a fantastic event, which hopefully will continue for many a year yet.

Solent

The 45th Solent Annual Race and Rally on 6-7 September was met with mixed weather, but it did little to deter the 40-strong fleet that attended. Gaffers old and new, young and old gathered at Shepard's Wharf at Cowes on the Friday night for an evening of good food and music provided by Terry Munt.

The furthest travelled boat to attend this year's race and rally was Martin Shaw's Susan J. The 1991 Heard 28 is usually based in Poole, but Martin has been cruising her in the North this summer and so sailed her all the way from Shetland to compete in the race! The Rockall Brother's Three Brothers was another well-travelled gaffer, having recently completed a round-Britain voyage. It was also good to see the 1947 cutter Calico Jack, owned by Pete Treadgold, recently relaunched following a lengthy restoration at Island Harbour, and the new Ed Burnett-designed 35-footer, Ivy Green, looked impressive, out sailing for only the second time.

Saturday's racing was varied. A light drizzle before the start kept the wind to a minimum for the first leg of the race up to Gurnard Ledge, but the fleet put on a colourful display of spinners and bloopers during the run back to South Bramble. From then on, conditions became extremely changeable. Next to no wind at the Norris buoy off Norris Castle was replaced with a sudden Force 5 from the west. Some of the smaller boats found themselves particularly hard pressed for the beat to South Bramble and the following run to East Bramble, at which point the decision was made by Race Officer, Chris Waddington, to shorten the course and finish the race off East Bramble. Although, for a lot of the competing boats, it had been a cracking race, shortening the course did allow as many boats to finish as possible. From there the fleet progressed to the Elephant Boatyard on the Hamble for the evening's entertainment. An excellent barbecue put on by the Jolly Sailor and good music from the Reavers Rant helped create a magic atmosphere, and even the forecasted rain did not appear.

Overall winner of the race on corrected time for the boat over 50-years-old was Roy Emery's 1897 cutter Momento. Martin Pound's Heard 23 Lucy won the race on corrected time for the boat of 50-years or younger, and the 1889 Wanhill-designed Thalia, owned by Ivan and Fe Jefferis won the Dead Eye trophy for being the first boat to finish, irrespective of age, size or handicap. Three Brothers was awarded the Golden Baguette for the boat with the most 'pzazz' following her impressive round-Britain voyage. And a special presentation was made to Mike Richardson, founder member of the OGA and founder of the Elephant Boatyard, to mark the OGA's 40th anniversary.

Vanessa Bird, Area Secretary

EAST COAST

ANOTHER GREAT YEAR WITH THE OGA!

The committee have pondered long and hard over the 2004 programme. It has taken into account points made in the survey, attendance at events, views expressed by individuals over the year, and, last but not least, who is around to stage events. There has also been the issue of where it is feasible in terms of facilities to stage events- there is a lot of pressure on mooring and club facilities, which means the OGA is not always welcome in peak times!

So second rule of wooden boat maintenance is get some linseed oil into bare timber. I mix mine with cuprinol- coloured perhaps to match the wood species. That mixture will penetrate better than anything else on the market. It can also be applied in conditions where paint or varnish can not. The colour in the cuprinol will give some ultra violet protection, and the cuprinol will also help keep out worm or fungal attack. But best of all, the timber will be stabilised- moisture will move in and out much more slowly. Once the oil has soaked in, it will be a much better substrate for other finishes.

Look at the boats which have lasted the best. For example, Fanny of Cowes, built in the 1860's. She was soaked in linseed oil when being built. She is a sound boat today, no re-build either.

There has been some interest in using timber preservative stains such as Sadolins, Higsons Décor, Sikkens HLS/ Cetol Filter 7 etc... I have used them for over thirty years in the building trade. The thinner ones such as Sadolins P65 when used on planed or wrot timber are not successful, although they look very nice when first applied. They were meant for large section sawn timber detailing such as found on Scandinavian buildings, where there is a very high "soakage" rate. Otherwise the timber movement is too great, leading to shakes or fissures in timber. A high build stain such as the Sikkens system will work reasonably well. I have used it on Deva's top rubbing strake and cockpit seats for many years. However the stain is not that transparent, and you lose the grain of the timber- it can look like brown paint after a few years' maintenance. Where I have used it successfully is on Deva's mast, which had been pre-prepared with three coats of linseed and cuprinol. One coat of the HLS and two coats of Filter 7 were put on top, and that mast has been fine for six years to date. I have put a wrapping of glass cloth and epoxy where the gaff jaws wear as well.

On linseeded surfaces for low maintenance brightwork I apply very diluted varnish- 50/50 with white spirit or weaker. Two or three coats slapped on will bind the surface, and give it some impact protection as well as preventing liquid water absorption. It will give a sheen rather than a gloss (so forget about concord prizes), but it will not form a film under which water collects. Being dilute it is vapour permeable, and lets anything which gets in, out. This also works well for wooden blocks.

Topside enamel is a problem. The paint build up with annual two coat maintenance is considerable. A lot of rubbing down is essential to avoid to have to burn off every few years. A dodge I have used is to mix undercoat with the top coat, and slap one coat on. The gloss is not quite as good, but it goes on easier and dries quickly, important factor in a 'tween tide fit out. It also "chalks" during the year, so the paint build up is slower. And also, there is less blistering.



Deva under full sail - Shotley 1991

I have not found the answer to easily maintained decks- any workable system, such as versatex /glass cloth and epoxy paint, needs a perfect environment for application. On Deva I have deck paint on ply. 20 years on, despite annual or bi-annual maintenance, the so called marine ply has rotted in many places. I have just finished applying glass -epoxy after repairs. I believe that will work much better, but it is a job. On Maryll I inherited painted glassfibre on ply on a rough planked deck. The coach roof is Trackmark under the paint! A fancy teak laid deck may work better, if it is kept well oiled and the boat well used.

On bottom paint or anti-foul, timing is important. Too often we have to apply and launch in the Spring, when the baby barnacles are at their most virulent. By August they are well established, no longer babies either. Until I bought a second boat, I used to sail Deva twelve months a year. She would lift out for one weekend, have a coat of hard-racing, and a coat of "mixed" on the topsides. Other sundry maintenance on brightwork and spars was carried out afloat (or even under way!), often in a marina in the late Autumn. But the timing of that one weekend was critical. It was done in the first or second week of June. That is why there is a small gap in the East Coast Programme between the Crouch Rally and the East Coast Classics. That is why the Crouch Mafia always beat Deva at Whitsun. And the reason why the Crouch Mafia do not do as well on the Classics in late June, is because they are already fouling up! Generally speaking Maryll or Deva, if anti fouled in June, are in a reasonable state by the end of September. They then go to Holland for the winter in the cold fresh water, and with the odd rumble through the pack ice on the IJsselmeer, they stay clean. So rather than about 3 months effective antifoul like most people get these days, I get nearly 12!

So to summarise. To get the best out of wooden boats there are four basic rules in my book:

- Use the boat as much as you can, in all weathers, throughout the year.**
- Plenty of linseed and cuprinol on any bare timber.**
- Use the minimum of paint and varnish**
- Don't antifoul until after Whitsun**

Jon Wainwright



Jon demonstrating how NOT to do it

Medway and North Kent

Area Race Day - 14th June 2003

For our Annual Race this year we were blessed with perfect weather for racing - sunshine all day and wind 2-3, becoming 4-5 as we headed back to the finish and the appropriate liquid refreshments! Attendance this year was up on previous years which was fantastic with some 12 boats racing, including entrants from the 'East Coast'. Our race coinciding with the emergence of thousands of poppies growing in the fields around us. Our 'Officer of the Day' thought it would be a nice idea to call it the 'Poppy Race' and duly presented every skipper with a bunch of them to carry for the race.

