

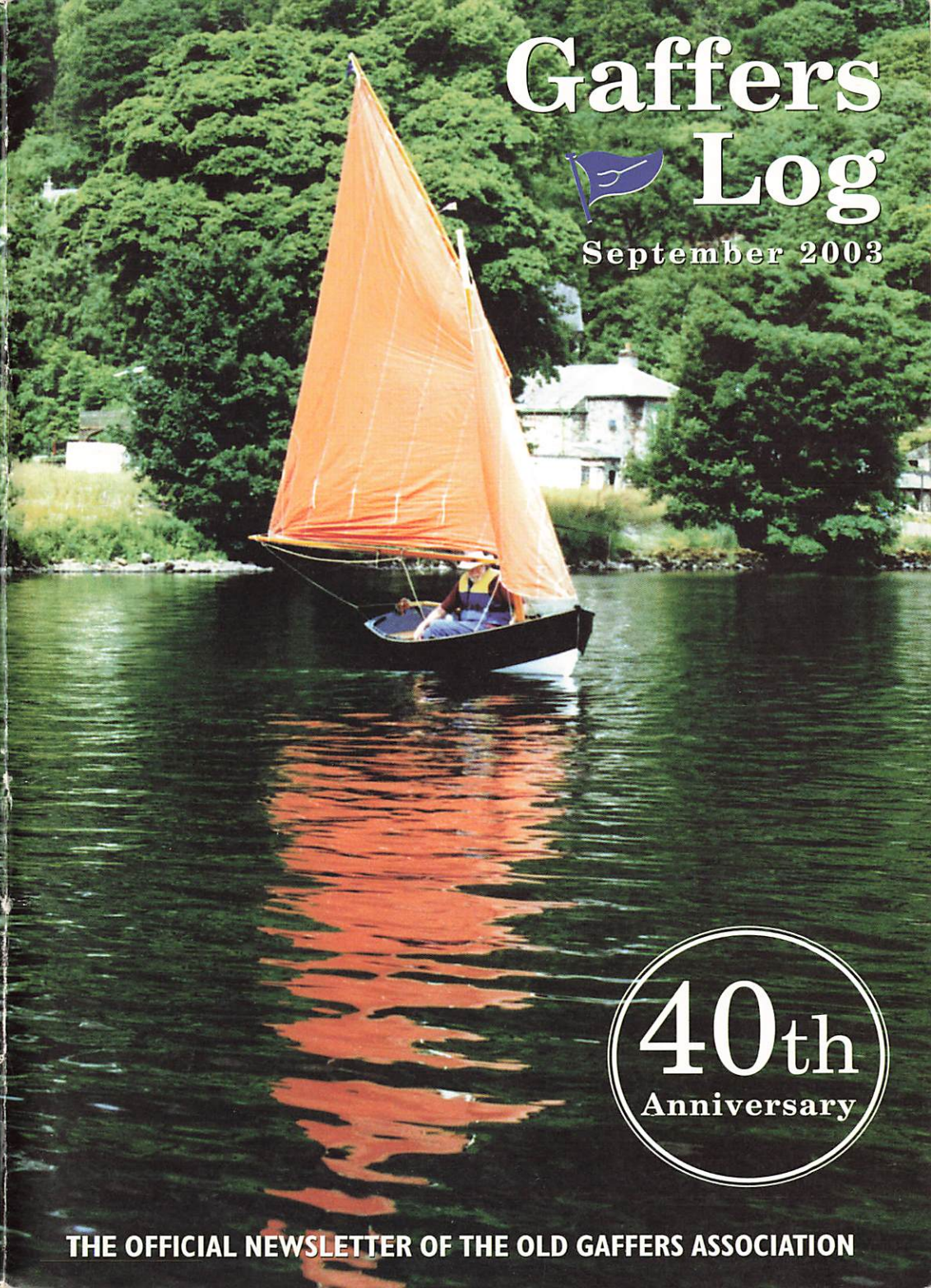


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Gaffers Log



September 2003



40th
Anniversary

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



Ullswater 40th Anniversary Small Boat Rally



Photos, including front cover, courtesy of Peter Chesworth and Watercraft Magazine



Yogaff 2003, OGA 40th Anniversary

Photo's courtesy of Yachtshots



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Back cover: The late David Cade's 'Storm' at the 40th Anniversary Race Yogaff 2003. Photo courtesy of Yachtshots.

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Mundijong 6123, Western Australia

Website: www.oldgaffersassociation.org

	Page
Editorial	5
Welcome Aboard	6
Subscriptions	7
Notice Board	8
Pioneer by George Jago	9
OGA 40th Anniversary Small Boat Rally Ullswater	10
Yarmouth Old Gaffers Festival 40th Anniversary	12
The 24th Flensburg Rum Regatta by Jane Blanchflower and Peter Butler	15
Why do we go yacht cruising? by Mike Burn	17
Sailing with Snark by Jonah Jay	20
OGA and other traditional events	22
Weighed Anchor, Des Sleightholme - 1920-2003	23
Jacques H Chauveau O.B.E remembered by George Jago	23
Letters	26
Book Reviews	30
Area Notes	32
Advertisements	40

The following abbreviations are sometimes used in the newsletter to denote OGA areas:

NE - North East	CWL - Cornwall	SCO - Scotland
EC - East Coast	BC - Bristol Channel	EU - EU Liaison
MNK - Medway & North Kent	NW - North West	FR - France
CP - Cinque Ports	CNW - Conwy & North Wales	GER - Germany
SOL - Solent	DB - Dublin Bay	WA - W. Australia
DEV - Devon	NI - Northern Ireland	

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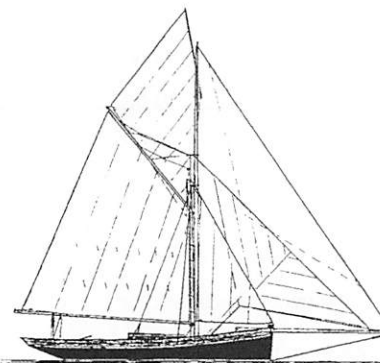
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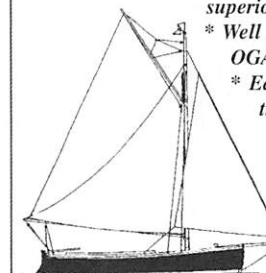
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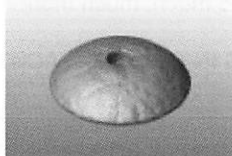
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What a superb year the 40th anniversary of the OGA is turning out to be. We attended Yogaff at the end of May which took place in beautiful weather, albeit without much wind (the Editor managed to reverse away from the start line, captured by the tide). The turn out was huge, Yarmouth harbour was full to bursting with gaffers of all shapes and sizes, and a great time was had by all.

July saw 'Ullswater', the small boat event held at the Glenridding Sailing Centre, another fantastic turn out, this time of trailable gaffers, as is reported later in these pages, and again an enjoyable time was had by all.

The 16th August sees a special 40th anniversary race in Conwy and North Wales area as a curtain raiser to the Nobbies Gaffers and Classics weekend, and as some one who has attended past events there, I am totally sure of the good time that will be had. The East Coast Area is celebrating with ECOGA 40th Annivrsary at the end of the month. Another good event I am sure.

All in all an exciting year for the OGA with events being held by many areas from the Solent to Scotland and the East Coast to Ireland.

A huge vote of thanks is due to all of our members who give freely of their time to create these events, but still we need more. More members and more helpers if we are to continue to grow from here to our half century. Members who can help guide the Association, who can help protect us and our craft from increasing government involvement in our sport. There are still many gaffer owners out there who are not members who we need to convince to join us, and owners of the many new 'old' gaffers rolling out of the yards now.

Still that's enough serious talk from me, I hope you are all having a great season in this lovely weather, not damaging your livers too much.....me I'm off to the pub to plan the next cruise on Wendy May.



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'Mudskipper'

Gaff cutter

LOA 19ft.2ins LWL 15ft.10ins Beam 7ft.2ins Draught 2ft.4ins Long keel Built 1984 Skanner 19 GRP hull deck and coachroof. Teak laid decks and cappings. Yanmar 9hp diesel. New fore sails. Complete with road trailer and inflatable dinghy and winter cover. Lying Goldhanger, Maldon. £8,000. Contact Richard Phillips telephone 01621 788545

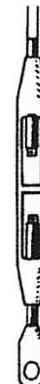


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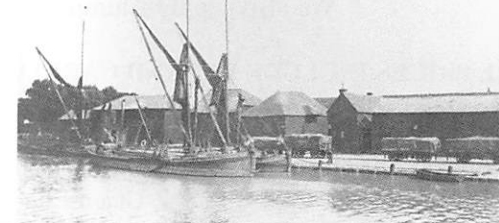
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Polperro Hooker. LWL 23ft.6ins. LOA 34ft. Beam 8ft.6ins.

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Built 1931 at J Crossfields and Co Conwy North Wales
LWL 30ft. LOA 40ft. Beam 9ft.8ins. Draught 4ft.6ins.

Pitch pine on oak frames to fishing boat scantlings. Mahogany coach with pitch pine on oak deck head. Volvo MD11C 23hp diesel. Blakes sea toilet, gas alarm, 2 burner and grill plus oven gas cooker with 2 gas bottles with deck stowage.

35 gallon flexi water tank with electric pump, inflatable, folding dinghy, Seagull outboard, CQR and fishermans anchors, and two speed anchor winch. Bow sprit slides inboard. S/S standing rigging. Running rigging to renew (material on board). VHF and compass. Stove. Wheel steering. In good condition but may need some TLC hence £8,500. Currently afloat at Hornet Sailing Club Portsmouth, Contact Geoff Bullivant telephone 01566 86276 or email geoffbullivant@ukonline.co.uk

'Maylou'

Purbrook Heron 22ft : 3.5 ton, built 1962 Christchurch Dorset currently laid up Chippenham Wiltshire.

Carvel construction. Albin inboard engine. Aluminium mast with bermudan rig, currently cutter rigged since adding bowsprit.

Plans for conversion to gaff but never completed. Part made new wooden mast, completed gaff jaws and new suit of gaff sails can be included if new owner prepared to complete the work. Alternatively can be sailed as she is, no other changes yet made to deck. Very reluctant sale, but she deserves to be on the water. £12,000.

Contact Diana Scott telephone 01249 462375



SUBSCRIPTIONS

Please note that subscriptions are due at the beginning of January. At the Annual General Meeting, held last January, a small increase in subscription rates was approved. Members paying by cheque or standing order should pay either £18 for single, or £21 for family membership. Members who pay by standing order are asked to ensure that they immediately advise their bank of the increase in subscription rate. Cheques drawn in favour of the Old Gaffers Association may be sent either to Adrian Sharpe, Membership Secretary or David Godsal, Hon. Treasurer.

