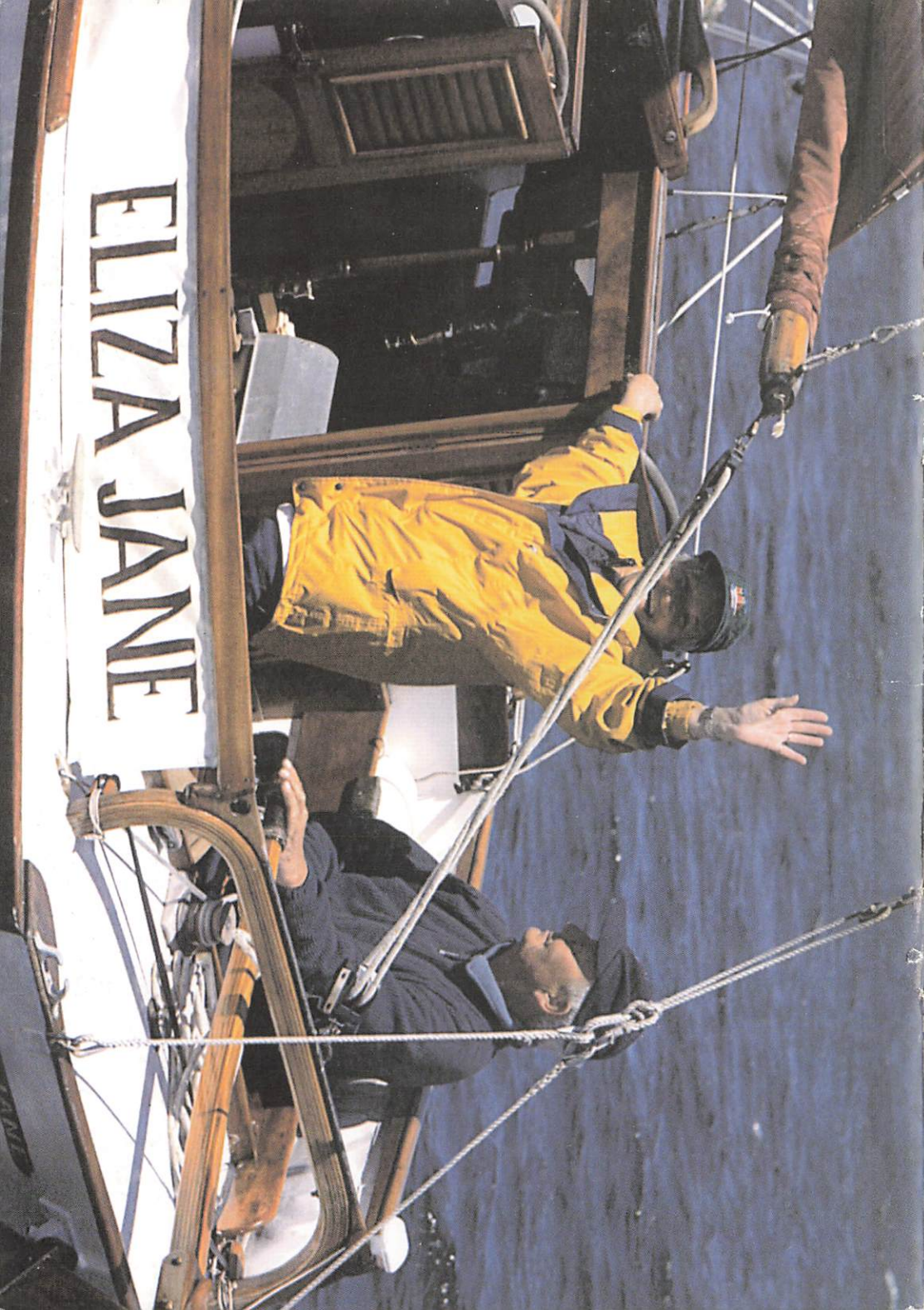
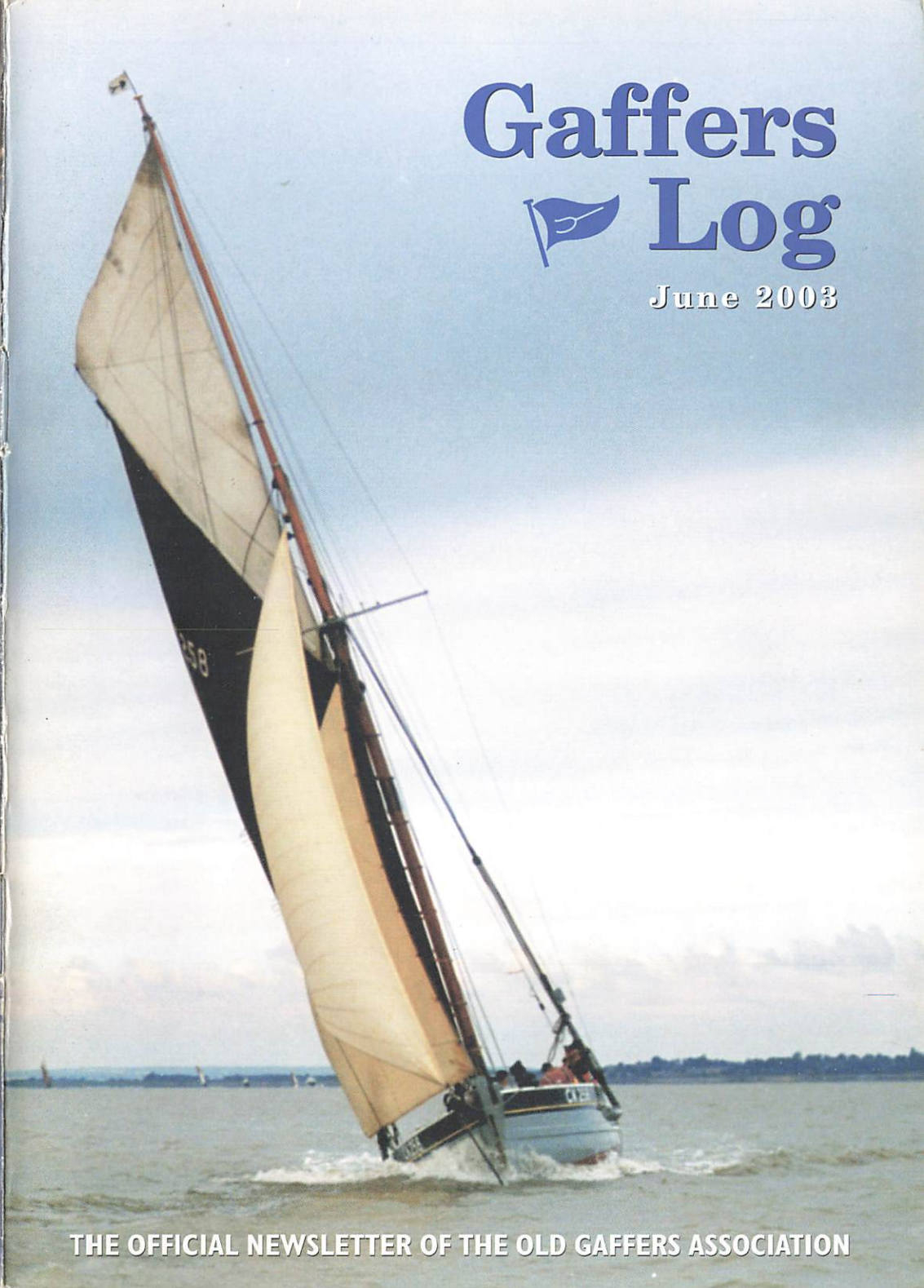