A good start was made by most with no collisions or near misses. Lena and Bob took the honour's for first over the line in 'Linnae', closely followed by 'Emanuel' and 'Airlie' took flight and that was the last most of us saw of them 'till they came at us on their way home!

'Nokomis' also made a good start along with 'Jane' and we continued to overtake each other for much of the race. 'Emmerline' caught us up some time after the third mark, and overtook whilst we were struggling to inflate an ancient 50 year old tow foreshot we'd found in the bottom of a tea chest that came with the boat 4 years ago - and should have left it there because we couldn't get it up!

For the first half of the race 'Emanuel' led around all the marks with 'Airlie' snapping at her heels, but never quite catching until 'Emanuel' became over pressed with the topsail, still up in the rising wind after the turn for home round 'Folly'.

'Airlie' took the opportunity presented and ran away with the lead before 'Emanuel' could do anything about it. There were quite a few 'interesting moments' for some of us during the day, 'Emmerline' and 'Emanuel' explored the further reaches of the OGA Race Rule Book with a few close starboard shake-outs! 'Jane' and 'Nokomis' performed some interesting overtaking manoeuvres around various buoys.

Steve Dalton's 'Dauntless Jane', had a cracking race and anyone under the impression that 'Dauntless' are rather sedate movers was proved wrong on this day. When she flew past us for the last time we were unable to catch her again and she went on to win her class finishing 4th overall behind 'Airlie', 'Emanuel' and the Whitstable smack 'Emmeline'. The little Dauntless definitely had wings that day.

Many thanks go to Trevor and Colin in 'Kadsy' who as usual took responsibility as committee and start boat, also thanks to Toby Broad in 'The Tug', who turned up for a nice day viewing the boats and ended up on 'Folly' watch and general safety boat duties.

News and Happenings

Reunion of two Elderly Ladies

I didn't mention during the race write-up that there occurred on that day a little historical event in which our Andersons of Penarth, 'Nokomis', and Robert Holdens, 'Emanuel', also built by the same family a few years later, had a reunion after many years apart. The last time these two yachts were together was about 60 years ago when one lay astern of the other on moorings near Falmouth. Both have had a somewhat chequered history since then including being a little 'worse for wear' and rebuilds in recent years by the present owners. I felt quite emotional for the old girls as we came alongside after a cracking day's racing on the Medway, makes one feel privileged to have the opportunity to look after such graceful beings.

'Linnea' grabs the limelight

It was great to see MNK's most travelled gaffer starring on television recently in the Canterbury Tales series. Lena apparently had a fun few days with film crews and actors on board, none of whom knew how to sail, directing them whilst hiding down below and trying to avert disasters such as cameramen and their cameras being swept overboard by the boom in uncontrolled gibes! 'Linnea' as always looked fabulous, a credit to Lena and a great advert for the OGA.

End of Season get together

A new addition to our annual calendar in MNK this year was an End of Season meal and get together (in boats if possible, weather permitting), suggested at our local AGM. The Swale was decided upon as the location, reasonably sheltered unless there's a strong NE, with plenty of room and a pub that serves great food at Hartly Ferry. The pub recently made an effort to attract seafaring custom by putting out several buoys close to the slip so we thought a good opportunity to support them. The event was very well attended by MNK's standards, some 7 vessels plus members who came by car, it was a lovely sociable evening and will be an event repeated next season.

Sara Harding
Area Secretary



Cornwall

Sunday 10th August saw the 24th Cornwall Annual Area Race, held as usual during the Falmouth Classics weekend. This year things were somewhat different. The previous days of sunshine and light airs were followed by strong and gusty northerly winds blowing down the Carrick Roads. In the words of one entrant "it felt like a breaking day". Biddy, Lyonesse, Molly and Satin Doll retired at an early stage: others were late at the start line.

However the event proved an interesting one. Entered were two restored Cornish Dipping luggers the Reliance and Guide Me. The latter is of note because of her engineless trans-Atlantic crossing and voyage up the Amazon river. It was a case of luggers versus gaffers. In Cornwall there has been a revival of interest in lugger sailing. There is an annual event at Looe especially for luggers. These two masted vessels of about 40ft length on deck were the mainstay of the Cornish drift-net fishing fleet in times gone by. Lug rig is a forerunner of gaff rig and deserves our support. Given the right conditions they are reputed to out-perform most yachts of a similar size. Today was one of those days.

A close quarters situation developed between the Reliance and Jon Baigent's 38ft Tern. The latter was last year's winner and can always be relied upon to give anyone a run for their money. The Reliance was helmed by Phil Slater, whose working boat the Rebecca is reckoned to be the one to beat at Falmouth. As the wind freshened further, the lead boats were neck and neck. Finally a small margin, it was the lugger Reliance that secured line honours.

The overall winner on handicap was the 23ft Kathleen Mary, the only boat that dared carry a topsail.

Later in the evening, at the Falmouth Water-sports Centre, the prizes were presented by Allison Cade. The main prize-winners on handicap were:

Class 1	1st	Tern	Jon Baigent
	2nd	Reliance	Deena Russell
	3rd	Guide Me	J. Brickhill
Class 2	1st	Kathleen Mary	Richard Sadler
	2nd	Susanne	Michael Rhodes
	3rd	Tomboy	Dale Brickhill
Class 3	1st	Lily	Charles Taylor
	2nd	Talitha	Giles Frampton

Thanks is due to all who made the event possible, not forgetting those on the committee boat.

Frank Argall
Area Secretary

THE FRIENDSHIP ROUTE 2003 by Bill Jewell

A small item in last Spring's Gaffers Log alerted me to the existence of the Friendship Route (Route de l'amitié). I was planning to spend the summer in Brittany in 'Lucinda', my Cornish Crabbers Pilot Cutter; and the dates of the Route fitted in nicely. A quick reply to my e-mail to Emile, the UK contingent co-ordinator confirmed that the event with its day sails, communal evening meals & entertainment and socialising would suit me and my crew, and so it proved.

The Route formed up in Audierne harbour ready for the opening session on the last Saturday evening in July. We had no idea what to expect as we nosed into the harbour and approached the marina. On arrival we were hailed by Emile who introduced the very helpful harbourmaster, M. Guy Tapon, who offered a choice of berths. Lucinda being long keeled does not do backwards predictably, so I chose an outside berth. Another time I will take more notice of the strength of the river current flowing under the bridge, but that's another story. Over a beer on Emile's boat we discovered that 147 boats had registered of which only 6 were British. Boats ranged from old and large Breton fishing boats through a range of classic boats to small fibreglass cruisers. Their skippers ranged from the 'sail everywhere' (indeed some had to as their boats had no engine) to those who motored from one party, sorry, venue to the next. One could set ones own pace and objectives. As the briefing said "the timetable in the program is the aim, but it might not happen just at that time".

Each evening there was a civic reception for the members of the fleet; a communal meal that cost in the region of ten Euros per person followed by entertainment by local artists. Almost inevitably with so many boats crammed into small harbours there was much rafting up and therefore neighbours to entertain and be entertained. There was also much music making on boats with sessions lead by guitar, accordion, tin whistle etc. Bunting was much in evidence adding to the festive atmosphere.

Each morning the fleet streamed out to make a spectacular sight. 150 boats cannot all leave together and so formed an extended line several kilometres long. When we were amongst the last to leave the front runners were already hull-down. The natural reaction is to try to pass as many as possible. When we were amongst the first away we were determined few would pass us. Thus though the rally was not a race the competitive spirit is not cramped. For those with a competitive spirit there were several fun competitions at various venues such as canoeing and sculling.