In accordance with the Rules of the Association, subscriptions paid at the old rate and not made up to the new rate within thirteen weeks shall be regarded as donations and membership shall cease. We strongly recommend that members still paying by standing order should now transfer to the Direct Debit scheme. Please telephone or write to me to obtain the necessary form, which I must lodge by the first week of December.

For those members who have signed up to pay by Direct Debit, you are advised that your account will be debited on 2 January 2004. The amount to be collected will be £16 for single, or £19 for family membership. New members, who have joined and paid their first subscription after the 1 October 2003, do not need to pay again until January 2005.

Overseas members may wish to know that the Old Gaffers Association has now opened a Euro account and can accept payment by cheque, transfer, or cash. Owing to the high administrative costs, the subscription rate is 30 or 36 Euros for single or family membership.

The account details are: -

Account Number: 67302944

Bank Sort Code: 20-71-02

I hope you all had a really good sailing season.

David Godsal, Hon. Treasurer.

(Email address David.Godsall@tesco.net)

2589



New President:

A further reminder that George Jago intends to stand down at the next AGM. Anyone who is interested in standing for the post should initially speak to their Area Secretary who should in turn contact Denis Stonham - Secretary - whose details appear under the Officers of the Association on page four. Incidentally George advised the Editor that his decision to stand down is final so a suitable replacement must be found.



Seamanship Trophy:

Tom Cunliffe and Richard Woodman have again kindly agreed to act as judges. Entries should be sent to the Secretary Denis Stonham whose details appear on page four.



Area Secretary required:

Candidates for the post of Area Secretary for the Cinque Ports Area are sought. Contact the Secretary Denis Stonham for details.



OGA Web site:

Don't forget to browse the OGA web site www.oldgaffersassociation.org You can put free adverts on the site to buy and sell your bits or boats. You can advertise your events and you can find events to go to. Send any contribution to gaffer.lyons@btinternet.com



OGA Photo Competition:

Don't forget to take photos of Gaffers this season. Send the results to Peter Lyons, 4 Knockdene, Bangor, Co. Down, BT20 4UZ. The competition will run in March 2004, but you must take your pictures now in preparation. There is a prize fund of £250 so it is worth your while to enter. Come on and have a go.



Apologies:

My apologies to Sue Turner and Corinne Page of Creative Communications, Stoke Gifford, Bristol, who prepare and print the log now and whose name I managed to leave out of my first attempt in June. Sorry Sue and Corinne.



TPS strikes down a member at Yogaff:

Finally a word of warning for those attending Yogaff 2004. A member whose name the Editor promised not to reveal was struck down by TPS, better known as Tapering Pontoon Syndrome, whilst attending this years event after leaving the wonderful BBQ hosted by Pat and Joe Lester. Not content with the plentiful hospitality offered Andy (oops!!!) attempted to drink a few pints of Yarmouth Harbour.

Falmouth Quay Punt 'Fagin'

LOA 32ft LOD 20ft. LWL 19ft.6ins
Beam 6ft.7ins. Draught 3ft.6ins. Wt 1.8 tons
Built Padstow Cornwall 1935. Pitch pine on oak
Frames. Wooden spars and some wooden blocks.
Tan tarylene sails, cockpit cover, sheer legs.
2 berths. Brit 10HP petrol engine. Excellent condition.
Recently overhauled by professional builder.
£3,900.00 ono Lying Macclesfield Cheshire



Contact Roger Wilkinson
Telephone 01260 252157

Gaff Cutter 'Wingoes'

LOD 28 feet. Built Mevagissey Cornwall 1932 by Percy Mitchell, designed by Nigel Warrington-Smythe. A serious restoration project, this is a clean job as much work has already been done. The owner is now abroad and cannot continue working on this fantastic example of a cruising boat from that era. Ten new planks needed, iron keel to be fitted, new deck needed but all beams and carlins ready. Drawings and plans. Bowsprit, boom, gaff and mainsail. Located Porthleven boatyard. £500 ono.
Contact Bob Allan telephone 01736 711387.

'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.

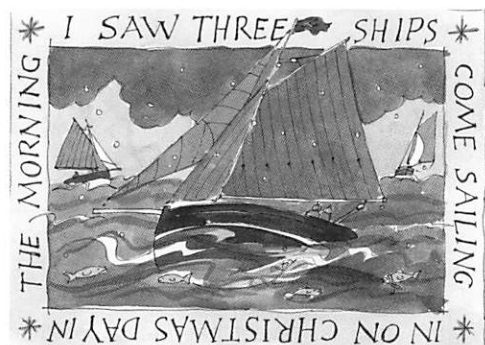


'Ace of Diamonds'

Buchanan Bermudan sloop LOA 27ft LWL 23ft Beam 7ft.5ins Draught 4ft.3ins
Built 1964 carvel mahogany on Canadian rock elm frames. Long keel. Yanmar diesel. In good condition with all equipment and sails. Lying North Farnbridge. £6,750 ono.
Contact Kenneth Smith telephone 0208 347 9001
Fax 0208 341 5661



Early to think of Christmas maybe but East Coast Area are offering two designs of cards this year. The designs of these have been donated free by Claudia Myatt, who when she is not sailing Buttercup, a West Wight Scow, or rebuilding Torhilda, a Looe gaffer, is busy sketching gaffers and classics. Claudia wants to stress that the designs are the first sketches rather than the finished articles which still have to be completed. An order form is enclosed but you can also contact Graham Wadeson on: 01394 383082 or go online to the East Coast web site www.eastcoastclassics.co.uk. If you would like to know more about Claudia and her work she can be reached on myatt@seareach.dircon.co.uk. Telephone 01621 783130



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PIONEER

On Saturday 17 May 2003 we attended the second relaunch of Pioneer at Brightlingsea, Essex. On such an occasion so many thoughts go through your mind, for example - how many vessels have been rebuilt twice in their life? By today's expectations, people are impressed by the scope of the job and the foresight in starting the project - another thought on the day.



But what was a skillinger? As I wrote last time, these big smacks took their name from a corruption of the name of the Terschelling Light off the coast of Holland. Here they used to dredge for deep water oysters. Colchester was Pioneer's port of registration, Brightlingsea was her home port and at the turn of the nineteenth/twentieth century she was said to be one of a fleet of over a hundred smacks, both large and small, sailing out of that port.

Pioneer was built in 1864 by Peter Harris of East Donyland. As the demands for greater capacity developed at the end of the nineteenth century, some of the smaller cutters were sawn in two, lengthened and then re-rigged as ketches. This is what happened to Pioneer in 1889, when Robert Aldous of Brightlingsea lengthened her to 64 feet from stem to sternpost, at the same time altering her to ketch rig. The process of lengthening a smack can be seen from the Ernest Dade sketch from "Sail and Oar", first published in 1933.

Marked as 'unemployed' in the fishing boat returns for the 1930's, Pioneer eventually became a house-boat. After more misfortunes she later became a hulk in the mud of the Essex marshes. In 1998 she was salvaged from the mud. Restoration or rebuild, call it what you will, we now have another unique piece of our maritime heritage with us and ready for a new career. There is accommodation for three crew and twelve trainees, with the aim of extending our fleet of so few traditional sail training vessels.

There is far more to this story of Pioneer and the Pioneer Sailing Trust. The Trust has its own website - www.pioneersailingtrust.org.uk and there is also a very good little book about Pioneer which gives details of her early life - Rupert Marks, a trustee, gives the foreword, John Leather writes about Essex smacks and Brian Kennell on the rebuild. All are members of the OGA and are brought together by this very worthwhile project. Sales of this book help the Trust to fund the next stage - fitting out Pioneer for sailing.

"Pioneer - Last of the Skillingers" is published by Jardine Press 2002, ISBN 0 9539472 5 4, price £7.95 + £1 p&p and is obtainable from the Wivenhoe Bookshop or other good booksellers.

Permission to use the Ernest Dade sketch was kindly given by Mike Illingworth of Robertson's Boatyard, Woodbridge, who were responsible for the 1988 reprint of "Sail and Oar".



George Jago

OGA 40th ANNIVERSARY RALLY - Ullswater - 20/22 June 2003

Ullswater, as a celebration of the 40th Anniversary of the Association, was new, different and a success. New because we had never held a national event in that part of the country before; different because the association had never attempted a national event forailable boats; a success because, planning and organisation aside, the weather was so good to us, making it the success it was for all involved.

The first of the organising team arrived midday on Thursday and were immediately given a demonstration of Ullswater monsoon weather. O.K then, don't worry about the lake we'll sail over the car park - but after making its point it was sunshine and light winds all the way. Just over thirty boats entered and one or two people kindly wrote before the event saying that personal reasons prevented them from attending but wished us well - a good start. Some people arrived on Friday, including the Irish contingent - Alan Aston, Peter and Alison Lyons and Carol Laird. Alan and Peter collected Irene from Liverpool Airport on Saturday morning.

The programme said - Friday the 20th, Registration and Race, start time TBA. TBA is so useful on these occasions, as you don't know if you are even going to have any boats, but by mid-afternoon there were twelve boat crews outside OGA HQ waiting to race. Quick discussions with Malcolm Hedley, our host and owner of Glenridding Sailing Centre, on weather conditions, time and distance. A course was set up to Norfolk Island, keeping it on starboard, then back to the finish line. Simple - then you take the Ullswater FWF (Fluky Wind Factor) and it becomes a really challenging piece of sailing. Sue and Maxine started and finished the race and the winner on handicap was Nymph, owned by Pete and Sue Farrer, second was Paj, owned by Mike and Marlene Stevens, with Peerie Maa, sailed by Duncan Miller, in third place. An impromptu prize-giving was held at the evening barbecue which was set up on the beach at the Spit, by the Sailing Centre, the fire being organised by Richard Montgomery and Malcolm.

Brenda registered more boats on Saturday morning and we then held the first of our two Saturday races. The course was Wall Holm (stbd), Norfolk Island (stbd), Wall Holm (port), Cherry Holm (port), finish. As an aside, these islands make good racing marks - they are well spaced, no maintenance and they do not drift! By reversing the course for the second race this introduced enough change to make it into a new race plus FWF. Again the weather stayed fine for us and the boats raced in each of the Saturday races, everyone quietly keen and determined but it could be seen all thoroughly enjoying the racing. During the races the odd event of interest was noted by the Committee for comment at the prize-giving. We were also very pleased to have on the Committee boat photographer Peter Chesworth and Dick Phillips, who were the official reporters for Water Craft magazine. It was an impressive sight from the Committee boat that morning, just after the start of the first race, to see the whole fleet running up the lake with the sun behind them. George and Richard were the OOD's for the morning race and Sue and Maxine for the afternoon.