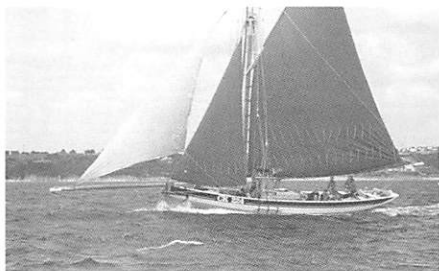


Gaffers Log

June 2003



THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



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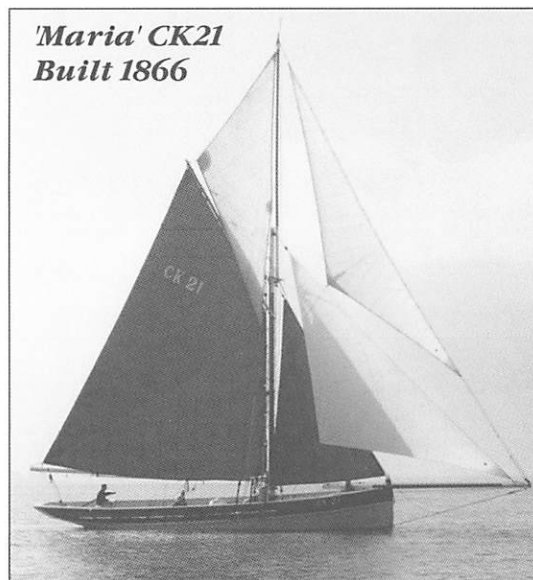
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	18"	£ 14.00	£ 14.50
	24"	£ 16.50	£ 17.00
	30"	£ 19.00	£ 19.50
Membership Flags	12"	£ 14.00	£ 14.50
	15"	£ 15.50	£ 16.00
	18"	£ 18.00	£ 18.50
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Cap Badges	2"x1.5"	£ 8.50	£ 9.00
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Polo 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.
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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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North Fambridge, Essex CM3 6NA
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London SE7 8TN
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4 Lowther Crescent, Walney
Barrow in Furness, Cumbria LA14 3RT
Tel: 01229 474737

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NORTH EAST

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3 Tower Hill, Church Lane,
Middleton St George, Co Durham DL2 1DU
Tel: 01325 333051. Fax: 01325 332355

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Port View, New Road, Mistley,
Manningtree, Essex CO11 2AE
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SARA HARDING
Rickyard Cottage, Homestall Lane
Goodnestone, Faversham, Kent ME13 8UT
Tel: 01795 535279

CINQUE PORTS:

Position vacant

SOLENT:

GEOFF SKINNER
Old Police House, Bridge Road
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DEVON:

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2 Mount Galpine, Clarence Hill
Dartmouth, Devon TQ5 0NP
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CORNWALL:

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Truro, Cornwall TR3 7PR
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Tour de la Grand Porte
35400 St. Malo, France
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2014 RD Haarlem, The Netherlands
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Website: www.oldgaffersassociation.org

Editor's email: Phil@neston06.freemove.co.uk

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Front cover: No. 13 Peter Ford CK 258 off Bradwell
 Back cover: No. 22 Don McLean/Ian Martin Happy Holidays

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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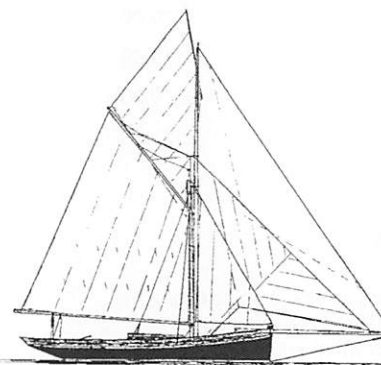
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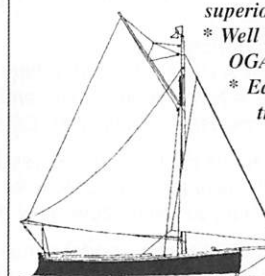
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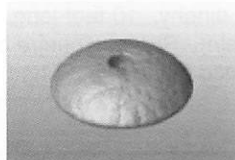
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'Interested in putting your name forward as the new Editor of the Log?' he asked. Well, like so many things in life, it seemed like a good idea at the time, but now faced with writing my first (ever) Editorial and preparation of the magazine itself, I realise even more what a hard act to follow George and Brenda are.

So here goes, but first my warmest thanks to them both for all they have done over the years to make the Log an interesting magazine, and for all their help and advice to me for the future.



Photo 'Wendy May' tacking down the River Tamar

For those of you who do not know me, of which there will be many, I have been a member of the OGA for about twenty years, together with my wife, and co-skipper, Lynn. In that time we have been part of the East Coast Area and the Conwy and North Wales Area, although latterly we have moved to Somerset and keep our gaff cutter 'Wendy May' at Plymouth. Sad to say 'Wendy May' has never featured high on the list of winners in area events purely down to the ineptitude of the skipper (the male half that is), but we have always enjoyed the race, or a race within a race with another competitor, or maybe just the banter in the bar afterwards, and that is what I think, it is all about. The word 'fun' comes to mind, whilst enjoying sailing in the company of beautiful boats whether they be Gaff or Bermudan rigged, wood or GRP construction, old or new. So win or lose if 'Wendy May' is there the gin pennant will be flying to welcome old members and new aboard.

So where do we go from here with the Log? It has improved magnificently over the years that George and Brenda have been doing it, but life moves on. I have printed one letter in this issue mentioning a few ideas that one member would like to see in the future and I welcome others. So, is it too big or too small, is there not enough colour photography perhaps, area notes boring, too many ads or what?

Write and tell me what you would like to see or even better send me an e-mail. The copy date for the next issue is 1st August 2003.

Phil Slade
 Editor

- BC** Z- Guard Zinc Anodes, Unit 1 Hillman's Farm, Bolney Chapel Road, Twineham, Nr Haywards Heath, West Sussex, RH17 5NN, 4232
Ms E A Bergqvist, 9 Seymour Close, Wells, Somerset, BA5 2JD, 4222 *WINNIE SKIPJACK*
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Mr W G W Loram, 1 Willowbrook, Magor, Monmouthshire, NP26 3ET, 4213
Mr R H Stone, 6 White House Close, Instow, N Devon, EX39 4NB, 4223 *FANTASY*
- CNW** Mr A Camp, Holly Cottage, Highfields, Wem, Shropshire, SY4 5UN, 4228
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Mr G Murtagh, Baldwinstown, Garristown, Co. Dublin, EIRE, 4230 *TIR NA NOG*
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- EC** Mr M H Pearsons, 8 Reymead Close, West Mersea, Essex, CO5 8DJ, 4221 *STEALAWAY*
NE Mr D Limb, 6 Witton Way, Etherley, Bishop Auckland, Co. Durham, DL4 0LR, 4214 *SHAMAL*
OS Mr P LeQuire, 3815 Mutton Hollow Road, Maryville, Tennessee 37803, USA, 4220
- SCO** Mr A R Thornhill QC, Clifton Sailing, 37 Canynges Road, Bristol, BS8 3LD, 4212 *MOOSK*
SOL Mr N Bell, 22 Wittering Road, Hayling Island, Hants, PO11 9SP, 4211 *ROSEBUD*
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Mr S J Ellis, 175 Post Office Lane, Broad Hinton, Swindon, SN4 9PB, 4216 *MR BLUE SKIES*
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Gaff Cutter Whisstocks 1930 22ft.