The route took us from Audierne to La Foret, Port Louis, Groix, Houat, and Le Bono and Sene in the Morbihan. The last day was out of the Morbihan to Sauzon on Belle Isle for the last night party and prize giving. Days runs varied from 35 miles to just about 10, all very varied and taking me to places I had not been to before.

Entry to the event was 50 Euros and as there were no harbour dues to pay anywhere it was extremely good value as well as being good fun. Some stamina is required if one participates fully.

The 3rd Friendship Route (2003) lived up to its name. They are held alternate years so the next is scheduled for 2005. I would anticipate the dates to be 30 July to 7 Aug. Put it in your diary now and watch out for announcements in the yachting press. See you there, you won't regret it.

For more details contact Emile at gqy13@dial.pipex.com or me at billkjewell@aol.com. See too the web site; www.lafeteduventetdelamere.org

TORHILDA'S STORY Part 1 by Claudia Crickmere

We first met 'Torhilda' on a winter's day in 1992, lured by a letter in Classic Boat Magazine which offered her to a good home or else she would be chopped up for firewood. She was ashore at Downs Road boatyard, Maldon, stripped out and abandoned by an owner who had disappeared leaving debts.

This 28' Cornish gaffer was a lovely shape but only the hull remained; she needed a total rebuild. We had no money, had just got married, our house was in negative equity and I was eight months' pregnant. 'We'll take her!' said Perry. A year of complex legal juggling followed, as being a registered ship we had to go through the Admiralty Courts to get legal ownership.

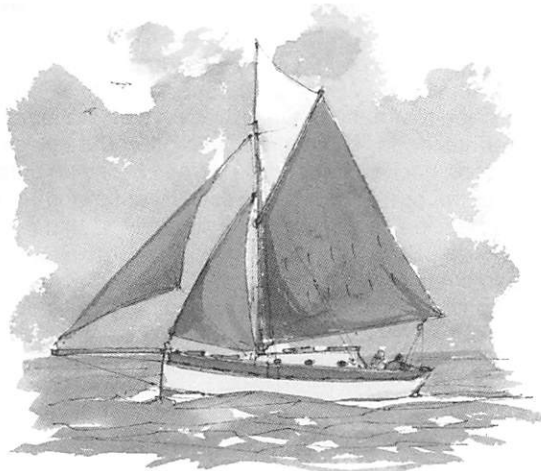
We discovered that 'Torhilda' began life at Arthur Collings' boatyard in Looe in 1933, built as a yacht along fishing boat lines. Although bermudan rigged for some of her life, we presume from her origins that she was built as a gaff cutter - her lines are similar to the Pye's 'Moonraker', also built in Looe a few decades earlier.

For the next four years we could do nothing but pay the storage fees while we moved to Burnham, did up a house and climbed out of debt. Finally it was time for Torhilda to come home; braced up for the journey on the back of Arthur Keeble's trailer she wobbled into our driveway. Marine architect Alan Hill was brought in to draw up her lines, sail plan and interior while shipwright Ian Danskin started work on her rebuild.

Picking her apart, Ian replaced all the frames with new grown oak, using as much of the existing wood as possible. The deadwoods were discovered to be.. well, dead; the planking was pitch pine but in bad shape; Lawsons of Liverpool came up with some reclaimed pitch pine which turned out to be excellent quality. This was supplemented by wood from our garden gates which had to be removed to get the boat into the drive. They turned out to be pitch pine, so - gates? Who needs them!

Meanwhile Ian had to remove the hog in Torhilda's keel before he could restore her original shape. Like many ladies over a certain age, gravity had taken its toll on her bottom so a bracket was made to attach the wooden keel amidships to the concrete. A hydraulic jack lifted her stern 4" until, after a night of creaks and groans, her backbone was straight again.

In January 1998 the new iroko transom and sternpost were hoisted into position, and the old transom turned into a coffee table for the patio. Though in fact there was nowhere to sit on the patio, it was littered with sawdust and timber. Visitors came and boggled. 'Wouldn't it be quicker and cheaper to build a new boat?' they all said. 'Yes', we said. 'But we didn't want a new boat. We wanted this one.'



North East

Our main annual get-together was subsumed into the 40th Anniversary Meeting on Ullswater on the 20/21/22nd June.

The meeting was a great success thanks to Malcolm Hedley of Glenridding Sailing Centre, and the organisational skills of George and Brenda Jago, Pete and Sue Farrar, and Nick Miller. Participants started to arrive on Thursday, to be greeted by a traditional Lake District downpour. Most camped on the lakeside at Side Farm. It has a shingle beach and is directly opposite the Spit at Glenridding where the meeting was held.

The meeting began informally on Friday, with launching and an impromptu race. The Spit was thronged with traditionally rigged boats, on their trailers or on the water. The weather was bright; the wind was fitful. The fleet was often becalmed, rocking in the wake of the Ullswater steamers.

Finally the wind picked up and the race ended. Many then refreshed themselves at the Glenridding Hotel, whilst others scoured the eastern shore of the lake for driftwood. There was a cool breeze, soon forgotten once the bonfire and barbecues were lit on the end of the Spit. Saturday was fine, with just a shower near the beginning of the morning race, the afternoon race being fine. The sailing was not challenging, the winds being light but variable; but the surroundings made up for it. The full race results will be reported elsewhere.

In the evening most repaired to the Glenridding Village Hall, and enjoyed an excellent meal, prize giving, and a raffle. Musical entertainment from our Irish friends (without whom no small boat gathering would be complete) rounded off an excellent evening. Unfortunately one of the participants broke his leg on returning to the campsite, and had to be taken to hospital. I hope that by the time this is printed that he will be on the road towards recovery.

Sunday, naturally, had a later start. It was a day for pottering about, trying each other's boats, or exploring the lake. The wind was variable (of course) but got rather stronger in the early afternoon. The chop on the lake made any lee shore rather difficult to get off, especially after a good lunch at Aira Force tearoom. Thanks to Tony Campbell for a good push!

The Northeast Section OGA tankard was awarded to Ken and Gladys Anderson, of "Harmony". The meeting ended on Sunday afternoon as many participants had long journeys ahead of them. Overall the weather was very kind to us, a distinct contrast to last year.

We hope that many of those from other areas who visited us will join us again sometime in the future.

Our next event is the laying up supper on Friday 21st November 2003. Please contact Richard Montgomery (address at front of log) for details of this event and to register interest.

There are still a few polo shirts left, large size, burgundy colour, bearing the words "OGA 40 years- Ullswater" embroidered around a gaff-rigged open boat. A perfect Christmas or birthday gift, a snip at £15 inc p & p to any reasonable destination. Contact Richard or Angela Montgomery.

Richard Montgomery
Area Secretary

Bristol Channel

On Saturday/Sunday 20th/21st September, open gaff-rig fun races were arranged at Instow jointly by the North Devon YC and the OGA. Attendance by our President, George Jago, and Brenda was a welcome recognition of the efforts being made to bring the BC Area to life.

There were six entrants for the two races, ranging in size from an 8-ft gunter sloop to Shrimpers: three were members of NDYC and the OGA, two of NDYC alone, whilst the sixth was OGA member Bruce Scott who created much interest with his replica Bridgwater Bay Flatner, trailed to the event from Watchet. The Saturday race was sailed with a light, fickle and failing wind. To ensure a finish rather than abandonment for lack of both wind and water the Race Officer, our member Richard Stone, made the bold decision to shorten the course in an unorthodox manner and risk the fury of disadvantaged participants: later, to his great relief, there was unanimous agreement that his decision had been made in the true spirit of an OGA fun race and the result was accepted as it stood.