The venue for Saturday evening was Glenridding Village Hall, courtesy of Michelle, and where Mary from Gillside Farm provided the Bar and Helen a wonderful buffet with soups to start, main course and various sweets to finish. After the meal came the prize-giving, the prizes being engraved glass tankards which were handed out by Malcolm Hedley's wife Helen. Prizes were awarded as follows -

The OGA would like to thank Colne Yacht Club, Brightlingsea Harbour Commissioners and many others who helped make this 41st East Coast Old Gaffers Race a success.

Other very successful events have also been held including the Southwold Passage Race on the 25 June, the Sole Bay Race on the 26 June, the Lowestoft Passage Race on the 27 June followed by Regatta Day on the 28th. The Ramsholt Race was held on the 1st July, followed by the Presidents Race on the 22nd. The Mistley Ditch Crawl and the Two Rivers Race and the Ipswich Regatta. All competitors received and set the OGA Ruby Burgee to mark the 40th anniversary.

Jon Wainwright
Area Secretary

WESTERN AUSTRALIA

Since the inaugural Old Gaffers Regatta six years ago, our event has steadily gained momentum. Each year there has been more interest, and this years Regatta has to be rated as the best yet. There were 38 entries in all. Sponsorship was fantastic and the prizes excellent. All this augers well for the future of the Western Australia OGA. The hosts at this years event were the Royal Freshwater Bay Yacht Club who have expressed their interest to continue to host this great day in our calendar. The sailing was spectacular and to see all those traditional yachts parading on the Swan River at one time was an absolute joy to behold.

A sad note to report is the passing of Norma, wife of Frank Marchant, late last year. Norma and Frank were founding members and staunch supporters of the OGA WA..

The Disadvantaged Children's Day took place on Sunday 4th May. The weather was kind. The children enjoyed the day so much that they all kept coming back for more. Karina, Oriel, Christina, Robin Hicks' catspaw and two power boats from Mounts Bay Sailing Club were all there for the occasion. A very enjoyable and worthwhile day for skippers, crew and all their passengers. Followed by a yummy sausage sizzle, courtesy of the Ladies of Variety.

Wally Cook
Area Secretary OGA WA

EAST COAST

The success of the Original East Coast Old Gaffers Race in 1963 provided the incentive for Eastcoasters to join with the Solent Old Gaffers and form the Old Gaffers Association in Maldon in September that year. How things have changed since then. Now virtually every organisation and club is running some kind of old gaffers, smack or classic yacht race.

But forty years later, the OGA is still here, and so is the East Coast Old Gaffers Race. Not as popular as it used to be, with such a wide choice of events to attend, but still a major event. This year the Class 3 for open boats was staged at West Mersea the weekend before, and the larger vessels raced at Brightlingsea for the second time. The "Uncoupling" from East Coast Classics fortnight probably took some of the Suffolk entries away, but we still had 53 gaff riggers and 13 bermudan classics racing.

Brightlingsea harbour authorities had cleared some of their pontoons so most of the vessels could be rafted together, and the Colne Yacht Club were our excellent hosts.

So it was a wonderful sight at the start off Bateman's Tower, as the gaffers took their positions at the start. The wind had been fading all morning, so a shortened course to Wallet Spitway and back had been set. By the time the start gun went there was no wind at all, and the majority of the fleet drifted out of the river on the tide. A couple managed to cling on to some catspaw or other- Letty May and Quinque- and get clear of the fleet, but most found themselves drifting almost out of control. Some of the smacks like Ellen and Sunbeam grounded just outside the entrance to the river, and others joined them, interlocking bowsprits and bumpkins. Then after what seemed like hours a gentle sea breeze stirred, sufficient for most boats to make over the flooding tide, and begin the long laborious beat out to the Spitway.

The conditions seemed to suit the local smacks like Kate, Primrose, Dorothy, Peace, and Transcur with their huge sail plans, as they did the fine-lined yachts like Ayesha and Firefly. But the 30ft Open East Coast One Design Wizard was master of the conditions, and finished not only first on corrected time but line honours as well.

The bermudan classics sailed the same course, the West Solent Restricted Class Blackadder, leading the fleet home by a long way from M A Solitude and Scorpion, but M A Solitude won on handicap.

The wind filled in even more as the front runners rounded the Spitway and headed for home with the wind up their tails. Whatever the result, everyone had had a fine day's sailing in lovely weather and beautiful company. After the results had been computed, the prizegiving was held in the marquee provided by the Yacht Club.

The next morning there was a Concourse D'elegance, which was won by the beautifully restored cutter Kestrel. There was a plan to have a parade of sail up the Colne, but the weather got the better of us. However, quite a few boats did do a cruise to Rowhedge and beyond, which gave rise to thoughts of using Brightlingsea as a base for a Classics Week in 2004. With the rivers Blackwater and Crouch nearby, it would be practical to operate in a similar way as we did at Shotley.

First race	1st on handicap	Falcon	Gordon Bourne
	2nd on handicap	Julitta	John Scott
	3rd on handicap	Newty	Barry Healas (new member at Glenridding)

Last boat on corrected time Fidget (Chris White) received a special Committee prize.

Second Race	1st on handicap	Falcon	Gordon Bourne
	2nd on handicap	Nymph	Pete and Sue Farrer
	3rd on handicap	Julitta	John Scott

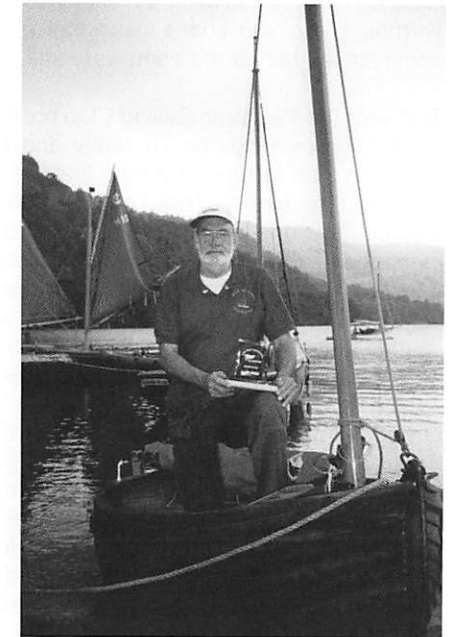
Last boat on corrected time Paj (Mike and Marlene Stevens) received a special Committee Prize.

The beautiful Blake's Trophy was awarded to Gordon Bourne for the best performance in the two races in Falcon, a 10ft West Cheshire Clipper. It is also noteworthy that only six weeks ago Gordon had a heart attack and did not think he would be attending the event at all. Well done Gordon.

Committee prizes also went to Missy Mouse, owned by Jeremy Burnett, for the boat owner that had travelled the furthest distance to attend (Falmouth - over 400 miles) and to Kathryn Marie, owned by Ian Stuart, for surveying an inshore passage close to Cherry Holm Island.

There was a time when it looked as though we may have had a couple of entries by young people, so the Grumpy II Cup was added to the prize list. The Grumpy II, or Youth Cup, at first glance looks as one but actually divides into two equal parts, one marked 'Skipper' and the other part 'Crew'. From observations made by the Committee during the racing, they felt that the Crew part of the Cup should be awarded to seven year old Callum Metcalfe, crewing for his father in Puff. He performed his duties as crew to the highest standard, keeping most of Ullswater out of his father's boat through the first race. Well done Callum.

An OGA 40th glass tankard inscribed with his name and a 40th Anniversary President's Pennant were given to Malcolm Hedley for all his help in providing the venue for this event. The prize-giving over, excellent entertainment then followed with the NI New Age Gaffers Band, i.e. Alan, Irene, Peter and Carol.



Sunday was a free day for people to do their own thing. A number had a sail, either on their own or someone else's boat. Sue organised some shore games - Crown Darts and Boules - with plenty of prizes for the winners. The weekend quiz was judged, the winners being Alan and Irene Aston who received a Throw Sling kindly donated by Jimmy Green Marine.

A big thank you to Pete, Sue and Maxine who did such a lot of work both before and during the event. To Nick who supplied so many boat handicaps before the event and his help in working out the race results. To Richard for finding us such an ideal place for our rally. Once again to Malcolm for all his help. Another big thank you to all our sponsors and also a thank you to all the people who wrote and said 'thank you' after the event. Last but not least my thanks to everyone who attended.

It was known that David Cade was keen to have a national small boat event and someone said to Brenda during Saturday evening - I bet David is looking down and thinking - yes that will do for a 40th Anniversary celebration.

George Jago

Yogaff 2003

For the first time the weather smiled on us for the whole of the festival. Winds were gentle allowing everyone to make an easy passage to Yarmouth, the sun shone nearly all the time and it stayed fair for the homeward sail.



This year the Yarmouth Sailing Club hosted our registration evenings on Thursday and Friday and I am glad to report that the Gaffers drank them out of beer! The Thursday evening barbecue at Joe and Pat Lester's was the biggest and best one yet for so many had managed to arrive on the Thursday afternoon. It was a great get together, with a superb steel band and wonderful hospitality and an excellent time to catch up on friends' news. Given the time Pat, as chairman of the Town Festival Committee, and Joe, who does a lot behind the scenes, puts into the Festival it is amazing how they can find the time to open their house and garden to us all for such a good evening. Many thanks to them both.

On Friday morning Dirk II sailed out of the harbour to pick up Peter Harrison, who funded Britain's recent challenge for the America's Cup. After a short sail Dirk II brought Peter Harrison into the harbour so he could formally open the Festival and all the shore side events could start. The bar in the marquee on the quay was a draw for many, but there was something for everyone: a Farmers' Market, a Craft Fair, free admission to Yarmouth Castle, Birds of Prey Display, Street Performers, Randini's Punch and Judy, a One Man Band and Big Boys' Toys to list just some. Then there was lots of excellent music. Monkey's Orphan provided sea shanties, Caribbean music from the Silver Stars Steel Band, Trad Jazz from the Unity Stompers, Casablanca Steps played 20's and 30's tunes in cabaret fashion, the splendid Martinez guitar trio; the list goes on and on. The Dance Preachers wound up the evening providing great music to dance to.

When 64 gaffers left the harbour for the Saturday race, a fine breeze was filling in. A good long line had been set off the green and we hoped for a good sail. As the start gun sounded the wind died and the fleet drifted gently backwards away from the start. Well positioned

DEVON

The highlight of the season to date has been the Brixham Heritage Festival race for sailing trawlers and traditional gaff rigged vessels on Saturday 31 May. It was a near perfect day with an excellent turnout that not only ensured a good sailing event but also an outstanding spectacle for those ashore. Brixham harbour looked the part with traditional boats of all shapes and sizes moored alongside each other. The day of the race dawned with a thick mist and hardly a breath of wind but as the morning advanced the mist lifted and a gentle breeze started. Some 30 boats crossed the line in a melee of sail and bowsprit. A well contested first half of the course was then blighted by some light airs but the latter half of the fleet were subsequently blasted home with a rapidly freshening wind. Much appreciation goes to the Brixham Sailing Trawlers Association for organising and running such a successful and prestigious event. The Trinity Sailing vessel Leader took the King George V trophy whilst in class 1, Barrie Jobson and Jackie Gillespie's Guiding Star the Jefferson Punch Bowl. In class 2 Mike Lucas's Marie Louise was successful and in class 3 Lance Rowell's Dorothy took the Carter Cup in class 4, with Chris Humphries Nimble taking the Brixham Salver in class 5.