Renault marine diesel 16HP.
Excellent condition.
£6,500.00
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Kestrel 'Gemini'

LOA 22ft. Beam 7ft. Draught 2ft.11ins
Lifting keel. Majot refit hull and engine 2002.
VHF echo sounder autohelm. New genoa
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Inspect Lymington. Buyer collects. Contact David Freeman tel 01590 674430.

WANTED

A copy of a book called 'Looking Astern' containing the reminiscences of Percy Woodcock (circa 1930) about Falmouth Quay Punts to borrow or to buy.
Contact Mr C Richard Burt telephone 01344 489403

STOP PRESS - Just in. Ideal for would be competitor for Ullswater 40th Anniversary. Traditional mahogany clinker sailing dinghy. 10 feet long. Believed to be a 'Twinkle Ten' class. Gunter lug sail (with spare main). Plywood centre board. Excellent piggy back trailer (road trailer with launching trailer which rolls off it). Fitted heavy winter cover.
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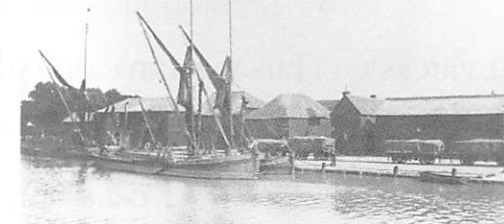
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Gaff Cutter 'Moonshine'

LOA 36ft.4ins
LWL 27ft.4ins
Beam 9ft.
Draught 4ft.8ins
Tamarisk 29 built by North Cornwall Marine 1980
5 berth. All electrics.20HP BUKH diesel. New jib.
Recent survey. Recent refit.
Lying South Coast. £28,500.00 ono.

Contact Jacqueline Symes
Telephone 01243 264319



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.
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Contact Roger Wilkinson
Telephone 01260 252157



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LOA 19ft.
Beam 7ft.2ins
Draught 1ft.10ins
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Centre plate. 8HP outboard. Roller jib.
New sails 2002.Road trailer.3berths.
Cooker. Lying County Down.
£8,200.00

Contact Carol Laird
e.mail c.laird@gub.ac.uk
Mobile telephone 07803295451
Home telephone 02890 381031



RESULTS OF THE 2003 PHOTOGRAPHIC COMPETITION

Peter Lyons – NIOGA

I am pleased to report that a good selection of pictures were received for this years' competition and I would like to thank all members who took part.



Alan Aston, No.19,
Bangor Trad Sail

John Cochrane,
No.12



'Rawanah' approaching the Fareo
Islands at sunrise

The results for 2003 were:

Best Gaff Rigged Picture

First No 13 by Peter Ford – East Coast
Second No 20 by Alan Aston – N. Ireland
Third No 11 by John Cochrane – Cornwall

Best General Sailing Photograph

First No 22 by Don Mclean/Ian Martin – Northern Ireland
Second No 18 by Robin Ford – East Coast
Third No 1 by Barry Mellor – Solent Area

The deadline for next years competition will appear in the December Log but I would urge all of you to remember to keep your cameras handy this summer.

Editor's note: I would also like to thank all those who entered and will endeavour to print as many of the photos as possible in coming issues. The front cover of this issue is the winner of the Best Gaff Rigged Photograph and the back cover the winner of the Best General Sailing Photograph.



Message from the Membership Secretary:

I would like to say thank you to all those members who overlooked payment of their subscriptions, who acted so positively. My apologies to those who were unnecessarily reminded for whom some part of the system temporarily failed. As we have an increase in subscriptions next year, payment by direct debit is the most time effective and economic method for everyone concerned. Would all members who still pay by standing order or cheque be aware of this £3 increase and take the necessary action in good time. Alternatively by changing to paying by DD, your net increase in subscription will only be £1. A 66% discount on the increase. Can you afford to miss it?



OGA T(H)CF Handicaps and PY numbers:

A problem may arise when a gaffer with an OGA T(H)CF handicap starts participating in club racing with PY handicaps. Normally the club will allocate a PY Trial Number, but if it has little prior experience of gaff rig performances it may lack the ability to do this with confidence and equity. Our Boat Records Officer and others have accepted that an empirical rule for estimating PY Trial Numbers from T(H)CF's would be useful. To establish this we must relate PY Numbers and T(H)CF's for a reasonable selection of gaffers. Accordingly appeal is made for owners of gaffers which regularly participate in PY handicap races to send details of their PY Numbers to Alan Hidden, Secretary of the BC Area (address on Page 1).



Election of a new President:

As most members will already be aware our President, George Jago, has stated that he intends to stand down at the end of the current year which will complete the original period of office of the late David Cade.

Could members please focus their attention on the fact that time passes very fast these days and we will soon be needing a new President. Any proposals should be discussed with your respective Area Secretary and then passed on to the Association Secretary, Mr Denis Stonham, whose details appear on page 1.



Area Newsletters:

May the Editor remind Area Secretaries that one copy of their local newsletter should be always be sent to him and a further copy to the President Mr George Jago.



New Areas in Holland:

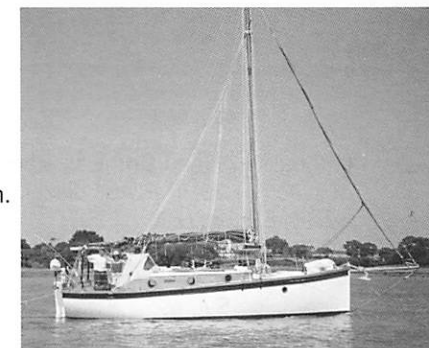
As we go to press discussions are on going for setting up two new areas in Holland. It is hoped that further progress will be available for the next issue.



TAMARISK 29 Gaff Cutter

LOA 36ft, LOD 29ft, Draft 4ft 8in
GRP hull by Cygnus Marine, wooden deck, coachroof, spars and mahogany interior by North Cornwall Marine in 1988. New Bukh 24 engine and recent rigging. All sails in very good condition. Taylors heater, new cooker, hot and cold pressurised water, shorepower and many other extras and a comprehensive cruising inventory. In very good overall condition. Asking £33,750. Lying Hamble.

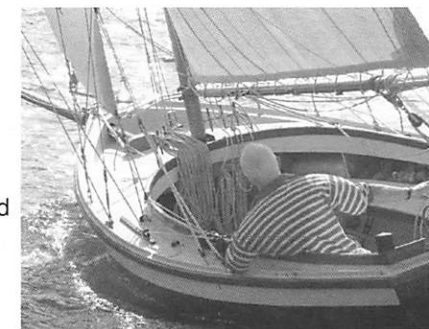
Contact Mark Chapman 07968-287130



FALMOUTH OYSTERMAN 16 'PEARL' 1986

LOA 16ft (plus 6ft 6in bowsprit) Beam 6ft 4in, Draught 3ft. GRP Gaff open plan cutter, 1.8 ton displacement, inboard Yanmar diesel 1998, new hollow mast and rigging 2001, 3 sails plus chute, legs, twin-axle trailer. An attractive and much loved boat with good sailing record. £9,500 ono. On swinging mooring River Dart, Devon.