After the Saturday race our President thanked the Commodore and Officers of NDYC for the support they were giving to gaff-rig and the OGA. He then travelled to Bideford to present Steve Clarke with an OGA burgee for the schooner Kathleen & May. This burgee, the largest from the OGA stock range, was clearly far too small to be flown by the schooner so he subsequently sent a large OGA flag which can now be seen clearly, across the river from Bideford Quay, flying at K & M's mainmasthead.

Racing would have been perfect on both days if half of Sunday's wind had been given to Saturday's calm! All six entrants took to the water for the second race but the skippers of the two small dinghies quickly reassessed the conditions and returned to shore even before the conditions of the wind and water retired shortly before finishing, leaving two Shrimpers and a Lune Whammel to finish with remarkably close corrected times: bully for the OGA T(H)CF!

Bottles of wine were presented to Nicky Tait (NDYC), Saturday's winner, racing for the very first time in her 8-ft dinghy, to Richard Peek (NDYC; now also OGA), winner on Sunday in his Shrimper, to Bruce Scott for having come from afar, and to Richard Stone, Race Officer. The experience gained with this event will serve well in planning for a more ambitious NDYC/OGA event on the weekend of 15/16 May next.

Publicity for the recent event had reached Alison Boyle, a journalist who writes a regular article on nautical themes in the weekly North Devon Journal. As a result she wrote a well-researched article about the OGA. This and the event at NDYC have led to several enquiries about the OGA and its BC Area, whilst Alison herself has promised to join and get sailing next season in her own dignity.

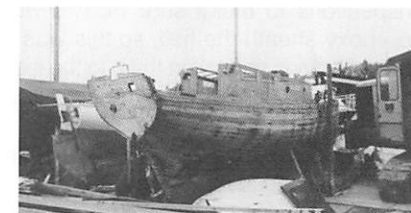
It is satisfying that in the first year of my appointment as Secretary of the BC Area, by dint of the personal contacts which I can readily make, OGA activities have been initiated at Watchet and Instow on the southern shore of the Bristol Channel. It is hoped that members in South Wales and around Bristol will follow this example and make contact with local sailing clubs which may be persuaded to co-operate with the running of gaff-rig events. Contact has also been established with the West Wales Maritime Heritage Society at Pembroke and could well be developed further by members in that area. During the year there have been three issues of Severn Tidings, the BC Area newsletter, edited by Brian Kindness: we look forward to members responding to his requests for items to be included in future issues.

Alan Hidden
Area Secretary

The iron keel had been removed and a new steel one made up as a hollow section to be filled with lead. Perry managed to get a heap of twisted lead and old pipes at a good price by chatting up builders and plumbers, but converting this into liquid form required tenacity. The lead was chopped into small pieces then melted over a barbecue, bit by bit, and poured it into the hollow keel. It was a slow and revolting job, done at night and in the rain because of the smell and smoke, and it took weeks. Finally the keel was full and hoisted into place under the original elm keel.

By now the boat's position was giving problems. Apart from being exposed to the weather, working space was limited, so we decided to finish her off in Cook's shed in Maldon. Looking very sparse with her new frames and only a few planks on, she wobbled off back to Maldon again. Friends boggled again. 'There's less of her now than there was when you brought her home!' they said. How true.

Once under cover planking up progressed well, though it was a difficult job single handed, involving ingenuity and hundreds of clamps to get the planks round the deceptively curvaceous hull.



As soon as the engine beds were in the new 28hp beta diesel was hoisted into position. We'd stopped counting how much the project was costing us and realised we were still only half way there. Although Perry would have liked to be more involved in the building process, he was too busy earning the money to pay for it. It was time to go for broke and get more help, so Vaughan Taylor was brought in to do the interior joinery. Ian and Vaughan worked well together; they were both uncompromising when it came to doing the job well and we weren't about to start taking short cuts now!

In January 2002 Perry suddenly lost his job. This was bad news for the boat fund, but good news for Perry as he hated it anyway and all he really wanted to do was work on the boat. All remaining assets went into the boat fund and as emergency back up we had the house valued. We were too far in to stop now, and it meant that Perry was there most days to sort out decisions that needed making at each stage. He was also able to do wiring, plumbing and engine controls while there was still space to do them. In fact, most of the interior was completed in detail and painted before the coachroof was built.

The cabin was made largely out of ply, routed to look like tongue and groove and then painted cream, with teak trim. Luckily we had plenty of teak, from a job lot bought cheaply some years ago as well as reclaimed from the old coach roof sides. We needed to pack a ridiculous amount in; comfortable berths for four, a large chart table, loads of galley space, fridge, good sized dining table, decent stereo system, separate hanging lockers for wet and dry clothes, plenty of engine access and loads of stowage. Oh, and enough water tanks to cross the Atlantic, please. All this in a 28 foot hull.

Compromises had to be made but it all went in somehow! The diesel cooker was an expensive investment - Perry virtually on his knees to the dealer on the last day of the boat show to get a discount on the show model - but we hope it will be worth it. Not only does it avoid having to carry gas on board but also the ceramic hob has a lid to double as a cabin heater. The fridge was made from sheet plastic (old advertising hoardings - very useful stuff available cheaply from our local wood merchant); the compressor came from a boat jumble.

The bowsprit was an easy spar to make - one of the washing line poles in the garden had obviously been a mast at some stage and was a lovely length of spruce. The end was already squared off and the diameter was right so off it went, stripped and trimmed, and the washing now hangs between two trees. Fair enough. The rest of the sparmaking will be finished later; we decided to make the hull a priority so that we could get her launched and back to Burnham as soon as possible.

By spring 2003 the teak deck was going down on top of two layers of marine ply. Coachroof, skylight and hatches were made; portholes were in. She was beginning to look like a ship that intended to go places, rather than a shapely heap of expensive wood!

Perry set about plugging over 2,000 screw holes then fairing off the hull; Ian made regular inspections to make sure Perry's work was up to standard. A decision had been made to epoxy sheath the hull, so this was next. In the meantime Perry had made patterns of all the hull fittings and taken them to the local foundry to be cast in bronze. If this seems extravagant, it wasn't - the price compared very favourably with having them fabricated in steel.

We decided to take the opportunity of copper coating below the waterline; several yachtsmen we knew had used Copperbot and similar brands to good effect but this would prove expensive. Undaunted, Perry bought a tub of copper powder and mixed his own - whether we got the formula right or not, time will tell!

At the time of writing the rudder is being made and paint and varnish going on; we aim to have her afloat by the end of November. She looks gorgeous, but the real test is yet to come; how will she sail? Watch this space - the story of her launch and trip to Brest will follow next year.

Claudia Crickmere

Editor's note: See the Notice Board for early details if you want to join Claudia and Torhilda for the cruise in company to Brest 2004. (And the Editor with Wendy May, if only he can get his act together in time.)

MY BID FOR STARDOM

By Dennis Wright – Arthur Alexander

I had been told about an opportunity to take part in a film in the Isle of Man, and given a number to ring, so I did and was asked to send some photos of my boat. I was accepted – the trouble was it coincided with the Ardglass Festival and I was really torn between the two.

So on the 21 August I set sail although the forecast was bad for Thursday, but I do not set off on a Friday even though it would have been the better day !!

Thursday, 21st August 2003

The morning started grey and cloudy and remained like that all day, so this is my log as I sailed to the Isle of Man

THE SALTY SHORE By John Leather Published by Seafarer Books

This book is another excellent reprint by Seafarer Books, and at £10.95 is also excellent value too! John Leather is a mine of information about the Blackwater and Colne Estuaries, and this book focuses on the Blackwater, from Mersea to Maldon. However it is much more than a mere local interest book, for it goes back to the days when the East Coast was less isolated from mainstream yachting, in the days of the J Class particularly.