The following morning saw a 'Le Mans' start for the race to Dartmouth, this year's Start Bay event. 19 boats charged the line under maximum throttle and no sails, followed by a five minute period at the end of which all boats had to be under sail and engines off. As the fleet rounded Berry Head the blue haze of engine fumes gave way to a leisurely procession along the coast, culminating in an excellent BBQ at the RYDC.

As the Gaffers Log goes to print so a series of festivals take place through the month of August on which, having competed in them, Dave Keller will report in the next issue. After a bit of reshuffling due to domestic circumstances Mike Lucas President of the DGA is now ably supported by Dave Keller as Secretary and Treasurer. Charles Holden having relinquished the post to move abroad, until such time as another brave soul comes forward to help with the not too onerous task of keeping the gaffer flag flying in Devon. It is anticipated that the season will conclude with a laying up dinner in November. Watch out for date and details in the next issue of Gaffers Log.

Charles Holden
Area Secretary



BRISTOL CHANNEL

In May four members local to Bristol met Simon Cooper at his farmhouse and barn in Gloucestershire. Simon got involved in restoring craft relating to the River Severn and, from when he rescued a stop-net boat which is still kept afloat by layers of tar, its salmon fishery. A Severn seine-net punt, with a wonderful banana sheer and a chain hawsehole made from an old horseshoe followed, and then one of the two 1910 Scottish cobs which Eric McKee (Working Boats of Britain p.168) noted as working on the Severn, were also seen. Other craft in the collection included a double ended dinghy from the Solway, folding Klepper and Sportberger canoes and a folding French Nanouk boat. This visit was just the sort of local initiative which we must have in the extensive BC area, and it clearly demonstrates that our activities don't have to be on water.

At the end of June I drove the 240 miles end to end road distance of the BC area to attend ashore, the Pembroke Dock Regatta. Here I met, for the first time, Brian Kindness, who edits Severn Tidings, the BC area newsletter. I also met David James, Hon Sec, and other members of West Wales Maritime Heritage (WWMH), the organisers of the event. On Pembroke Castle Quay I displayed copies of the superb OGA promotional posters which George Jago has had made: accompanying Gaffers Logs and other promotional material was picked up and I trust will not all be wasted.

WWMH is a lively society, the members of which, amongst other activities, have restored and sail their own craft, including a 27 foot Flamborough Coble, built in 1927. Talking to its members I learned that around Milford Haven, undoubtedly the finest sailing centre of our OGA area, there are many gaffers and hence scope for our present limited membership in that locality to increase significantly. I see continued relationships between ourselves and WWMH as mutually advantageous, with membership growth and collaborative events as potential benefits.

From Pembroke, Jane and I went on for a short visit to Northern Ireland where we spent one evening enjoying the hospitality of former colleagues in the thriving NI OGA area. Sight of a three masted gaff schooner with all her working sails set was an unexpected highlight of the ferry crossing to Roslone: Unfortunately my camera was in the car.

Most recently I visited Watchet where I met a number of our members who keep their craft in the relatively new Watchet Harbour marina. We now have several members in that locality and I sincerely hope that they will get their heads together and organise some sort of OGA event, maybe in collaboration with the active Watchet Boatowners Association, of which our member Tony James is Hon.Sec.

For a combination of reasons the proposed joint North Devon YC/OGA gaff event at Instow, North Devon, September 19-21, has been postponed until the weekend 15/16 May next year. However in its place NDYC will hold gaff-rig races, to which OGA members are invited, on Saturday/Sunday 20/21 September, with starts at 12.10 and 13.50 respectively. Any members considering possible participation in these races please contact me in advance (01237 474744 without commitment) in order to discuss launching facilities in the tidal Torridge Estuary.

Alan Hidden, Area Secretary

boats like Brilleau, well inshore, lost less ground so when the breeze began to return were soon on their way to the first mark west of the pier. On Lone Wolf we had no cunning race plan, having only just got ourselves sorted before the ten minute gun but by chance this had left us in a clear patch so when the breeze filled in we found ourselves rounding the first mark not far behind the leaders Westernman, Thalia, Dirk II, Brilleau and Nightingale.

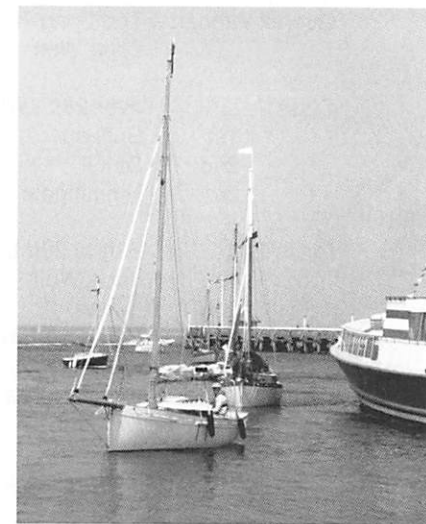
With a better wind than the majority of the fleet we crossed the Solent to the second mark, Berthon, to the east of the Lymington river, without having to tack. On the run to Colten we debated setting our spinnaker but our big staysail was doing sterling service and it seemed a shame to disturb it. At the mark some opted to say on the same tack down the Solent before trying to lay Kingston & Grist to the east of Yarmouth Green whilst Brilleau opted to tack straight for the mark. We decided to follow Brilleau and managed to lay the mark easily. As we rounded the mark we saw the course was shortened and we came hard on the wind hoping to finish without a tack. With a couple of lifts we made it fourth over the line behind Westernman, Dirk II and Brilleau but winners on handicap. Many thanks to our crew Russell Read and Pete Garrett.

It was such a shame that the breeze died on the start and the forecast of a good breeze for the western Solent did not fill in until we were all back in the harbour as many boats were unable to finish. It was good to see Storm, David Cade's boat, back in the fleet being sailed by John Denner, George Jago and Victoria Cade. Storm completed the course but like many was outside the time limit.

Many thanks must go to our race officer Christopher Waddington and to the Royal Solent Yacht Club for their help.

Back in the harbour the judges were out. Gipsy III (William Tall and famliy), won the Hardwoods Trophy for the best dressed boat and Thalia (Ivan Jeffris), won Mayor's Trophy for the best turned out boat. All the shore side entertainment was in full swing so some may have missed the Lifeboat launch and "rescue" of Dirk II. Graham had positioned Dirk II off the pier and set off some orange smoke flares. This gave Howard Lester, coxswain of the Yarmouth Lifeboat, the opportunity of hosing down Dirk, Graham and crew!

As in past years the OGA tug-o-war team put on an excellent fight. Urged on by many they very nearly won losing out to a team of much younger men who regularly compete in tug-o-war. At the beginning of prize giving the Friendship Trophy was presented to Joe and Pat Lester for making the OGA so welcome in Yarmouth. This is a Solent trophy that is only occasionally awarded, and then only to very special people. The Yarmouth Harbour Commissioners' Trophy was drawn and won by Eleanor Mary (Andrew Cull). Seb Clover, the youngest person to sail the Atlantic single-handed then presented the race trophies.



Overall Winner: – The Long Tackle Trophy		
	Lone Wolf	Dick and Pat Dawson
Class 1:- over 28ft LWL - The George Hotel Trophy		
1st	Brilleau	Sam and Maggie Bayliss
2nd	Dirk II	Graham Benton
3rd	Nightingale	Ron and Beth Hanson
Class 2:- 23ft to 28ft LWL – The Bugle Hotel Trophy		
1st	Lone Wolf	Dick and Pat Dawson
2nd	Simba	Chris Harridge
3rd	Eleanor Mary	Andrew Cull
Class 3:-under 23ft LWL – The Kings Head Trophy		
1st	Mizpah	Alex Charlton
Class 4:-Unballasted boats and dinghies – The Wheatsheaf Trophy		
1st	Rudolph	Vanessa Bird and Nick Gates
Last boat to finish within the time limit – Salty's Trophy		
	Charmian of Poole	Martyn Jenkins

The last prize to be awarded was the HMS Hurricane Salver, donated by Blake Simms, for the most deserving boat in the event; especially for those overcoming significant adversity; It was awarded to Alison Cade and Storm, for her fortitude in loss and in memory of David Cade.

After the prize giving many members got together for supper before enjoying the rest of the festivities. Some danced the night away to the Accelerators, others had a quiet drink in the Royal Solent watching the sun go down on the Pennington shore whilst others went back for a gam on the boats.

On Sunday there was still plenty of things to do and see on shore but many needed to take the flood tide home in the morning. The weather did finally break on Sunday afternoon, but by then Yarmouth had more or less returned to normal.

Many thanks must go to Pat Lester and her Festival Committee for inviting us to Yarmouth and organising such an excellent event. The sponsorship they raise provides our pennants and free moorings. Finally a big thanks must go to Yarmouth Harbourmaster Bryn and his team of Berthing Masters who manage to fit us all in with a ready smile.

Dick and Pat Dawson

NORTHERN IRELAND

The 6th Bangor Traditional Sail was held in Bangor Harbour at the Weekend. Grand Turk, a replica 18th Century Frigate, Asgard II, the Sail Training Brigantine from Dublin and Carrie of Camaret all visited Bangor Harbour over the weekend. The rest of the 60 entries were not so spectacular but added a deal of atmosphere to the usually quiet Bangor Harbour. We had Boats from as far afield as The Isle of Bute to Beaumaris. The oldest boat attending, Master Frank, was built in 1894, 109 years old. We had Master Frank and White Heather from the Isle of Man as well as Local boats Valda, Mandarin, Honora, Skoldunge, Alice, Dream Twister, Carrick Spray and for the first time Morna, Stephen Clarkson's new Dickie's Ketch project. We had 3 Waverlys attending during their Centenary Year celebrations, led by John McCrea. The OGA ran a class in the Saturday race specially for the Waverlys. Young Pretender led the Carrickfergus contingent along with Marlou. Groomsport sent Talisman, Eliza Jane and Warrior Maid. Boats from Strangford Lough were Golden Nomad, Rudh nan Gall, Helendo and Jaynor. Tantina II made it all the way from the Isle of Bute and Derek Hassall came in LlassahD all the way from Conwy. The newly launched Northern Ireland Atlantic Challenge Gig Harmonie came down from Antrim and showed everyone a clean pair of heels during the reaching part of the sailing. It was a different matter when it came to turning and beating. The sight drew thousands of spectators to see the old boats and witness the spectacle of 35 Old Gaffers racing around Bangor Bay on Saturday afternoon. Visitors were able to sample the delights of fresh oysters washed down with a glass of Guinness. On Sunday the RNLI had Bangor Lifeboat Station's Open Day to add to the overall colour of the weekend.