Contact: Dr Neil Baxter,
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24' 0" "Bermudan" cutter 'BELLA'

Believed ELKINS - 1949. Was gaff centre board cutter.
Restoration project. All timber included. sound hull. Needs finishing.
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Please contact Alf Cackett on 07808 586332



EVE

Gaff Sloop open day boat

LENGTH O/A 16'6"

BEAM 6'0"

DRAFT 1'7" (with Centreboard 4'6")

Thought to have been built around 1920s, of carvel
larch on oak frames. She was restored in 1992 with
new gunwales, thwarts, keel, centreboard box and
re rigged, including new cream terylene sails.
Winner of the SW. area OGA race, Dartmouth 1992
and stored undercover since.

House move only reason for sale at fraction of restoration cost. Offered at only £2,000 ono.
To good home.

Contact David Hemmings on 01404 812991 office hours.



PEARL

much admired 17' Oyster - decked gunter
sloop, strip Columbian pine with kaya veneer,
mahogany trim, epoxy encapsulated, built by
David Moss Boatyard of Skipool Creek.
Camping, Summer and Winter covers. 4HP
Yamaha Outboard, 4 wheel trolley,
excellent condition. Lying Wargrave on
Thames - can deliver reasonable distance.
£4,950 o.n.o.

Telephone Robin Ford: 01494 727768.



REBIRTH OF THE PIONEER by George Jago

By the time you read this, Pioneer, which has been written about twice before in the Log, will have been re-launched. This event will take place on Saturday 17 May at Brightlingsea Town Hard. The Trustees call it a re-launch, but to my mind they would have been within their rights to call it a celebration!

The team, for it was a team effort, has brought Pioneer back to life. The trustees, who planned and arranged the finance for the restoration against all the many set backs, and the shipwrights and other tradesmen who have translated the project into this very high quality piece of ship-building. It is a credit to all concerned that they have brought about this re-launch. It is also in keeping with a long tradition of wooden ship and boat building in this part of England. As a bystander, I am sure there must be so many others who also feel this day is a celebration of faith - people who put the odd bob or two into the bucket and stood in awe on the Open Days as the work progressed.

Pioneer was, in her working life, called a skillinger - said to be a corruption of the word Terschelling - for it was off the Terschelling Light that these big smacks used to dredge for deep sea oysters, working out of ports such as Brightlingsea.

**Good Luck and God Bless you
Pioneer on your new career.**



Photo: Mervyn Maggs

TOM TIT GOES TO RISOR

After 3 YOGAFS and the odd 3 Creeks race we felt ready to try something different. A bit of research suggested that the Risor traditional boat festival would make overseas visitors particularly welcome - and they certainly did.

All traditionally constructed vessels are invited; sail and power, wood and iron, Bermudan and gaff- but not replica GRP, cold moulded or pastiche traditional boats, so there was a refreshing mix of 'real' craft.

The problem lay in how to get there- the North Sea is perfectly crossable, but for an 1894 Itchen yacht, with only 25 feet on deck, the right weather would be essential. The solution was simple- we already owned an antique Volvo tractor unit and when our friends at John Weaver transport found us a baby artic trailer, 6 inches larger than the boat and with soft air suspension we had the perfect rig.

Volvo kindly organised a ferry across the North Sea from Immingham to Brevik (Norway) and when we arrived in Risor a crane was waiting to launch us and step the mast. We spent a few pleasant days sailing up and down fjords before joining the festival. I am ashamed to say that we arrived late at the start of the main race and finished 15th out of 16.

If any OGA member is thinking of going, if he has a traditionally constructed boat, he will find extraordinary hospitality and have a lot of fun. We entertained Ambassadors, shipwrights, shipping line owners and fishermen- who all shared our Ringwood bitter (Norwegian beer is astonishingly expensive) and a passion for traditional craft.

All too soon the festival was over and after loading a 3 ton block of Larvikite (the other product of Larvik apart from Colin Archer) we started the long drive home. We returned overland, visiting friends and customers in Denmark, Germany, Holland and Belgium before finally taking the tunnel from France to the UK.



Our visiting guest Kate Mayne brought the house down with her own very original interpretation of 'The Green Eye of the Little Yellow God'. Kate isn't an Old Gaffer but she's certainly mad enough to be one.

My greatest surprise of the evening was my normally microphone shy husband's performance of the Magonigle poem 'The Tay Bridge Disaster' which will be remembered for a very long time.

Other memorable performances were given by Carol Laird (who proved her protestations that she couldn't sing) Terry Needham, Don McLean, Eilish Shevlin, John McAvennie, Dennis Magill, Fred McKenna, Attracta

Neeson, Adrian Spence, Peter Welsh and Raymond Cardy the blind bar man. Finally I would like to specially thank Alan Aston, our wonderful MC for the night that kept everything running like clockwork and gave us a hilarious performance of 'The Cremation of Sam Magee' in appropriate attire. I look forward to more entertaining evenings in such great company in the future.

Thanks to Pat for that, I can only say to those who missed it, your loss, it was a memorable evening.

Peter Lyons
Area Secretary

BRISTOL CHANNEL

The first issue of 'Severn Tidings', the newsletter of the BC Area has already been published and, as this note is being written at the end of April, the second issue is close to distribution. Compliments have been received for the first one, with credit due to Brian Kindness who edits and prints it. Another volunteer for service is Ben Armstrong who is looking after boat records and handicaps for the area and who will give advice to any of our members who may be hesitant about measuring their craft. The success of the area will ultimately be dependent on further volunteers coming forward to share in area responsibilities. It is paramount that we ultimately get OGA activities organised in all parts of this extensive area, for which the local knowledge and contacts of our members 'on the ground' is so vital.

Preliminary agreement has been made for a joint OGA/North Devon YC gaff rig event at Instow, near Bideford, North Devon, for the weekend of 19-21 September. Tentative plans are that the NDYC clubhouse facilities will be open to participants on the evening of 19th. On Saturday the 20th there will be a mid-day race, a late afternoon visit to the schooner Kathleen & May, and an evening event back at the clubhouse. A cruise in company is proposed for the final day. We hope that Tony James from Watchet will create added interest with 'Yankee Jack' his authentic replica 18 foot 'flatner' (a traditional flat bottomed spritsail craft as used to work in and around the Bridgewater Bay area of the Bristol Channel).

Alan Hidden
Area Secretary

NORTHERN IRELAND

Hi Gaffers, Once again we reach that stage of the season when we will again meet on or around the water.

Summer Programme

Bangor Traditional Sail 6th to 8th June. Already there are 20 boats entered and the biggest is the Grand Turk, a replica of an 18-century Man of War, at 150ft LOA and an air draught of 117ft, she will be an impressive sight. When we put our smaller boats along the harbour wall beside Grand Turk Bangor Harbour will look outstanding. A full programme of shore side activities, including Guinness and Oysters on the North Pier has been arranged, so please send in your entries to me ASAP. I have heard a whisper that there might be cheap drink in Fealty's for entrants.

The format for the event is similar to previous years, sailing on Saturday and Sunday and entertainment in the Marquee behind BJ's on Friday and Saturday evenings. Once again enjoyment is compulsory so come along to Bangor and join in.

We are having a display of boats in the Flagship Centre in Bangor from the 17th of May to 1st June. If you are able to help by lending a boat for display or to help with the set up or dismantling, please let me know.

20th - 22nd June Howth Classic Sail Dublin Bay OGA's annual regatta welcomes all boats.

Contact Mick Hunt 0035318390268, or Mick Bentham 0035318476279.

16th August We have been asked to join in the RNIYC Regatta day. RNIYC are trying a new strategy because of the success of their sail past during their 100th Anniversary

celebrations. There is an open invitation and a small prize for each boat that turns up and puts crew ashore to join in the celebrations. They hope that this will bring more boats to the regatta although they will not be racing.