Of course there is a lot about the barges, smacks and the bawlies based on the river, and it is quite interesting to study the old photographs of the working smacks at their regattas. Many of these are still around, albeit totally rebuilt. Daisy Belle and Polly actually have moorings near mine on the River Stour. Boadicea features several times, looking very much as she does today, unlike some of the others which have had their rigs enlarged for the competitive racing of the present time. There is an incredible photograph of Walter Mussett stowboating in the winter, covered in ice. Life must have been tough for the old smackies.

Few going to Tollesbury today realise the connection it had with the days of the "Big Class". Tollesbury used to provide many of the skippers and crews for the professionally manned yachts of the gentry. We were honoured at one of our East Old Gaffers Races when Ted Heard, skipper of such beasts as Endeavour and Astra, presented the prizes. The great yachts were often laid up in the mudberths at Tollesbury while their crews went fishing in the winter. Tollesbury had a railway and a pier too, and often the owners would travel up from London to see their yachts and chat to their skippers. It would not be unusual to go into the front parlour of many of the little fisherman's cottages and find yourself having a cuppa with a Cabinet Minister or a member of the Royal family!

The book is packed with information and contemporary accounts of life at the end of professional sail, and takes the reader through into the post war period. The only serious omission is a lack of reference to the Old Gaffers Association and its formation in Maldon in 1963, which has obviously had a tremendous influence on the retention and preservation of traditional sail. Indeed, the OGA's register has several of the author's own designs within its pages!

Despite this, it is still a book anyone with an interest in traditional sail should read, and at £10.95, they would be foolish not too (and that includes you guys on the Solent too!).

Jon Wainwright

The 12 Volt Bible for Boats by Miner Brotherton revised by Ed Sherman Published by Adlard Coles Nautical price £14.99

This is another bible for the bunkside bookshelf. It is a complete introduction to the 12 volt electrical jungle we all have on our boats and tries in good plain terms to explain why it works, how it works, what the problems are, and how to fix them. A comprehensive book which has been updated in this second edition to cover the latest technology in marine electronics, alternative energy sources and modern test gear. Together with Marine Engines by Nigel Calder, the 12 Volt Bible for Boats would provide a comprehensive and very useful Christmas present I would suggest.

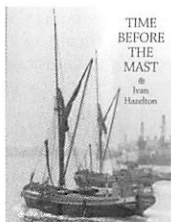
Phil Slade

TIME BEFORE THE MAST by Ivan Hazelton

Published in softback by Chaffcutter Books, ISBN 0-9532422-5-0, price £16.

There is nothing like a good read when you come across such a book that you want to try and tell everyone else and hope they see it as you do.

Ivan Hazelton's book "Time before the Mast", set in the forties and fifties, tells of the Thames barge coastal trade and is a very real and believable insight into that way of life. Ivan is someone who wants to go afloat, but his chosen career is not that easy to follow - he is only fourteen, Mother is against it and there is a war on.



His determination wins through, a characteristic which shows itself again in later life, and on 29 December 1943 he goes as third hand on R&W Paul's barge "Jock". This coasting barge trade can only be described as light years away from what is now the standard working week and its associated conditions of work. Barging conditions were hard, the hours long and unpredictable and the money poor. But what shines through like a beacon in this barging world is the professionalism, the determination to find a solution and do the job well. Was it exploration, not really, it was just a different mind set in the way of those who sailed commercial vessels for a profit and had to deal every day with the forces of nature in order to do their work.

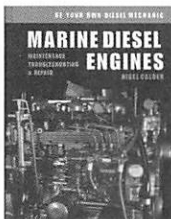
This book is interesting in a number of ways, but not least as it is an insight into a world now gone. Ivan was forever keen to learn more about his chosen profession. An unspoken bond which developed between himself and Bob Roberts could, I feel, only happen under sail. Ironically, Ivan finally ends his time under sail as mate to this great sailorman, but then had to leave him when forced into this emerging world of motor ships in order to earn enough money to get married.

Nostalgic descriptions of the London River and the Docks at the time I grew up and went to sea complete this narrative. A very highly recommended read in my opinion.

George Jago

Marine Diesel Engines by Nigel Calder - Maintenance, Troubleshooting & Repair - 2nd edition

Published by Adlard Coles Nautical price £19.99



Based on the premise that the average boatowner, with regular maintenance, can have a troublefree relationship with his diesel engine this book sets out to explain in clear and straight forward terminology how the engine works, how to maintain it, and what to watch out for to ensure smooth running at all times. A book which, in my opinion, will satisfy both the professional engineer as well as the amateur. It covers everything from engine selection and installation through to a very comprehensive section on troubleshooting. Well worth having on the bookshelf at home or on board. For more information contact Suzanne Sangster on 0207 758 0231 or email ssangster@acblack.com

Phil Slade

0600 leaving Conwy under engine and main, clearing Bodlondeb Point. Put up staysail and flying jib, switched off engine 0610 and sailed out through the North Deep. Wind W.4-5 Bar 1025 0800 wind now a good 6. Put two reefs in main and took down staysail. Making 6-7 knots. Sometimes 8-9 knots. Sea rough to moderate. 1500 arrived at Port St. Mary. Had to sail right into the harbour before it was fit to get my sails down. Good trip 9 hrs. under sail. I had just one incident when I was about 7 miles off, when a merchant ferry was crossing my path. At the time I was doing a good 7 knots. I was hoping to cross his bows and thought he may give me a bit of room, but he still came on. I could see if was going to be close so at the last minute I had to jibe and let him slip by under me - it was very close and I got no recognition from him at all. Jibed to get back on course. When I took my reefs out in harbour I noticed my boom was split so I had to put a splint on and bind it.

Friday, 22nd August 2003

Port St. Mary to Castletown. Very little wind today W2 Bar 1020 - a bit over cast the sun comes out occasionally. Peter Marsden of Albion fame is joining me for the trip. 1715 left Port St. Mary 1830 arrived alongside in Castletown, having sailed most of the way including sailing from alongside. Made 3.1/2 - 4.1/2 knots Wind W2. Whilst alongside Irish Quay in Castletown we were asked to move into the outer harbour by the film crew. After that we were stood down, by we I mean Arthur Alexander, White Heather, Master Frank and a puffer from Scotland.

Monday, 25th August 2003

Monday started filming. Tuesday we were enacting the evacuation of the Island with women and children, we were using Mike Clarke's boat "White Heather" for this. We did a couple of takes. We were dressed in period costume for this part. We were not made up, but I did have to have my hair cut. I wore a collarless shirt, waistcoat and cap. Not a lot different from how I am usually!

With 40 women and children on board White Heather we motored outside the harbour beyond the breakwater. All this was quite difficult with a NE wind 3-4. We did two takes at this having to spring the boat off each time. Then the wind caused a ground swell and we were hitting the ground quite hard. So as soon as we floated we all went into the inner harbour for which we had to have the bridge swung. Then on Thursday at 2100 hrs. I was asked if I would go back to the outside ready for filming the next morning, as they wanted me ready. The wind had been given to go northerly and the locals said it would be quite safe. So at midnight the harbour master came down and swung the bridge and I went out to the outer harbour, with help from John and Wendy Duncan and Mike Clarke.

Friday we were filming. I had the actor and actress using my boat for the scene they were shooting this went on until 1400, after which I went back alongside Irish Quay where I spent Saturday and Sunday chilling out as they say.