On Saturday morning, a scene from the 1950's was replayed as 4 Laird's and Caulfield's rowing boats raced across to Wilsons Point and back. A few years ago there were only two of these old boats. Now there are 5 in the water and being regularly rowed around Bangor Bay. We had our usual Saturday evening bash that was well attended and enjoyed by all. Sunday evening saw the newly appointed Mayor giving out our prizes. Gaffers prizes were won by Fred Reid in Young Pretender, David Ward in Helendo and Mike Clark in White Heather. Classic Yachts prizes were won by Jim Busby in Erlin Mor, Dickie Brown in Jaynor and David Morris in Damien B. Andrew Gaskin won the rowing boats prize. The best-turned out boat was Tantina II, the furthest travelled LlassahD and the Flagship Trophy went to Mandarin. North Down Borough Council, The Flagship Centre and Crest Nicholson all worked together with the Northern Ireland Old Gaffers Association to promote this, the most popular sailing event in North Down.

Cruising Northern Ireland Waters

I have been sailing around Northern Ireland now for some years, but this year we went to a place just opened to the cruising yachts person. For all of your information, it is now possible to sail up Lough Foyle to Derry City and berth on a Secure Pontoon. Londonderry Port Authority have just opened this new facility and Honora and Golden Nomad being the first Gaffers to test it would testify that this addition to the cruising grounds in the NW of Ireland is well worth a visit. Contact the LPA on Channel 14 on your way up Lough Foyle for instructions. For comfort sake, berth on the inside of the pontoon. I hope some of you cruising gaffers can make the trip.

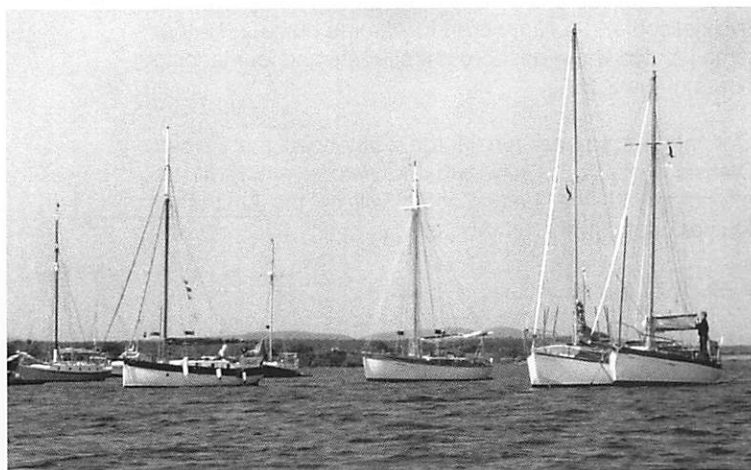
Peter Lyons
Area Secretary

SOLENT

Boats started to arrive from the Solent and Chichester harbour on Friday evening after a gentle sail or motor in very light winds. Unfortunately the forecast was for NE winds during the night which would have made Studland Bay uncomfortable so the fleet gathered in South Deep for the night, and an evening of socialising from boat to boat. On Saturday we were due to go to Swanage for lunch but with the persisting E winds producing a lumpy sea only one boat went out sailing and the rest were content to relax in the shelter of South Deep. In the evening everyone gathered ashore for an excellent BBQ and music making. Most boats made a very early start next morning to take the tide back to the Solent or beyond. Altogether a most enjoyable weekend in lovely summer sunshine and many thanks are due to John Waldon for organising the event. let's do it again next year John.

Boats attending: Annika, Brilleau, Island Swift, Deben Witch, Lona II, Marihona of Bermuda, Maude, Mary Niven, Seaway and Sparky.

Geoff Skinner
Area Secretary



THE 24th FLENSBURG RUM REGATTA - 30th May to 1st June 2003

It all began with the smell of Stockholm tar in the Seafarer's Museum at Marstal on the Danish island of Aero. Here we met Karl Bareuther, a retired seaman who is a member of the International Guild of Knot Tyers. He was preparing a display of knotwork, sailmaking and associated tools. Karl advised us to take Katrine to the annual Flensburg Rum Regatta for traditional boats, taking place the following weekend.

We received a warm welcome by the organisers of the regatta, which was initiated twenty-four years ago to commemorate the Caribbean rum trade of 1755 to 1864 between Flensburg and the West Indies.

Katrine was the only English-owned and crewed boat competing against about 140 entries from Germany, Denmark, Norway, Sweden and Holland. The entries ranged from large square-riggers, schooners and Baltic traders to a replica Viking longship and small, double-ended day boats. The assembled fleet formed an impressive sight in the large harbour, which was fringed with maritime stalls and small groups of musicians entertaining the crowds. Everyone on water and on land was entering into the spirit of the occasion, aided by Kaptain Kumo's Marching Band and a Caribbean steel band.

The regatta organisers keep a register of each boat, including age, type, dimensions and home port, similar to the OGA register. We were given a beautifully produced programme which included a course plan, racing rules and photographs with brief details of each boat, all in German.

At 0900 on Saturday 31st May a large crowd of skippers of various nationalities gathered on the harbour bohlwerk for the race briefing. This was conducted in an entertaining manner by Gerd Bueker, the Secretary, and Jenny, the Harbourmistress and owner of the small salon damper (passenger steamer) Libelle which served as a floating Regatta-Buro. Jenny gave everyone a preview of the "Great Flensburg Axe", an axe with a broken haft mounted on a display board with explanatory information. This would be the prize for the worst seamanship.

All classes started at 1100, the course running straight down the Flensburger Forde, round a green buoy and back, a total distance of about 10 miles. The wind was a NE 2-3 and we set our topsail as we emerged from the harbour and made our way to the starting line. It was good to be part of such a happy gathering of all crews determined to enjoy the race. The Forde was a mass of gaff and square sails of all shapes and sizes including Baltic traders, Dutch and Danish yachts, Norwegian fishing boats and even a Hong Kong junk which sailed suprisingly well.

We crossed the line soon after an ear-splitting blast emanated from a large cannon and we slid down the Forde on the Danish side, steering well clear of the massed boats on the German side. This proved to be a good tactic because a fresher breeze, unimpeded by the sails of the larger ships, enabled us to slide smoothly through the fleet until we held a good position approaching the turn. The race rules forbid obstruction of boats which are in a direct line with a marker buoy and we lost ground here through having to allow a Baltic trader, which was on our starboard quarter, to slip through between us and the green buoy.

The wind was lighter and more variable as we ran back to the Forde towards the finish and we had to tack twice to clear the line. This part of the race developed into a duel between Katrine and Willow Wren, a magnificent twenty-metre yacht once owned by Lord Petworth. She was built in England in 1886 and spent most of her time at Burnham on Crouch before been sold to Germany. First Willow Wren drew ahead, then Katrine. As we approached the line, the deciding factor was who would tack first. In the end Willow Wren was fractionally ahead on the line, both crews having enjoyed the contest.

The evening prize-giving took place, appropriately, around a handsome five-metre double-ender which was still under construction. After the official thanks to the supporters and organisers, Rainer Pruss of the Flensburger Museumhafen conducted the occasion in theatrical style and our lack of German did not prevent us from enjoying the humour. Traditionally, the first boat over the line in each class received a joke prize and the second boat receives a gallon of Regatta rum. First prizes included bicycle handlebars, kitsch candelabra, a children's plastic play kitchen (won by the Viking longship) and a parasol and fan set which was awarded to the junk, Jasmine. In our class for 10-16 metre boats, Nordlys, a 1913 Norwegian Fishcutter, won the first prize of a miniature ironing board and Katrine received a five-litre bottle of rum for second place. We presented our OGA burgee to Rainer to thank our German counterparts for their hospitality in giving us an experience which we will never forget. The 25th Rum Regatta will be at the end of May 2004 and we are going to try hard to be there. The email address is: g.bueker@t-online.de

Jane Blanchflower and Peter Butler



SCOTLAND

The main event to report on was the Festival of the Sea at Leith Harbour on 23rd to the 26th May, which was attended by 8 'Tall ships', which included the Mathew, all the maritime services and over 200 privately owned boats of all types.

We were represented by Nick Millar's 'Peerie Maa', David Morgan, and my own 'Lady Sophie'.

When we arrived I was directed to the main harbour by the organisers, (the only reason for this could be the OGA's association with the event) and we found ourselves in the company of 'Britannia', 5 Tall ships, the beautiful Norwegian ketch 'Wyvern' and a 'Shetland Bus', one of the original single cylinder powered fishing boats used during the war to take people from Scotland to Normay. This ensured that we had a grandstand view of the events that were staged and a prominent position to promote the OGA.

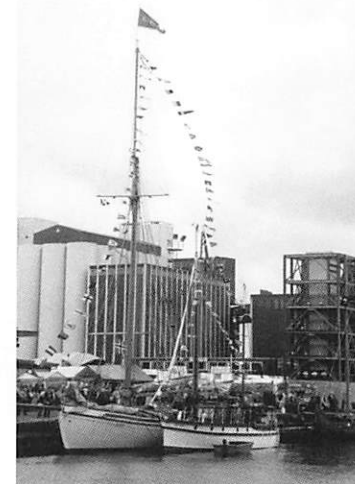
We had many visitors during the Festival and our neighbour 'Wyvern' was visited by Princess Anne and the Mayoress of Edinburgh. There were only two definite new members signed up but much interest in the OGA including one idiot who asked if I was the Old Gaffer.

Although the attendance was less than the organisers expected, everyone of the owners and crews had an enjoyable weekend watching the events which included an air sea rescue and a mock drug running battle involving two helicopters, a Nimrod early warning plane, a Harrier jump jet, two Naval offshore patrol boats and four landing boats of the S.B.S.

Our latest member, Jon Morgan, attended the Tarbert Classic Regatta in July and the next event I will be attending with the 'Lady Sophie' will be the Anstruther Muster on the 15th/16th August.

Kind Regards,

Norman Mikkelsen
Area Secretary



CONWY AND NORTH WALES

Well the Summer seems to be flying by, but I'm writing this on the hottest day of the year so far. Let's hope it lasts for the Conwy Nobby Gaffers & Classics on 17 August. By the time this newsletter is published, the Nobby race, and our area's 40th anniversary race will be over – see the next issue of Gaffers Log. Rumour has it that Welsh TV will be covering the events from the Bristol Channel Pilot Cutter "*Mascotte*"

Our next event will be at Derwentwater at the end of August. This looks like being a busy event. Our annual dinner has been booked at Alfredos in Conwy for the 13th December.