Ardglass Regatta 22nd to 24th August Again details will emerge in due course. Peter and Pat Kennedy are in control. If you want to enter early just let them know.

Peel Regatta, Due to works being done to Peel Harbour during the summer, Peel Regatta will be the weekend after Ardglass, 30th and 31st August.

March 28th Poems and Pints report by Pat Kennedy.

On Friday 28th March we had a great evening altogether as they say south of the border. I had the idea that I would like a Gaffers Poems and Pints night in the style of a television programme from more years back than I'd care to admit.

Our multitalented Irene Aston who, without rehearsal accompanied our very own songstress Shirley Bodell in two beautiful Irish ballads. Our Area President Peter Lyons who as well as reciting "The Man from God Knows Where", reminded the troops of the necessity of attending and achieved a full house. I must mention also those who travelled long distances to be there. Joe Pennington and his crew who sailed over from the Isle of Man.

Rowan Hand who came up from Newry and read us his very poignant poem about the Green family from Kilkeel. Bill Miller from Lurgan with his very funny 'Piddling Pete'. It was great to see the Brennens over from Carrickfergus and to hear Robbie's poem he had written for the occasion.

Many experts questioned the advisability of 'trailer sailing' an old wooden boat so far – however the ride is so gentle on air suspension that a cup of water holding a wild flower left forgotten on the chart table survived the 2700 miles home without spilling a drop.

Having got the taste for foreign travel we are wondering where next- St Tropez and Cannes? The Greek Olympics? Even the USA? All suggestions gratefully received.

Mike Phillips



DIANA JOAN - A short history by Peter Wyatt

I had always believed that Diana Joan, which was built by Watts of Gosport in 1904, was an Itchen Ferry and began life as a Solent Fishing boat. Mr Bassett has now told me that, in 1974, he visited Gosport to try to find out more about the boat. Watts yard was by then no more, but he did find a gentleman, well into his nineties, who had worked for Watts. He stated that he was the brother of the chap who had built two boats to Naval specifications for use by the Naval College at Osbourne House for sail training in 1904. It is almost certain that one of these two boats is Diana Joan. Being built to RN requirements explains the copper fittings that no working fisherman could have afforded, and it also explains the massive timbers and a quality of build that has lasted 99 years, and is still winning prizes.

Originally built as an open boat, she probably served the Navy up until the 1920s when Osbourne finally closed down and the Cadets were all sent to Dartmouth. She must have been sold and whoever bought her, fitted a very solid teak deckhouse which made her into the handy little yacht she is now. She first appeared on the Part 1 Register in 1948 at Colchester under the ownership of John and James Young, both described as "shipping managers". They kept ownership until 1957 and it could be that Diana Joan was part of an early fleet of charter boats on the Broads - that would explain the rather lovely brass bound and highly polished Blakes original "loo" fitted in the cuddy for'd of the mast!



I have had her now for 9 years and have refitted her pretty extensively. I like to make things look as original as possible, and for many years have painted her ship's side black. Itchen Ferry fishing boats were traditionally black or grey - black because it was tar rather than paint, and grey because that was the only colour fishermen could steal from the dockyard. I suppose that now I will have to go back to battleship grey!

'SETTING A GAFF MAIN' by Mark Butler

Many gaff mainsails are often set incorrectly and as many of us sail for relaxation some may ask 'What difference does it make?' Mark Butler, of James Lawrence Sailmakers, answers this question and explains how to achieve better results.

The mainsail in most gaffers is the primary driving force and correct setting and adjustment can make amazing differences in how that boat sails. The widely held view that most gaffers are inefficient to windward, often heavy on the helm, generally slow and with excessive leeway, makes me want to point out that all these problems can be either eradicated or lessened by correct sail setting and, with its biggest effect, correct mainsail setting. Of course, all the sails set on board any boat contribute to the driving forces acting on it, with correct headsail setting and sheeting being crucial for good balance and drive. Of course other factors have a far greater control over a boat's sailing abilities, not least of which is the boat itself. I am not, in this brief space going to enter into the vast area of correct design, proportioning and shaping of gaff sails, because the whole rig, hull and owner's particular details and requirements need to be taken into consideration. For now let me just describe how I prepare, set and adjust a typical gaff mainsail. The first thing I check is how the sail is attached to the spars. To avoid hoisting and lowering the main more than I have to, I start at the top.

I check that the throat is correctly attached and that the head is pulled out taut along the gaff with its own separate peak lashing. This should be laced at the peak with the sail being pulled out along the gaff and also securely laced to it, to prevent the sail pulling away from the spar. Some owners will have alloy, or even carbon fibre, spars and use slides, or bolt rope and track, for head attachment. This is fine, but for those using the more traditional lacing eyes, I usually advise a firmly spiralled lacing around the gaff. This leaves the sail setting away from the spar with a small gap, but unstressed. I find a tightly marlin hitched lacing unnecessary and it can pull out the lacing eyes or at least induce creasing in the head area. On larger vessels I would suggest separate robands, but still adjust these to let the sail find its own location along the spar. Some throat attachments are connected through the gaff to the throat halyard and tighten the head when the sail is hoisted and the luff tension set up. Some just swivel below the gaff and work in a similar manner. I approve of these methods and when present I allow for them when adjusting the head.

Now I check the foot attachment and, if laced, treat in a similar manner to the head, again using a spiralled lacing to look consistent with the head, but if a marlin hitched lacing is preferred then this is fine as long as it is not over restricting the free movement of the foot. If the foot is attached with slides, check these are free and not gummed up with dirt or corrosion. I've even found them stuck fast with varnish, which doesn't help when you wish to tension the foot out a little with the clew lacing. I also check the tack attachment is sound.

If the mainsail is loose footed, I check that the clew outhaul system is in good order. There are several different systems and methods of attaching the clew, but all must involve holding the clew at a set distance from the boom in a near vertical direction and then controlling its horizontal position. In simple terms, this enables the sail to be made flatter or fuller. I usually find clew outhauls have been left with the foot pulled out tight even with the sail stowed, which is, I am sure, as harmful to the sail as leaving reefs tied tightly in.



'Lucy' leading 'Dolphin' 3 Creeks Race 2002

NORTH EAST

The season got off to an early start this year with unseasonal fine weather in March and April. Some thought it wouldn't last, and didn't launch until the rains returned at the end of April. I hope that wasn't the summer.

On Ullswater matters are proceeding apace for the 40th birthday event on the Midsummer's Day weekend in June. There have been entrants from all round the country so far, which is most encouraging. We know there is a lot of interest but we need more people to commit to this event by sending a form and a cheque to George Jago as soon as possible.

Don't leave it to the last minute: it makes our catering and other plans difficult, and numbers are limited. More support from the NW and NE would be most welcome. Ask not what the OGA can do for you. Ask what you can do for the OGA.

We look forward to welcoming you to the most scenic inland sailing in England.

Richard Montgomery
Area Secretary

SOLENT AREA

As in previous years, the Solent Area AGM and supper made a good start to the season with about 100 members, partners, crews and friends attending. We were pleased to welcome George and Brenda Jago as our guests for the second year running, and welcomed George's words from HQ.

Uncharacteristically, the AGM took longer than an hour. The most momentous item being George Beckett's announcement that he would not be standing for re-election as Area President in 2004. George reminded everyone that he had served on the Area Committee in various guises: 11 years as President, 5 years as Treasurer, and many before that as a plain(?) Committee Member. He felt that it was time to step aside so that new blood could be introduced and was giving adequate notice for a successor could be found.