Editors note: I understand that the title of the film is 'Islands at War' although not who is starring in it

Dennis (left) and friends in a break during filming

Swallows and Amazons Weekend at Walton The Big Event for Small Boats, 11-13th July 2003



Well the weather was set fair and we thanked our lucky stars yet again. The little boats kept arriving Friday evening by road and sea, and we soon had 39 open boats entered (of which 32 were gaffers), a garden or two full of tents, and eight yachts moored comfortably in the pond by the club.

Saturday was an early start, but everyone was keen to be out on such a lovely hot summer's day. However problems were in the air, or rather the problem was soon too little air!! As the boats fought against the incoming tide the gentle breeze blew on the nose, and then gradually blew less and less.

This tough start did much to sort out the fleet. The Jewels led the way, with Gironde and Woody (both previous winners) hot on their heels and Walnut – a very lovely varnished 1930s clinker double ender.

The next group were led by Goldfish the cadet, then the first Smacksboats Happy Days and Willow, a Bosun and, incredibly, Skipper the Optimist!! Following them were the rest of the eleven smacks boats, the nine scows, Peg, a clinker gaff sloop and a rich variety including "tippy Tuppy" the tender tender!

Through this varied fleet one boat cut a fine dash the "oar-some Mary Dee". Despite her lack of rig, she made great headway with men-and-woman power and four oars – she actually completed the course around the islands and came in so early the finish committee assumed she had just rowed across for a beer!!

However down the river the fickle wind was dying away and the fleet were struggling. The decision was taken to split the fleet – allowing those ahead to try to complete the course around the islands, while turning the rest around a buoy and getting them back home before the tide took charge! Despite this, the wind continued to fail. Around the far side of the island Lapis, a Jewel, was leading the fleet, with Woody close astern. Gironde, Omori, Spinel and Walnut had given up the struggle. As the tide turned Lapis was out in the open waters of the wade, allowing her to make it over the tide. Woody on the other hand was still in the channels between Honeypot and the wade, and as the tide took hold she too gave up and took a tow.

Meanwhile in the main channel the majority of the fleet were battling with the shortened course, the wind finally died away, and as the little boats were drifting away from home, many decided that discretion was the better part of valour and took to their oars, started their out-board or accepted a tow. However a few hardy boats hung in there, only to be rewarded with a new breeze, right in their teeth again!

As often happens at these events, those who had come to meet the authors also found the generous alcoholic hospitality difficult to resist and Patricia Eve had positively to bellow to attract our attention as she introduced the authors.

After the introductions, William Borel said a few words. William's place in Gossip's story is uniquely sad - he had entered Gossip in the first Route du Rhum race (no gaffers these days!) in the late 1970's and was sailing single handed to qualify when he started the petrol engine to claw off a rocky shore in no wind. There was a large explosion and the yacht burst into flames. William was rescued by fishermen but Gossip was a total loss.

After William had thanked Patricia for organising the event, he and Cecily sprang a surprise on all of us. When he was preparing Gossip for the Route du Rhum, he converted her back to tiller steering, so her wheel was not lost. He and Cecily jointly presented Gossip's old wheel to the Royal Solent Yacht Club, where it now has pride of place not far away from the excellent model of Gossip, a fixture in the club for many years.

Pat & Dick Dawson

Dear Phil,

I was intrigued to read Jane Blanchflower and Peter Butler's account of racing Katrine in the 24th Flensburg Regatta in the September 03 GL in which reference to Willow Wren was made.

Some of our East Coast members may remember Willow Wren when she lay, as a house-boat, alongside the quay at the west end of 'the front' at Burnham on Crouch near the Crouch Y.C. In the late 70s she was removed and got back in sailing commission, requiring a new ballast keel and deck among many other major restoration tasks.

Willow Wren, built in 1886, is just over 60' LOD and now displaces around 50 tons. Currently she is cutter rigged but is due to acquire a mizzen this winter to become a yawl once again.

During the 1930's she was owned by the parents of my father-in law Frank Metson (with whom my wife Peppy and I now share a Heard 28, Corncockle (OGA number 1867)). In the '30s, Willow Wren was moored out in the river during the summer and accommodated the family during their holidays (see b/w photo taken from cousin Rene's parent's house-boat Coquette). After the 2nd World War Frank bought Willow Wren from his parents to serve as his first home, having married Peggy Mann in 1945. Willow Wren was sold in 1947 in order for Frank and Peggy to move ashore in Burnham - a somewhat safer place to raise a family.

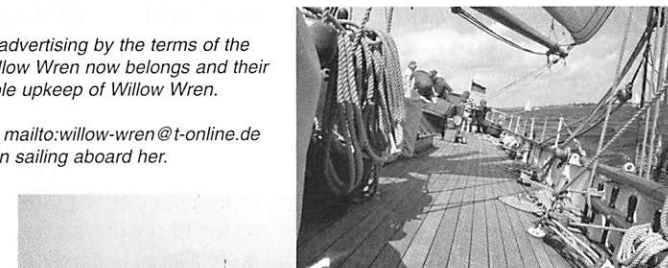
One of Frank and Peggy's grandsons happened across the Willow Wren website www.willow-wren.de and took a look to find that she was sailing from Flensburg in the South West corner of the Baltic. In June this year, Frank (87) and cousin Rene (86) accompanied 10 other family members on a 4 day skippered charter which was a great success, not least of which was due to Frank and Rene being aboard Willow Wren under sail for the first time and the excellent company and warm welcome provided by the present owners Uli and Kerstin. The charter was just one week after the Flensburg Rum Regatta and Willow Wren was sporting her trophy for first place in her class - the cycle handlebars mentioned by Jane and Peter in their account in GL Sept 03, slung beneath the outer end of the bowsprit. We did hear light-hearted comment from Uli and Kerstin that perhaps they should have dropped a place to win 5 litres of rum instead!

Uli and Kerstin are restrained from advertising by the terms of the Historic Ships Register to which Willow Wren now belongs and their charter revenue is intended to enable upkeep of Willow Wren.

Uli and Kerstin can be contacted at <mailto:willow-wren@t-online.de> for anyone who may be interested in sailing aboard her.

Best regards,

Graham Dadd



Dear Mr Slade

Over the years I have owned nine cruising boats, four gaff rigged and five bermudan. I read the correspondence over whether the OGA should allow boats with a triangular mainsail to enter races with great amusement. In my opinion the rig does not matter. The vital thing is that the hull should be built of wood.

The vessel Silver Shrimp which follows my name and address in the June 2002 OGA membership list is a plastic Cornish Shrimper. In fact it actually belongs to my wife so my claim to have always owned wooden boats remains intact.

Turning now to other matters. The Gaffers Log has improved with time. It is now well printed in a handy A5 size, suitable for reading in bed, with clear illustrations and well defined paragraphs. In the current correspondence columns Martin White and Ray Evans both hope that as the new editor you may be able to find space for some practical articles. I do agree. For instance would mark Butler follow up his piece on 'Setting a Gaff Main' with some ideas on the relative shapes of staysails and jibs to ensure an efficient fore triangle?

But please avoid articles on safety equipment, electronic gizmos and manoeuvring underpower in marinas. There are already covered ad nauseam in present day Yachting Magazines.

One final point and really the one which caused this letter. On the inside front cover of your September issue is a colour photograph of a sailing dinghy, blue topsides, varnished topstrake, loose footed main and white jib. Name on the transom possibly 'Elf' Is there any record of the owners name and address? I think she may have been built from a design drawn by a friend of mine back in 1945. About 20 boats were built to this design and formed a class at the Blundellsands Sailing Club on Merseyside in the 1950's. I would be most interested to learn if the boat illustrated is a survivor.

Sorry to go on at such length but it is warmer in my study than out in the garage where I should be painting some new locker doors.