That's all for now – Happy sailing

Sue Farrer
Area Secretary

DUBLIN BAY

Howth Traditional Sail 2003

Friday 20 June saw the first of 34 boats participating in the event arrive. With all the arrangements in place, thanks to Mick Hurt, Pat Kelly, Paul Keogh and Hughey all we needed was good weather and that we got. With SE 4-5 and bright sunny weather the weekend was a resounding success. "Bliss"

The bar rigged up in the long shed looked good with all its buntings and one of the Howth Seventeens as a back drop, the 45 gallon drum cut in half and welded together on two scaffold frames and a sheet of 8x2 expanding metal served as a BBQ. With a mix of turf and charcoal it had no problem dealing with 250 burgers, 240 ribs, 300 hot dogs and a load of mackerel fillets. Plus a Dublin Bay 'coddle' 'a la Mick Bentham' everyone was well fed and watered.

The festival was started with the 17's race at 14.30 with all the rest going to the line at 15.00. The most travelled boat, the Falmouth workboat 'Susan J' from the Solent Area had a ding dong battle with John De Lapp in his Cornish Crabber and Gerry Murtagh and Sean Walsh in their Falmouth workboat 'Tir Na Og'.

The Folk boats and Bermudans had their own race with John Massey in his Hilliard 'New Moon' winning the day overall for the Bermudans. The mast head rigged 4 ton cutter 'Marriana' over from Wales left everyone behind, but on handicap (he did not have the full quota of the black stuff inside of him at the time) was relegated back in the ranks until the next four rounds were consumed.

Best dressed boat was 'Tir Na Og' but Pat Kelly in his 24 foot Hooker 'Cashel Bay' won overall for sailing and presentation. Other notable battles included the Galway Hooker 'Naomh Cronan' with the gaff rigged zulu 'Braken Lass'.

Thanks to our numerous sponsors, Howth Yacht Club for the use of their premises, Howth Boat Club for the use of their club house and the pipe band for the great entertainment.

Next year will be bigger and better and will be held the same weekend 19/20 June. Our end of season dinner is on Saturday 8 November. Venue to be decided.

Mick Bentham
Area Secretary

WHY DO WE GO YACHT CRUISING?

It is nearly as expensive as house ownership so surely what it gives must be worth a great deal? Yet the one feature that yacht cruising gives above all others, escape, is now almost forgotten, and the others have become poor versions of their former selves. What have we lost?

There are the skills so special to sailing, that most people refuse by motoring. There is the adventure, yet most people just hop from one marina to another. There is the chance to escape all landbased influence, yet people stay glued to the radio, attached umbilically to the crises and criteria of the world. There is the joy in the surrender to other forces, wind and tide, yet we reinforce our pathetic passion for being 'in control' by motoring everywhere. We have come to consider the elements as our enemy, being afeared to let our mooring go without a perfect forecast, so have forgotten the supreme joy of laughing with them whatever they may do. That which yacht sailing uniquely gives is the chance to escape the clock and its crushing disciplines, yet even this we have nearly lost as we stick glued to passage plans and time-based deadlines.

Every working day we drive ourselves against a self-imposed timescale; our whole life is spent struggling to 'control' our destiny and our surroundings petrified that if we don't we will wither. Cruising, as it used to be, removed that fearful taskmaster time and left solely wind and tide as arbiters. If we can discipline ourselves to do away with time we can learn to master wind and tide and find true cruising's greatest virtue - the delight in working with a greater force outside our control to escape time's ever-pressing haste.

Alas, as Arthur Underhill remarked in the fiftieth year of the Royal Cruising Club, the infernal combustion engine has made us weak. We have opted for the easy path, and solutions aimed at making yacht cruising 'easier' or reducing the interference of nature remove the pleasure and challenge to be had from it. If one's sole requirement is to get from place to place there are many ways it may be done more expeditiously than sailing your yacht. Alas modern day cruising is being reduced to just this, setting deadlines and ignoring the elements to dash under power to expensive harbours every night to fearfully retie that umbilical cord to our land based norms.

Those who have not drifted for hours in a calm, watching the weather patterns change while they read, or polish or splice have not known what I speak of, but the pleasure from this is only to be gained if there are no pressures; it is essential to be in the situation where "what is to be will be". This is true relaxation - the sole choice left is how to fill those peaceful hours from which there is no escape and whose duration is unknown. The light and shade of wind versus calm, activity versus rest, is the true essence of sailing. Let us, when we go sailing, move from the ordained everyday and learn to celebrate the unexpected.

I know what is required to savour the true enchantments of yacht cruising, those delights that make so many logs and records of early cruises such fun to read because I learnt my sailing in a gaff-rigged dayboat which would only go where the sails pointed, so I learnt the skills of sailing as opposed to those of driving. I learnt to get my pleasure from the act of sailing and to have my reward from the business of using natural powers to their best advantage regardless of where I got or how far I went. I moved up to a cruising yacht in the same vein which had

never had an engine. In learning to sail her alone I found the same pleasure in the act of sailing, a fizzing and bubbling joy not unlike the most intimate of human activities but which went on as long as the wind lasted. What need an engine in such as this? I taught myself all the skills required to get her to go anywhere under sail and when the wind did not blow lay back and amused myself with the sights around and delighted in the inner musings of my brain.

Most of all I taught myself to get full value from the enforced stopping. The norm of maintaining 6 knots whatever the conditions just has to be the most boring business imaginable and to do it at expense and with noise and smell negates the whole business of sailing. But how about the getting from place to place? How to savour and get there as well? How shall we gain the true flavour of yacht cruising?

First we must change our attitude to the whole business of going, the perpetual forcing onwards, the 'great god passage plan', the restless desire to be somewhere where one isn't. Indeed it is essential to learn to be happy where one is and to learn to gather full value from the circumstance.

Second we must learn to work with the elements, to laugh with them and work with them to play their game and relish the communion. There is little in life so glorious as that moment when the sheets are eased after a hard-won tussle to weather for it is a metaphor for much in life as the pressures are off after an uphill stage; we gain freedom of manoeuvre and our yacht leaps with joy as she accelerates athwart the waves to a fresh horizon - a priceless sense of achievement we lose if we motor.

Those who go 'world girdling' have specifically abandoned the pressures of time and the combats of the land yet we 'three week holiday' sailors can do so too if we can alter our focus on how we sail. Since life is all about pressing on and rush and fight we must learn first how to stop and relax. This is a most essential function in sailing, yet many people only consider stopping in the next harbour, are not equipped for stopping elsewhere and haven't considered the possibilities of stopping at sea.

The most traditional method of stopping is heaving-to. Most people equate heaving-to with survival in rough weather, but it is simply a method of taking way off the yacht in a controlled manner, with a set attitude to wind and sea. It can be done for 5 minutes just to get some coffee, or all day for a sleep or for thirty seconds in the river while you get the anchor ready. If you have missed a tide and need a sleep don't be afraid to stop. Those who regularly do will tell you what a simple boon the facility is once the attitude is established and the art learnt. Learn to be able to heave-to and allow the boat to fore-reach over a tide or to stop her dead in the water for both methods have their special merits; the difference is simply a matter of headsail position and size and tiller position.

The most obvious stopping method of all is anchoring, specially if you are making a coastal passage. Anchoring at sea is only an attitude of mind and once gained then freedom is yours. You do need proper tackle and a stout point to make fast to. We cruise our 3 ton yacht on the East Coast with 90ft of 5/16th chain spliced to 150ft of multiplait, and have 150ft of kedge warp to add to the bower scope if we want to anchor much deeper than 80ft of water. This method we have used many miles off shore, when the wind has died and the

Ian Nicholson's 'Boat Data Book'

I first encountered Ian Nicholson's practical thinking in his (now out of print) *Yacht Designer's Sketchbook*. It was one of those cold spring days where the antifouling sets in the tin, and red, evil smelling water runs down your arm as you scrub off last season's slime. Upon retiring to Poole Yacht Club's bar, I was fascinated by the book, and had always hoped that I might own a copy. When I first sailed into Falmouth, I bought a copy of this earlier book, and have since read it several times.

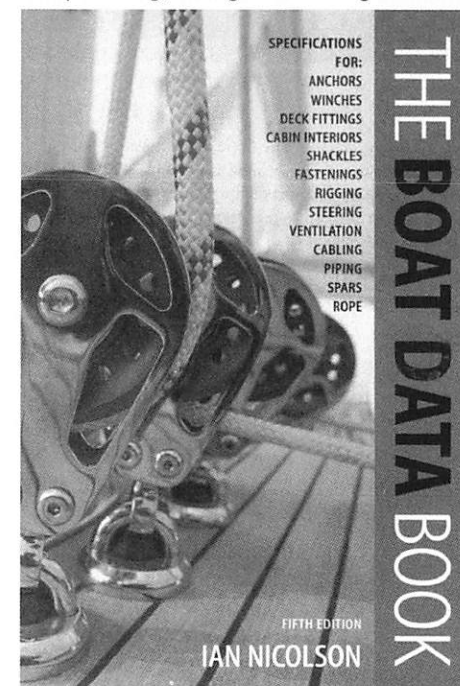
When the Editor invited me to review the latest incarnation of the *Boat Data Book*, my heart began to beat faster as I remembered reading the *Yacht Designer's Sketchbook* at anchor in the Carrick Roads. Following some correspondence with Nicholson, he had sent me the previous edition of the *Boat Data Book*, so I was keen to establish how much the 'new' *Boat Data Book* had changed.

At first glance there seems little for the Traditional Yachtsman, but then...one wonders why there is not a copy chained to the wall of every boat shed, workshop and study in the land, for there can be no more complete resource. Tables tell us the appropriate pilot drill sizes for screws (though how many of us can profess to have a complete set with a 1.45mm twist for a gauge three!).

However, galvanised wire rope is compared to stainless (weight verses breaking strain rather than aesthetics verses availability) and prop. pitch / shaft diameter etc. graphs could save the fitting out people consultancy fees, as will tables of plumbing, wiring and cordage virtues. My only complaint would be that now the book is in soft back. It seems very short sighted of publishers to do this, when we will love, cherish and use these books for so long, and inevitably they get battered and look rough almost immediately.

Just to march into the Galvanisers to be met with blank faces as I demand my yacht, *Agility's* chain plates dipped to BS 729 or ISO 1459-61, makes it a worthwhile acquisition indeed.