Preparations for the Yarmouth Old Gaffers Festival are well advanced, and entries have been coming in at the usual rapid rate, a capacity attendance looks likely.

A fortnight after the Festival we are, unusually, holding a rally at Poole, courtesy of John Walden of SPARKY. The plan is to arrive on either 13 or 14 June at Studland or South Deep respectively, dispersing on 15 June, with a self help barbecue ashore at South Deep on the Saturday night. Details can be obtained from John on 0771 363 2456 or john@blacklandlakes.co.uk. John will also be listening on channel 16 over the weekend in case the weather forces a change to plans. We hope that this venture out of the Solent will appeal to enough members to make John's efforts worthwhile.

We are also hoping to be able to set up another rally at the opposite end of the Solent during the summer, details to be published in the Solent Newsletter.

Geoff Skinner
Area Secretary



*'Flugel' sails into
Newtown Creek*

Because of this, I usually rather pointedly loosen this right off and then adjust a little later.

At this stage the sail is ready to hoist, but not before I have looked at the peak halyard and gaff span set up and taken into consideration the gaff angle and mast head length and strength. I often suggest moving the span or spans nearer to the outer end of the gaff and nearer to the downward pull of the leech of the mainsail. On many gaffers these spans are located too low down the gaff and this fails to set up the peaking of the gaff properly. A vessel with a badly supported gaff will invariably have excessive mainsail twist and too much gaff bend, which adversely affect the mainsail shape and possibly leads to the leech flopping off or motor-boating. In most cases, moving the gaff spans can make big improvements. As for the peak halyard, I believe this to be the most important rope aboard, but probably the most under used. It needs to be powerful and infinitely adjustable, as it is this adjustment that greatly affects the boat's balance, weather helm, angle of heel and, to some extent, its speed and ability to point. The peak halyard purchase is best increased with a hardener tackle set up on one of the falls.



'Spellbound' showing how it should look

So now, with the boat head to wind, ease the mainsheet, top up boom if present (boomless bawleys, luggers and wherries ignore this) and hoist the gaff. Check all reef pendants and points are free, check both parts of topsail sheet, if present, are running and raise the gaff using the peak halyard to keep the gaff horizontal. If you are setting the whole mainsail and will not be reefing, take the throat all the way up. If the tack is standing this is just a matter of pulling up taut. Remember that unless on wire halyards, the rope will stretch, so swig hard and take the stretch out. If you are rigged with a tack downhaul and perhaps a floating boom height you can take the throat higher at first and then let things ease down later with gravity helping. Now pull on the peak halyard; if this is rigged with a hardener tackle on one end, this should already be eased off fully to its knot. Take the peak up until the sail is flat and ease the topping lifts, then past this point until diagonal creases form from peak to tack, and make fast the peak halyard.

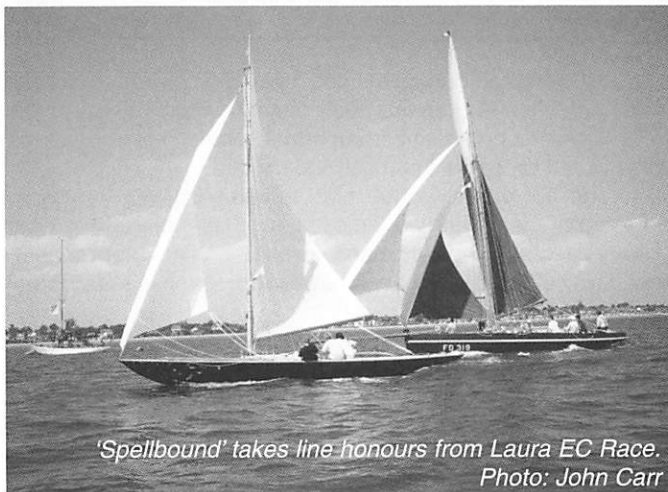
This creasing or tension should be quite strong at this stage and is deliberately put in to pull the draft forward and with it the centre of effort. Holding this centre of effort as far forward as possible in the mainsail by this peaking method is the biggest single adjustment that can be made with any existing gear, and I cannot over emphasise its importance.

'SETTING A GAFF MAIN' by Mark Butler concluded

If all other sails are set correctly, it will often reduce weather helm, excessive heeling and leeway. It can also improve speed and pointing ability. I will add that the gaff angle and stability of the mainsail cloth play an important part, but these again are another area.

With the sail now hoisted, I look carefully at the luff attachment, whether lacing, hoops or slides. Make sure that tension is spread as equally as possible over all of them, and the sail has a smooth entry with no creases. Adjust these if required. At this stage, I need to see the sail full and if the vessel is underway I have the helmsman bear off and put her on the wind. The previously mentioned diagonal creases should now smooth out as the sail fills. If the sail is still creased it is over peaked and this requires easing, but only sufficiently. Now put the vessel about and as she comes through the wind check for those peaking creases, which should be apparent every time the vessel goes through the wind. If no longer present, peak up a little. This 'over peaking' requires adjusting depending on wind strengths and the boat's heading to the wind. If you're keen you will lower the peak when sailing downwind, not forgetting to raise it again as you luff - and this is where the peak hardener tackle comes into its own.

If the style of boat and its deck layout allows, I recommend a full width main horse which enables the boom to be pulled downward when working to windward. This tensions the leech and reduces excessive twist in the mainsail. Because of their boom length most gaffers are not equipped with a kicking strap or vang which would assist in this leech tensioning.



'Spellbound' takes line honours from Laura EC Race.

Photo: John Carr

Gaff rig can be very efficient and improvements can usually be made very easily. I often tell gaff owners that a gaff mainsail requires 'setting up' not just 'pulling up'! The benefits are worth it, as most gaffers handling can be transformed and her owner's pleasure greatly increased.

Editor's note: Mark Butler is the Managing Director of James Lawrence Sailmakers.

Our longest race of the year, the North Sea Classic Passage Race, on July 20, from Levington to Roompotsluis in Holland, is a joint event with the Dutch Classic Yacht Regatta.

Back in Blighty, on August 2, we are encouraged to enter the revived Wivenhoe Regatta

This is the Fortieth Anniversary of the Old Gaffers Association. Lest anyone forget, the OGA was formed, at Maldon on the East Coast, in September 23, 1963. And to make doubly sure you don't forget, the East Coast Area is laying on one helluva event. August 23 -31, mark it in your diaries in **BIG LETTERS**. In celebration we are laying on a week long rally that will take in some of the

delights of Suffolk and Essex Rivers, building up to the finale of the Anniversary Race at Maldon at the end of the week (incorporating the Maldon Town Regatta).

The website of the East Coast Area, Eastcoastclassics.co.uk is going from strength to strength, with not only up to date information and reports, but also a rogues gallery of committee members with their contact details is also there. Entry forms and other details of races and rallies can be printed off.

I wish our members a happy and fruitful season!

Jon Wainwright
Area Secretary

DEVON

As the season slowly awakes, so preparations are in hand for the events already promulgated in the last edition of The Gaffers Log. By the time you read this, the Brixham Rally and Start Bay Passage Race will have occurred - more on that in the next edition.

Individual plans are developing to join in the Plymouth and for some, the Fowey and Falmouth events in August. These are well supported therefore skippers should make early application to the appropriate Entry Secretaries. (Plymouth, Chris Daykin 01822 854680).