Yours sincerely

F.M.Miller

Editors note: I am very pleased to receive feed back on what the membership would like to see in the Log. Keep the comments coming. I will ask Mark if he would give us a follow up article.

Book Launch at the Royal Solent Yacht Club Friday May 9th

Dear Phil

You may remember Jon Wainwright's review of "Gossip", the book by Cecily Gould, in a recent Gaffers Log. Dick and I were privileged to be invited by Patricia Eve of Seafarer Books to the launch of the new edition of the book. An added bonus was a delightful early morning sail from the Hamble in Lone Wolf to attend.

Having owned a copy of the original printing for some years, we were interested when, meeting Cecily earlier in the year, she told us of the launch of the new edition. She was sad that she had been unable to contact William Borel, the last owner of the yacht, who she wanted to invite as guest of honour at the launch. We remembered seeing Gossip at St Malo in 1977 and wrote to a number of our French contacts and Jean Le Faucheur came up with his address in Paris. William was invited and agreed to come to the launch.

The connection with the Royal Solent Yacht Club is that Cecily's father, always known as "Damborn", was the Club's Commodore in the 1950's and Gossip was a resident in Yarmouth Harbour for many years.

The launch was well attended and we were all privileged to meet not only Cecily, but Sheila, Bob Roberts' widow, who was there to see the re-launch of Bob's early book "Rough and Tumble". In this book, Bob and his friend Bully sail Thelma, a 27ft west country smack, from the Thames across the Bay of Biscay, across the Atlantic, through the Panama Canal and into the Pacific. Thelma was lost in the Cocos Isles and they returned, after a remarkably difficult voyage in an old Bluenose fishing schooner that should have sunk under them, to South America, from whence they returned home.

A further bonus for us Solent OGA members was to welcome Jon Wainwright, another of Patricia Eve's authors, who was there as a guest, but was able to indulge in a little promotion of "Only so many tides".

Lapis led the way home, having been the only boat to sail right round the island, followed by Puffin – first on the shortened course, the two Rule smacksboats, T/T Ellen and Neva, and finally two scows Ariadne and Nutkin who battled up the ever narrowing channel against wind and tide.

The Race had been a frustrating one of perseverance, lack of wind and numerous tide gates, but did show the self-sufficiency of the OGA fleet, as many just lowered their outboards and motored home.

After a sunny lunch Perry Crickmere challenged us all to build and race paper boats. And how some rose to the challenge!! There were bawley-rigged catamarans complete with brailing lines, square-rigged beer cans and elegant gaff cutters. And how we laughed as they sailed in circles, gently descended to the bottom or raced off in the wrong direction. The next challenge was from Graham Jenkins – to design and build a load-carrying raft, 20cmx20cm, and then to compete on weight carried. Again the designs were so varied and exotic.

Arthur Ransome's Nancy Blackett had joined us for the weekend and was moored in the pond by the club. To the delight of many, Roger Taylor, her skipper showed visitors around the boat, and explained about her on going care under the Nancy Blackett Trust.

The afternoon gave way to evening, and after prize giving and supper, we were treated to some unique songs from the "Splice Girls" of Burnham (such as My old Boat to the tune of My old Man) a memory we will treasure for a long time I think!

Sunday started as it meant to go on – with hot sun and a great sailing breeze. An orienteering course had been laid around the Backwaters, each set of co-ordinates led to a word, and the complete list of words led you to buried treasure at Stone Point! Half the fleet scurried round searching for clues, and half the fleet used the lovely sailing breeze to sail round the island and meet up with us at Stone Point.

The first pirates back to find some treasure were the Terrible Thomases from pirate ship Transcur. They were followed by dinghies of treasure seekers, including Mike & Sue Feather in Lettuce who had managed to find all the clues. After a brief stop for lunch, the fleet reluctantly left the beach, and had a great sail back up the river and home.

As ever with this event we are indebted to the Walton and Frinton Yacht club, who generously offer their premises and safety boats, to the Walton and Frinton Yacht Trust, and to Chris Brookes, who allows his garden to turn into a campsite for the weekend. It is a magic event, for children of all ages, ever growing in popularity and support. (Provisional date for next year 17-18th July 2004.)

RESULTS

Full Course:

Lapis	First and only boat around Island	Nancy Blackett cup
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Shortened Course:

Puffin	First Gaffer	Downs Road Trophy
T/T Ellen	First Smacks Boat	Morning Cloud Trophy
Neva	Second Smacks Boat	
Ariadne	First Scow	
Nutkin	Second Scow	

Orienteering:

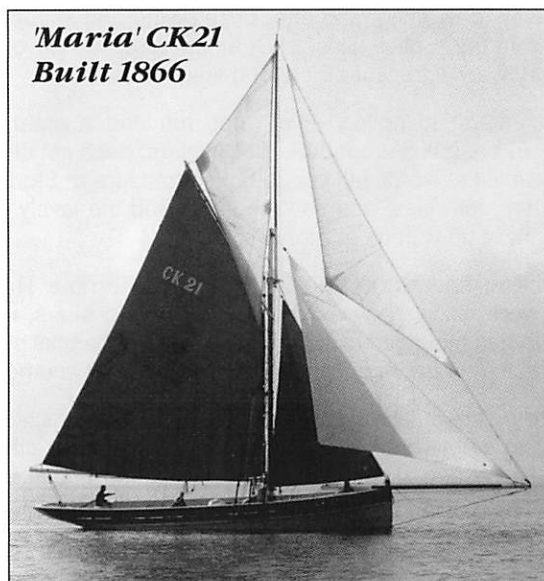
Happy Days	First to the Treasure	The Pirate Trophy
Lettuce	Found all the clues	

JAMES LAWRENCE SAILMAKERS

Vast gaff and lug rig experience

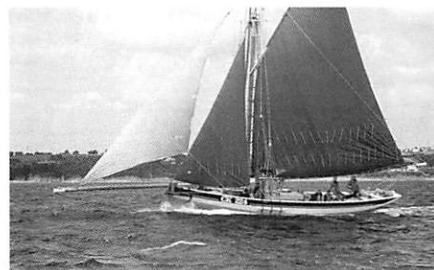
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A notable competitor was the Itchen Ferry Fanny of Cowes, racing on the East Coast for the first time in many years, resplendent with new sails. You would expect the lean and shapely Albert Strange Yawl Firefly to be fast, but the chunky little My Quest was revelling in the conditions. There were gaffers old and new – Kestrel, Katrine and Maryll contrasting with newer gaffers such as Molly Cobbler, Masquerade, Bonfiy and Black Rose. And was not it lovely to see the presidential barge Avola flying along too!

In the Bermudan classics you would expect to see M A Solitude's low curvaceous hull slicing the Blackwater chop at a great rate of knots, and her speed was complimented by sturdy cruisers like the Vertue Maid of Tessa and Bryher.

Within two hours the whole fleet was in, lurching at anchor in preparation for the Parade of Sail up to Maldon Town. For some reason the race officers could not organise a leading wind to Hythe Quay, so the parade finished a mile short, leaving only the really keen or engineless to complete under sail! And what a crowd on the Quay. The Queens Head garden was packed to overflowing as well, as gaffer after gaffer moored up,

A recent development has been a crews party in Taylors yard, beer being supplied by the East Coast OGA and the Regatta Committee, a very nice touch indeed.

Dinner was laid on at the Maldon Little Ship Club, attended by about 60 OGA members. Afterwards at the prize giving, George Jago presented a limited edition OGA burgee to the MLSC Commodore Janice Frost, in recognition of the founding of the OGA in 1963 at the Maldon Little Ship Club and of the support given by the club over the last 40 years. Finally a toast was raised to the OGA, as usual at this anniversary race prize giving.