Jonah Jay

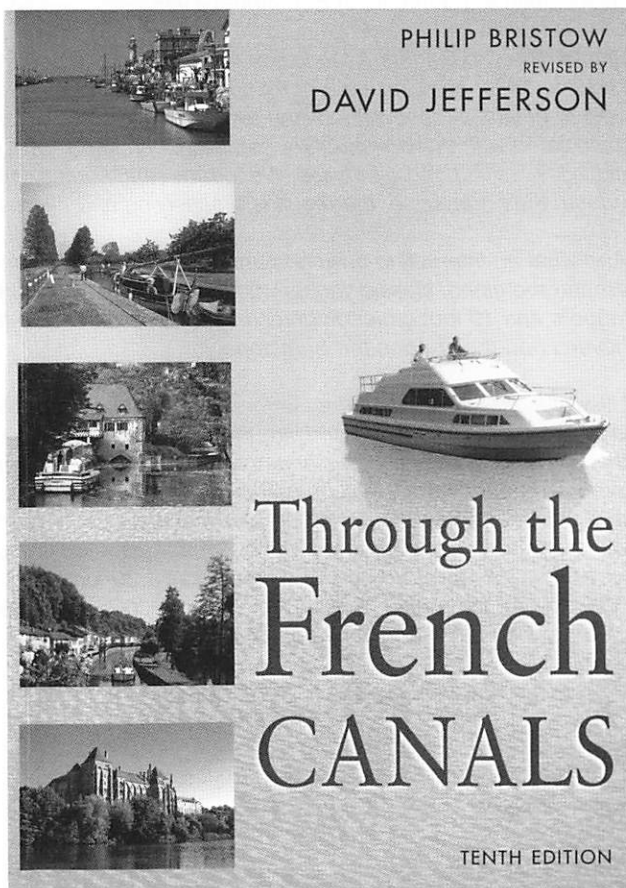


"Through the French Canals"

10th edition by Philip Bristow, revised by David Jefferson.
Published by A & C Black price £14.99

What a mine of information for anyone wishing to take their boat through the French canal system. The 10th edition was published in February of this year and is therefore the latest on all you need to know. Covering everything from through routes to the Mediterranean to just cruising on the inland waterways. What vessels are suitable and those that are not, the equipment you are likely to need and how to plan the cruise. Full information is given on the waterways of France, the location and type of locks to be encountered, distances involved, towns and villages on route, the cost of living and much other useful and indeed vital information for the skipper. It really is the Bible for those wishing to head for the med or just travel on the water highways and byways of France. What a wonderful existence!!!

Reviewed by Phil Slade



tide is against us. Don't forget to use the break the weather gods give you to maximum advantage, eat, sleep, or correct your navigation and be fresher on your way when the wind does come.

Once you have acquired the habit of stopping by heaving-to or anchoring you can use both to advantage and give yourself much freedom. You can sail with a weaker crew because you have learnt how to stop and rest them. You can cease to drive yourself into harbours every night and free yourself of the deadlines of tidal entrances and the time so lost. But most splendid of all you can free yourself from the land. One break from the land frees your mind and the clock is replaced by the deals you make with wind and tide.

So, set yourself easier targets, and be childishly pleased when they come off; mostly they will even if not quite as expected and learn to enjoy the difference. Be happy to admire the view and relax when the wind dies. Delight in the adventure of 'sleeping out' and learn to be relaxed doing so - the children will enjoy the adventure enormously cradled in the bosom of the deep instead of banging against a pontoon forced to listen to the noise ashore. Learn the sort of places that will provide a good night at sea and don't be put off by those who say "never anchor on a lee shore"; be prudent about it but recognise that most yachts can beat their way off a lee shore and if your tackle is good and well laid there are few conditions in these waters where you will be unsafe, even if occasionally uncomfortable. Your reward will often be a spectacular dawn and a heightened sense of adventure because you are up and away before even the keenest. You will find that, by not having the problems of getting into and out of a marina you have saved a whole tide and are further on your way. A night anchored at sea in a blow makes a better pub story than one spent in the saloon ashore and gives you a greater mastery of your vessel and conditions at sea than you will acquire otherwise.

This point is the nub of the sailing matter because it is this that creates safety at sea. To keep the sea and learn the way to sail (not motor) your yacht under all conditions lies as the bedrock of safety at sea, and has always been so. Safety at sea consists of as complete a mastery of our vessel as us amateurs can achieve so that we can, together, do anything under any conditions that may happen to us. Reading the lifeboat reports one is more aware than ever of how many calls could be avoided should yachtsmen simply learn their craft properly, and sail their boat. Learning how to put the power of the rig to its full use and learning to use the elements to your advantage is the essence of safety; the more time spent on those elements rather than in harbours the higher is your chance of success and sailing without the engine is a superb forcing house for this experience.

Lastly, do not be put off by your conventional friends, and all today's arguments raised to justify the modern "6 knots everywhere" approach. There are none that are valid or yacht cruising would never have started. So go to it, plan your next holiday on more modest lines, without the engine. Learn to sail your boat, by taking only 1 pint of diesel and vowing to buy no more. It is curious how many cruises are spoiled by engine related failures; you will never need to put into port, and waste days, finding that elusive spare again if you can consign your engine to the memory locker. Create no deadlines and come back home having spent three weeks ignoring time's relentless marching pace, which is the true measure of a cruising holiday.

Mike Burn

Sailing with *Snark*, by Jonah Jay

For visitors to the River Deben, a can buoy to port, just before Felixstowe Ferry proclaims its name *Deben* to all who are pleased to arrive. And just around the corner is an even more symbolic sight, *Cherub*, the prototype of the Deben Cherub Class restored to the water, and marking her territory. For this is the home land of the Cherub Class. I saw it for the first time when in the cockpit of Ed Allen's *Snark*, the eighth member of the Cherub Class, my *Agility* being the ninth.

I had been invited by Ed Allen to help him con *Snark* from the quiet Stour to the idyllic Deben, by way of the less romantic swash between Felixstowe and Harwich. From Wrabness to the Ramsholt Arms to meet 'The Gaffers'.

We sailed *Snark* off her mooring below the wooded cliffs under white mains'l with half a dozen 'Turner's Patent' rolls in it. *Snark* pointed up and the new for'sl was unfurled from the Wykeham Martin. She made smart progress towards Felixstowe. Five minutes previously we had sheltered between the pitch pine coamings in the cabin as the rain passed over, but now we were making.

Having got the tides right we bore away, and once past the *Landguard*, shook out the reef, and made sterling progress towards *Woodbridge Haven*. Presently a phone rang down below, and *Cherub's* master, Bruce Miller informed us that he could see *Snark* from the window and would meet us near the bar. Bruce had owned and restored *Charity* (as she was known at that time) and repatriated her (from south of the Thames) in the late seventies, and it had been a long time since he had seen her.

Snark hardened up past the Haven and made for the beach, with the Yanmar helping. The ebb was still hard here and it was throwing up quite a few crests, spume blowing off the tips like as many fingers. The brown waters swirled past as Ed turned her up to run parallel with the beach. Just off Felixstowe Ferry S.C. (where *Agility* was based under her first owner until she left the Deben in 1938) Bruce appeared in his tender. We both stemmed the tide and motored to the blue *Cherub*. How different she looked to when she was ashore in Felixstowe in the autumn! The attention to detail was superb, down to the distinctive 'gulls wing' scuppers cut into the pitch pine toe rails. She has been restored to better than 1920s condition, and is another Cherub restored to the homeland, below the grey austere sky.

Ed and me took *Snark* round the corner to Ramsholt, and hurriedly rowed to the small stone quay. We came ashore and stepped into the OGA marquee, where it was 'Wild Rover' or 'Little Bathtubs'. The latter prevailed, for "they all look just the same". There were familiar faces, and new friends. Molly Vingerhouts was a fine acquaintance to make. She keeps *Sea Nymph*, ex. *Etonia*, the third Cherub, in Amsterdam, and she was as dedicated to 'The Story' as all Cherub guardians are. The little class that was inspired by the *Dream*, a half decker; designed by a 'kitchen table man' who called his *Cherub*. The fifteen that followed were named after anything from public schools and Cambridge colleges, to Knights of the Round Table and Greek Goddesses.

Agility could not anchor in the Deben that night. But she was there in spirit. The only way to escape 'restoration fever' is to sail in other people's boats.

Jonah Jay

Dear George (Sent to George Jago as President of the OGA)

The following is an address to help celebrate the Old Gaffers Association 40th Anniversary at Glenridding.

The President, Officers and Members:

It is with pride that we are members of an Association that is at this moment celebrating its 40th anniversary. This is an achievement brought on by present members, and especially those that have gone before. Congratulations.

Whilst the area of Western Australia needs no introduction I will include the first two paragraphs of a paper presented by the late Frank Marchant to the Maritime Heritage Association at Fremantle in September 1985.

Quote: The Old Gaffers Association was formed in Western Australia by Mr and Mrs Barry Hicks in 1980, primarily as a gathering of old type gaff or gunter rig yachts. Meetings were held in private venues with sailing events taking place when possible. We are closely associated with the British OGA, established in 1963, who keep us advised of their activities, sailing and otherwise. We in turn send copies of our Newsletter which they print in their magazine, the result is a satisfying and interesting arrangement Unquote.

And what an interesting arrangement it is, to be able to read of problems that we share around the globe, classic yachts wishing to join in with gaffers, how to handicap 30 foot luggers and 12 foot cadet dinghies in the same race!!! So far in Western Australia we haven't had the fire and the brimstone.

Ullswater, by the photo in the Gaffers log, will be a splendid venue for small boats and 40th year celebrations. David could see the writing on the deck when an inland venue was thought up, however circumstances have dictated in the past, but now there is an ever increasing number of small boats (towable) being built and owned by members. Whilst towing is a bug bear, March 2003 saw members Clive Jarman, Robin Hicks and the writer with partners tow their gaffers to the South Australian Wooden Boat Festival on the Murray River at Lake Alexandrina. The writer's craft a 20 foot yawl, Clive's a 22 foot yawl and Robin's a 12 foot gaffer, a return journey of 6000 kilometres, with gaffers events and a lot of socialising !!! So maybe we have travelled new waters!!!

Visitors are always welcome to Perth, Western Australia.

Good sailing for the 40th year.

Yours sincerely

Wally Cook
Area Representative Western Australia

Dear Sir,

I was amused by Derek Limbs' suggestion in G.L. June '03 that we 'admit skippers who describe themselves, rather than their craft' as 'Old Gaffers'.

As I thought about it, though, I could see behind the joke an interesting question. The Association, in my view, is not so much created around the matter of whether or not mainsails have a stick at the top, as around the idea of the gaff as being an icon for a set of values. For me, the values in question centre around care for the preservation of the cultural heritage of all those who went to sea in small boats as a way of life, mainly before the arrival of the petrol engine. It's more to do with a set of attitudes and easily-lost skills than the configurations of individual rigs. So I tend, perhaps heretically, to see the Gaff/Bermudan controversy which has taken so much (too much?) space in the G.L. as rather a red herring.

When it comes to the 'attitudes' themselves, a question arises about the meaning of 'Old Gaffer'. The dictionary suggests 'an old man or rustic' as a primary meaning. There's a suggestion of inflexibility, of being set in old ways for their own sakes, and in principle against what's perceived to be new-fangled; conservative (with a small 'c') rather than conservationist. It would be interesting to know what proportion of our members sail boats with plastic hulls; a sizeable number, I suspect, of whom I am one even if only for reasons of cost and accessibility. Perhaps latent inflexibilities came to light in the Gaff/Bermudan discussion? Perhaps over that we lost the plot?