It is hoped that, those taking part, might like to sail in company from their home ports. This would be an opportunity to co-ordinate their plans through their local Honorary Port Officer (HPO). Likewise visiting skippers from outside the Area can avail themselves of this facility.

HPO Dartmouth -
Barry Kenyon 01803 832698

HPO Kingswear -
Peter Lucas 01803 752457
HPO Plymouth (Tamar/Tavy/Yealm) -
Phil Slade 01749 330046
HPO Dittisham/Stoke Gabriel -
Rod James 01803 722474
HPO River Teign -
John Rickett 1626 873780
HPO Totnes -
Trevor Dunkley 01803 863373
HPO Salcombe Estuary -
Dave Keller 01548 856669
HPO Exe Estuary -
Simon Bates 01789 765603
HPO Brixham/Torbay -
David Eeles 01803 326095

Do contact them and bring gaffers alive in your local area. In the meantime, if you are keen to stay in regular touch with other gaffers in the area do let me have your email address.

Charles Holden, Area Secretary
(holden_charles@hotmail.com)



'Jeanie Johnston'
replica famine ship.
Photo courtesy of The
Jeanie Johnston
Association

EAST COAST

Our social season started with a record turn out at our annual supper at the Royal Burnham Yacht Club. We had a large contingent of Dutch members come over, together with the Association President, MNK President, ex World Sec Dick Dawson and many other OGA celebrities. The RBYC top brass/ Crouch Mafia were there in force too, with the Godfather Ray Austin. I am pleased to report also the Mafia has moved with the times, and there is now a Lady Godfather too, Commodore Judy Payne James, who was very much at the forefront of proceedings. A change to procedure was to dispense with a guest speaker, and have music instead, with the OGA "Ticky-Tacky Band". Although there were some problems with getting sufficient numbers of the sweet course to the area sec, the new chef Carol did us proud.

The next event, which you might just be in time to enter, is the 41st East Coast Old Gaffers Race, at Brightlingsea on June 21. With about 20 trophies steeped in OGA history, this is the race to take part in - details Richard Giles: 01206308420.

The East Coast Classics starts on June 25 with the Sole Bay Festival at Southwold, where we are getting a lot support this year from the Southwold Sailing Club, as well as Adnams and Harbour Marine Services.

Waveney District Council are funding a big programme of entertainment, and Waveney Contract Services are giving us mooring for 4 days. There is a passage race to Southwold from Harwich, the Sole Bay Race off Southwold, a passage race to Lowestoft for the day and back to Southwold for the regatta on Saturday June 28.. After regatta day we head south to the Ore & Alde rally, then Deben, then Levington, then Mistley and Wrabness. The final Two Rivers Race on July 4th takes us to Ipswich Wet Dock for our regatta and prizегiving.

Mid July, weekend 12/13 there is the Arthur Ransom (Swamazons Forever!) weekend at Walton and Frinton Yacht Club, principally for the open boats, although there will be a rally for cruisers/ motherships as well. This event has been going from strength to strength, and we are expecting 40 boats this year. There is a tremendous growth in smack boat sailing, which attracts people of all ages and traditional sail interests. The Backwaters are very safe, there is ample provision for parking and launching of vessels, the clubhouse is very friendly and reasonable, there are plenty of places to stay in B&B or camping, and Tessa is a marvellous host and organiser. It is an event for families with children, and we have lots of events planned on shore as well! Call: 01629 540 601.

Ullswater

All is on track for this Small Boat Event at the Glenridding Sailing Centre, Ullswater, to celebrate the 40th anniversary of our official formation at Maldon, Essex in 1963, when John Scarlett was Association Secretary.

There is not a lot that I can add to the information in the March Log except that we now have a bar licence for Saturday night's buffet, social and prize-giving and we have the prizes. Boat entries are coming in well but I must emphasise that supper requests must be received by me no later than Wednesday 11 June, as numbers are limited.

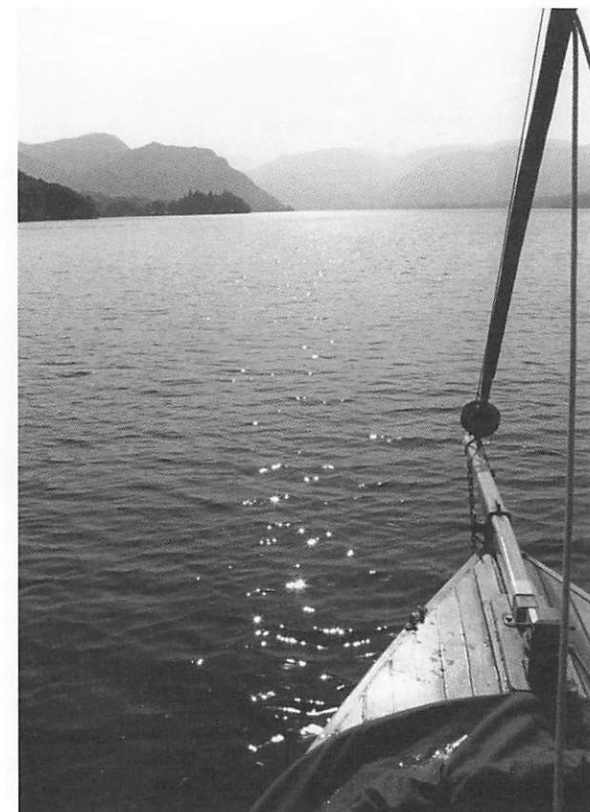
Forty years ago, the OGA was probably the first traditional boat organisation to be formed. It was formed as a rig Association, due to the constraints placed on our boats attempting to enter for certain races. Since then we have developed as an Association, keeping abreast of the needs of our members to meet the requirements of a changing traditional boating scene. There has been talk for several years about a National Small Boats event. Derwentwater and the East Coast Area have run small boat events for a number of years now and are doing so again this year. But what better way of celebrating 40 years than by running a new National event for small towable craft - and away from our traditional coastal venues. The OGA, 40 years on, keeping up with the developing trends.

David Cade organised the 25th celebrations at Ramsgate and it was always his hope to be able to organise an inland small boats event. So while there are a series of 40th Anniversary Area events at our traditional coastal venues, our National event is breaking new ground. It should be fun, as all new events tend to be!

Forty years ago, through John Scarlett, our links started with Maldon, Essex. Forty years on our links with Maldon are as strong as ever, as Maldon District Council (Tourism Office) are sponsoring our Souvenir Programme for Ullswater.

One final and personal first - it will be the first time the writer has sailed on an inland lake!!

George Jago
President



MALLARD - A unique pretty craft OGA ref No. 1921. Class 3 boat

When buying a one-off wooden boat, it must often be the case that you take a chance with its history. Such was the case with 'Mallard', a part-decked ketch just 19' on deck. The previous owner and restorer, could only be sure of his part and had been led to believe that she is about 30 years old, built at Ipswich, and had last been sailed in the Solent some years ago.