Fanny of Cowes was the outright winner, followed by My Quest and Firefly. In the smacks Sallie won the large class, with Primrose beating Lizzie Annie in the small class. The Bermuda classics was won as expected by M A Solitude from Rosa Ryal.

Our gratitude goes to Peter Maynard, Mike MacCarthy and all the rest of the Town Regatta committee, and to Maldon Little Ship Club. 2004 is planned for September 18, don't miss it!

Jon Wainwright and Peter Maynard



Aldous Smack Yacht Merlin

Ruby Rally - 23rd-31st August 2003

On the East Coast this year, the Ruby Rally was held in recognition of the OGA's 40th anniversary, and as a lead up to the annual Anniversary Race at Maldon which was brought forward to August. We had a great turn out of 44 boats of all sizes and ages, with some 2000 years of sailing history between them.

The fleet included some real veterans J Watt's Fanny of Cowes and Quiz both from 1872, Kestrel, Merlin, Witch, Victoria and Bona, all 100+ yrs old. At the other end of the scale there was a good bunch of brand new GRP smacks boats – the Brian Kennel type replicas and some real local east coast classics – the usual collection of Aldous boats, a Maurice Griffiths designed yacht, Egretta, and the Shuttleworth's smack Quiz.



Fanny of Cowes, built in the 1860's

We started on Saturday 23rd August, at Stone Point, gradually the fleet arrived, anchoring off the sand, and then rowing across for registration. Thanks to our very generous sponsor (Moray of Classic Marine), we were able to give all entrants a canvas goody bag and a ruby OGA flag. Saturday night we relaxed over a barbecue and a beer or two.

Sunday dawned fair, and the Pennyhole Bay race took the fleet away over the sands, and round to Wrabness. Kestrel and Fanny soon took the lead – these two were going to become a familiar site at the head of the fleet over the week, however little Victoria and Maryll were hot on their heels. The open boats First of April, Dram and Quinque opted to sail the same course, and were up there with the leading boats, in fact First of April and Kestrel came in together as first boats home. Maid of Tessa led the select Bermudan fleet, leaving Amberjack high and dry (again?) on sand off Harwich.

On Monday the Stour race took the boats up and down the Stour. The dinghies set off first, forming a tight competitive bunch. However the bunch broke on the run home, and Lettuce took the lead and came home first. The yachts meanwhile had started their race, which proved to be such a fast event the finish boat hardly got there before them! Amberjack led the way, followed by Fanny, who unfortunately took some time to find the finish line! In the open boats First of April led again, but close astern, and overtaking many of the yachts, was little 14 foot Gironde II, flying down the Stour.

Tuesday morning found us relaxing in Levington Marina (our thanks go to Jenny and co for moving all sorts of boats to enable us to fit in), the plan for the day being to perambulate in company towards Stutton, which offers a choice of two pubs (the Bakers Arms in Harkstead was overrun with builders and was therefore out of the equation). So a string of Old gaffers almost the length of the Stour made a fine sight with the beautifully restored Kestrel at the front.

East Coast Ruby Rally

23rd - 31st August 2003

We all arrived somewhere near Stutton Point, some picking up moorings at Wrabness, some at Stutton with Papa Stour (Sarah's smack's boat) and Gironde II (Pete's GP14) on the beach. Pete went on ahead to meet up with nephew Edward, aged 10, and latest member of Quiz's crew.

Sarah stayed on the beach to explain to crews of Kestrel, Molly Cobbler, Letitia, Maryll (actually they knew already) the merits of the Gardners Arms v the King's Head, but Pete had other ideas. At the fork in the path he marked the way on the ground with his rugby shirt - one arm folded so the other showed the way. Faced with such enthusiasm for the King's Head, all crews navigated safely there and enjoyed a fine lunch.

Start boat for Wednesday's Open Boat race to Manningtree, Black Rose, pleaded ignorance so competitors started themselves with a running start - Paul Webster in Riddle started 300 yds ahead of anything else. As it turned out this was a good idea as it took the GP until Stour No 8 to catch him. The other three Smack boats constantly vied for position particularly Dante and Papa Stour. All five made a grand sight sitting on Manningtree beach with sails up. Meanwhile, six of the big boats had negotiated the channel to Stour Sailing Club Quay and five more to Mistley.

Over another pint it emerged that between three of the Old Gaffers present, in 100 years of sailing on the river none of them had ever sailed up to Manningtree before, and all were local lads - one was born in Freston, one lived in Lawford and the other in Ipswich! Now that is what these events are about. For Pete that made it all worthwhile.

Returning from Manningtree, the open boats enjoyed the start of the big boats' race down river to Shotley - thanks to Egretta for being start boat. Again the fleet had a fair wind, and this time the finish line was presided over by a finish car at Shotley! The open boats led the fleet this time, with First of April and Dram, closely followed by Amberjack and Kestrel. This time Kestrel put enough space between her and Fanny to take not only line honours in her class, but also to win on handicap.

That evening saw us all back in Levington Marina for the "half way" prize giving, and announcement of the points series results. In the big gaffers, the favourite, Maryll took the point series cup, she had done consistently well all week and it was well deserved. Just a point behind were the two fast and beautiful, white swans, Kestrel and Fanny of Cowes. It was wonderful to see these two boats again looking so good after extensive renovations. It also seemed fitting that

these two old gaffers, who raced with so much success in the early days of the OGA, should be here at the fortieth year celebration, still winning the cups and looking even smarter than ever. On the Bermudan side Maid of Tessa took the first for points, and in Open Boats First of April.

On Thursday morning the fleet set off down the wallet, and this was a point of flux in the week, many left the fleet, including the open boats, and others joined in. Katrine was one of the newcomers, and she soon showed the fleet what a large, powerful gaffer can do, as she arrived down in Brightlingsea nearly 15 minutes ahead of the fleet. My Quest, Kestrel, Grommit, Fanny, Pertwee and Maryll were in the first half of the fleet home, but it was little Molly Cobbler, the 19 foot Tosher Replica, that beat them all on handicap! Friday was a "day of rest", the main plan was to get within striking range of West Mersea, ready for the "big race" on Saturday - the OGA Anniversary Rally and Maldon Town Regatta.

As ever there are a load of thank yous for an event of this size, but in particular I would like to thank: our sponsor, Moray McPhail of Classic Marine, Woodbridge who provided our goody bags, most of the prizes and supported us all the way, and also Levington Marina, especially Jenny who agreed to have us at short notice after everyone else turned us away, moved all sorts of boats to enable us to fit in and managed to welcome us all with a smile!

Peter Elliston (PTK) & Tessa Hodgkinson

OLD GAFFERS ANNIVERSARY RALLY AND MALDON TOWN REGATTA 29th AUGUST 2003

Maldon may not be the easiest place to run a regatta from, but the format of this regatta, since it combined with the OGA, makes it one of the best on the Blackwater.

Some fifty plus vessels, most of them gaff rigged, met at the Nass of West Mersea on a bright brisk morning. Strong winds were forecast from the North, so one of the shorter courses was selected, and it was a fast race, the starters powering away on a close reach up to a mark off Tollesbury. Then it was ease sheets for a crowded run out of the estuary, before beating across to Mersea, and thence up the Blackwater via a few cans and Thirslet to Osea. The big smacks such as Ellen, and Sallie were looking and going at their best, albeit being prodded along by Bawley Bona's Bowsprit. The smaller smacks such as Lizzie Annie and Dorothy were up with the fray too, amongst the working boats of other areas and gaff rigged yachts.



40th Anniversary celebrations aboard Quiz