As a relatively old man, one of the things I most miss about so much of the contemporary scene is the apparent decline in individual creativity among many sailing people. Compared with 50 years ago far more people own boats. Unsurprisingly, many of these are, to all intents and purposes, mass-produced. Just as unsurprisingly, many people are delighted with them and I feel, well, good luck to them. In this present commercialised and marina-bound context what does membership of the O.G.A. signify? For many O.G's communicating and socialising with like-minded sailors is central, and that's fine. But where does it go beyond that? We have a nicely produced magazine. Mike Gallop said in his letter that he would be hard put to tell you what is in it, asked a few days after it arrived. There is so little in it about traditional small boat seamanship, and the very wide variety of rigs, to take one example, used by the small boats in which a particular sort of seamanship evolved. Few sailors can remain from among all those who made their living relying on these skills, boats and rigs. Even one good article in each issue would cheer many old gaffers and stimulate some young ones. This thought came when reading Mark Butler's article "Setting a Gaff Main", in the June issue.

This may seem a back-handed kind of welcome to Phil Slade as the new Editor, but it comes with sincere wishes for success in bringing more vitality to a potentially very interesting magazine.

Yours sincerely,

Ray Evans



"Snark" 8th in her class

On the request of Molly Vingerhouts, the drawing of her boat *Sea Nymph* that appeared with my article in the December Log was produced by Willem Fortuin.

OGA AND OTHER TRADITIONAL EVENTS

2003

- Aug 29/ Sept 1 OGA SAMLL BOAT GATHERING,
Derwentwater Marina, Cumbria.
Sue and Pete Farrer on 01270 874174 for details.
- Sept 6/7 SOLENT AREA ANNUAL RACE AND RALLY.
Geoff Skinner. Tel: 023 8040 3155
- Sept 12/21 SOUTHAMPTON BOAT SHOW,
Mayflower Park, Southampton.
Tel: 01784 223600
- Sept 20/21 JOINT OGA/ NORTH DEVON YC GAFF RIG RACES,
Instow. Alan Hidden. Tel: 01237 474744
- Sept 27/28 YARMOUTH (IOW) RALLY,
incorporating the Royal Solent YC Centenary Pursuit Race.
Geoff Skinner. Tel: 023 8040 3155.
- Oct/ Nov Actual date still to be agreed. Combined AGM and laying up supper
Devon Area OGA.
Contact Dave Keller for details on 01548 856669.
- Oct 4 PROPOSAL TO SET UP FALMOUTH QUAY PUNT ASSOCIATION,
Falmouth Hotel, Cliff Road, Falmouth, 14.15pm, Commodore K. England
R.N
- Nov 8 END OF SEASON DINNER,
Dublin Bay Area. Mick Bentham.
Tel: 353 1 8476279
- Dec 13 CONWY AND NORTH WALES AREA OGA ANNUAL DINNER
at Alfreo's restaurant, contact Sue Farrer on 01270 874174 for details.

2004

- Jan 8/18 LONDON INTERNATIONAL BOAT SHOW
Excel, London. Tel: 01159 129190 for details.
- Jan 17 OLD GAFFERS ASSOCIATION AGM
CA House, London.
- May 15/16 JOINT OGA/ NORTH DEVON YC GAFF RIG EVENT,
Instow. Alan Hidden. Tel: 01237 474744
- June 19/20 HOWTH TRADITIONAL SAIL.
Mick Bentham. Tel: 353 1 8476279

Dear Phil

I have just read through the June issue of the Gaffers Log and was interested to read the article by Mick Bentham on the Jeanie Johnston. Your members might be interested to hear that I was the project captain for the building of the ship and I was in Tralee working with the building team from autumn 1999 until last Christmas. The building of the ship was unfortunately marred by a number of events which often happens with projects of this kind, but it has at least got off the ground so to speak and in to the water and is now commanded by an Irish colleague of mine. I have a complete photographic record of the building and launching of the ship and would be pleased to give talks locally this winter should anyone be interested.

Having commanded cargo ships, passenger ferries and most of the square riggers in the country I am now enjoying a season sailing the Provident out of Brixham, and my own Morecombe Bay Nobby.

Yours sincerely

Mike Forwood

Editors note: Thanks Mike - Devon Area OGA would very much like to have you talk at a winters function to be arranged. You talk and we will buy the beer!!!

Dear Adrian (sent to the membership Sec)

My enclosure indicates (see photograph below) that my present 'vessel' would be unacceptable to the OGA. However I undertake to offer publicity free of charge and I've already given several brief impromptu talks on the street to explain four sided sails and the function of the gaff and jaws. It is also true that I have considered a T Shirt with the logo 'bring back semaphore' but so far have not produced one.

Yours sincerely

Graham Thompson

Editors note: Readers may like to know that Graham has been a member since 1975. Well done Graham and keep up the good work. I will certainly raise the issuing of allowing in your vessel at the next committee meeting, I bet she goes to windward better than most!!!



Dear Phil

There were a couple of items in the latest Gaffers Log which caught my eye.

First was the letter from Mr C Richard Burt about the Burt family of Falmouth and their forerunners T Jackett. I remembered that just before I retired from running the brokerage in May last year we had a Jackett built boat on the books which as you can see from the attached had a very interesting history. (Editor's note: Thanks for this which has been on to Mr C Richard Burt).

The second item was the letter from Colin Stroud with the recipe for 'Grease for Sailing Smacks'. I have been collecting books on sailing craft for the last 40 years and now have a fairly large library from all over the world. I had been trying for some time to obtain a copy of an American book by C P Kunhardt called 'Small Yachts' - Their Design and Construction first published in 1887 but the prices quoted by dealers were more than I was willing to pay. Then I came across The Press at Toad Hall run by D N Goodchild of Philadelphia. He reprints a huge range of maritime books and plans at very reasonable prices. The books are bound in simple hard covers but as I was interested in the information rather than obtaining a collectors item they are ideal,

The point of the above digression is that there is a chapter on laying up which may answer the question of the use of the grease. I quote 'It is a good plan to take apart the blocks and "slush" pins, sheaves and bearings with white lead and tallow, or grease of any kind. All ironwork and fittings which can be unshackled or unbolted should be stowed away, pins, eyes, leading holes and faying surfaces all slushed with a mixture of tallow and white lead'.

There is no mention of White Scale, which I can only offer as a tentative suggestion that this means scale removed from the boilers, which is largely calcium, and which would be used to thicken the mixture.

I hope the above is of interest.

Yours sincerely

Mike Lewis

Dear Mr Slade

I hope that the enclosed extracts from past copies of the Yachting Monthly will be of interest. Unfortunately past editors could never find room in the Log for much more than Club reports, which I feel is regretted by many.

Yours sincerely

Martin White

WEIGHED ANCHOR, Des Sleightholme, 1920 - 2003

It is with great regret that I report the passing (11/6/03) of Des Sleightholme, sailing enthusiast, editor (YM), author, humorist and thirty-year member of the OGA (to name but a few!).



On a beautiful summers day, with the sun sparkling like diamonds on the sea off Hope Cove, I, as a member of the Devon Gaffers, appointed myself representative of the OGA, and attended a celebration of his life, in the village church. The packed congregation of relatives, long standing friends and associates (including a Guard Honour from the Salcombe Lifeboat), many sporting various yacht club ties, lapel badges and sweat shirt logos, testifying to the nautical flavour of the gathering.

A thoroughly fitting and friendly service was commenced with the reading of John Maysfield's poem "Sea Fever" followed by the hymn "For those in peril on the Sea". Sailing friends, family and publishing colleagues paid several tributes. Children from Salcombe Primary School also made their contribution as they cherished Des "gripping" them in the Salcombe Maritime Museum, on the perils of Cape Horn in the days of sail, pirates and burials at sea, (complete with re-enactment!). A rousing rendition of "Jerusalem" concluded the service however this was not the end. As no doubt Des would have wished, there followed accordion accompanied singing of "the Lord of the Dance" and "What shall we do with a drunken sailor?" The retiring collection was for the benefit of the RNLI and the Salcombe Maritime Museum both of whom Des supported ardently.

Now there will be some lamp swinging, when Des and David Cade get together!

Dave Keller (Petranella) Devon Gaffers

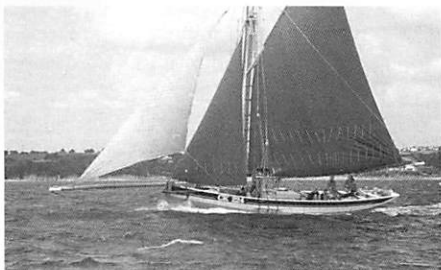
Jacques H Chauveau, O.B.E

It is with great sadness that I have to report the death of Jacques Chauveau on Sunday 29 June in St Petersburg. As Chairman of the World Ship Trust and custodian of their prestigious Maritime Heritage Award, he was in Russia to make this award to the Russian Government for their efforts to preserve the warship "Aurora".

It is impossible to cover, in so few words, the scope of this mans involvement in maritime projects. This charming, practical and dynamic man will be a loss to so many organisations. I came to know him during the time he acquired the large size 'Railway boat' "Sheena", to take back to France. This developed into an Associate Membership of the OGA due to his Trusteeship of the French Maritime Museum in Paris. He was involved with the World Ship Trust for twelve years, Chairman for six, and a member of the Royal Yacht Squadron. He owned and raced a six metre and a Lallow (of Cowes) built Dragon.

With his passing we have lost a dedicated worker for Maritime Heritage. The Officers and Members of the Association send their respects and sympathy to his wife and family.

George Jago



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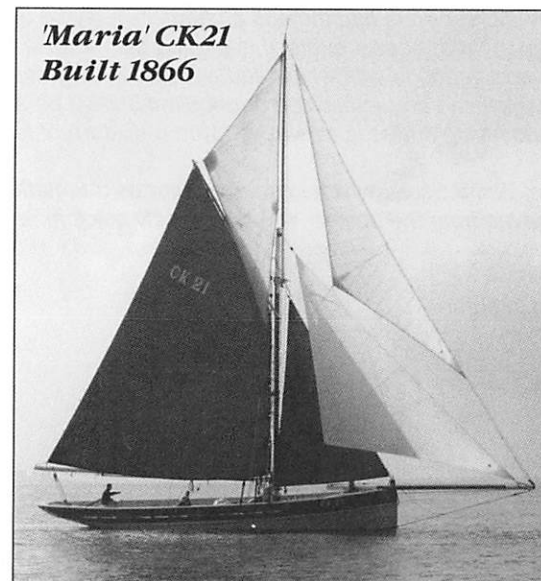
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