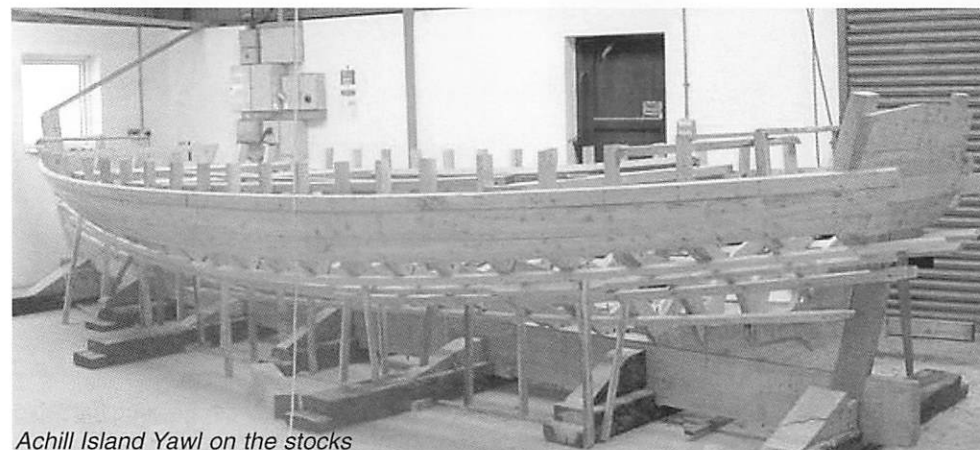
However, first some detail of Mallard as she is now. She's centre-board ketch of clinker ply with much teak in evidence around the cockpit and decks. She has varnished pine spars and is unusual in that the mizzen mast sits in a socket in the after deck and a strut then rest down upon the keelson. The tiller pivots on this strut and is connected to the transom-hung rudder by a system of levers and rods. She carries a gaff main, bermudan mizzen, and jib and stay-sail. There are fittings on the gaff for a topsail although she came without that sail.

I had first seen her at Shotley '96 and thought that she looked different to the other little gaffers there. Unable to speak to the owner, I thought no more about her until an advert appeared in the Gaffers Log. A deal was quickly done!



Having studied her construction more closely, I was determined to uncover her past and particularly who had built her. A notice on the board at Orwell Yacht Club finally produced a response and eventual contact with the builder, Bob Baldry, a resident of Ipswich in the early 70s but now living in Scotland. He produced a real 'gem' - a wallet of colour photographs, now somewhat faded, taken between 1973-75 showing the fitting out in his back garden and the first trials from Levington Marina. However, mystery still remains in that he was not the builder of the bare hull - that was done in Welshpool and delivered to him without spars or fittings. From then, it appears that she lay in a field for several years and then passed onto John Rowley in the Midlands who used her occasionally in the Solent. She then lay in a factory yard in Birmingham and began to fill with leaves and rainwater.

DUBLIN BAY



Achill Island Yawl on the stocks

A Chara

The Jeanie Johnston, mentioned in the March issue, paid a visit to Dublin before going on to Belfast, Tenerife, Boston and the east coast of the USA. Built over the past few years in Blennerville near Tralee in County Kerry, she is a replica of one of the so called famine ships. The original Jeanie Johnston was built by John Mienn in Quebec in 1847 but her replica was built by young people from both North and South Ireland, Canada and the USA overseen by Irish craftsmen. Her real claim to fame was that of the 16 trans Atlantic voyages she made, she never lost one passenger to the sea or to disease, an extraordinary record in those days. Further details are available from the Jeanie Johnston Association, who have kindly donated the photographs, or from: www.FocusKerry.com/Jeanie.

Another major project that has been completed is also a famine ship, the 'Dunbrodie' which has been built in New Ross in County Wexford which is even bigger than the 'Jeanie Johnston'. Pictures and the full story will be available for the September issue.

Delivery of the first Achill Island Yawl for export to Boston USA is in hand having been completed by craftsmen in the West of

Ireland and it is hoped that three a year will follow. Demand is growing for these beautiful craft with American owners coming over to gain sailing experience around Achill Island and West Mayo. Built as the main mode of transport in the late 19th and early 20th centuries for Achill Islanders, they are being built in Mullranny County Mayo by master boat builder Marty Eoin Patten and Black Marty McGinty, both of Saula on Achill Island. With only three boats left twenty years ago Doctor Jerry Cowley with the backing of Uoaras Na Gaeltacnta got the project going and now a fleet of twenty five boats can be seen in Achill Sound. The length of these craft is 26 feet, beam variable between 6 feet 6 inches and 6 feet 10 inches and a draught of 2 feet 6 / 2 feet 10 inches. Their displacement being 2 tons with a dipping lug rig.

Finally please note Bloomsday Classic Sail will be held over the weekend of 14th/15th June in the Royal St George in Dun Laoghaire and the Howth Traditional Sail the following weekend, the 21st / 22nd. All boats Howth.

Mick Bentham

CONWY AND NORTH WALES

Hi there everyone. Since the last log we managed to have a very successful trip on the Holyhead Lifeboat on Sunday, 2 March. What a contrast to the 26th October last year (the weekend of the hurricane). This time we had a beautiful day with calm seas and twelve of us enjoyed a marvellous trip out on the Arun Class Lifeboat which is based at Holyhead. Angus McLeod had a word with Brian the Coxswain and asked if we could take a look at the lagoon inside the Skerries. On route the Coxswain stopped the boat and laid a wreath on the sea. This commemorated the anniversary of the sinking of the Submarine H5 in the 1st World War, and the death of the first American in the war. As we left the Skerries, the lifeboat was called to rescue a quad bike which had found its way into the sea from the cliffs near to Fydlin Cove on the West Coast of Anglesey. The Arun went to the scene and found the bike but it was decided to send the inshore boat to rescue the upturned quad and tow it to a convenient bay, where a tractor was able to retrieve it. Fortunately there was no-one on the quad bike when it disappeared over the cliffs.

Angus and Doreen very kindly invited everyone to their home to have home made soup, bacon baps, toasted hot x buns and cake - hoorah hoorah!! We made a donation to the Holyhead RNLI - this was duly acknowledged by the Secretary who commented that all the crew thoroughly enjoyed having us on board. Very many thanks are extended to Angus and Doreen for once again opening their house to us and providing such an excellent spread. Those who could not attend this trip you will be on the top of the list for the next one I promise.

The Penrhyn Boat Shed party will be held on Saturday, 17th May with live music supplied once again by Jig a Jig. This event is organised by the Hiral Bay and Port Penrhyn Association who very kindly invite all gaffers to attend. This event will be reported on in the next log.

Don't forget folks to get your application in to George and Brenda for the OGA 40th Anniversary celebrations to be held at Glenridding, Ullswater in the Lake District. This is going to be an excellent event and those of you who have not enjoyed a small boat event you don't know what you are missing!! Good sailing in beautiful scenery, good fun and lots of laughter in good company what more could you ask for? Remember the dates 21st/22nd June and get your trailable gaffer up to the Lake District.

More dates for your diary - 40th Anniversary Gaffer race at Conwy on the 16th August and the Annual Nobby, Gaffers and Classics race on the 17th August. Contact Tony Mead at the Harbour Office in Conwy, or Pete & Sue Farrer, or visit the Web Site and complete an application form:
www.conwyriverfestival.org

7th Small Boat Gathering at Derwentwater Marina, Portinscale, Keswick from the 29th August - 1 September - another great weekend not to be missed.

Safe sailing to you all.

Sue Farrer
Area Secretary

Richard Negus acquired her FOC just as she was to become a bonfire and set about repairs. This was somewhat hampered by the lack of any deck hardware or sails, all of which had gone missing over the years of neglect. Using empty screw holes as a guide, 'best guesses' were made at the rigging and sail plan, although the topsail arrangement remained unclear as the stay from main to mizzen mast seemed to interfere. (More of this later!) After a last-minute rush, she was finally launched at Shotley for the 1996 East Coast Classics. Richard sailed her a few times from Levington and thought her a 'bit tender', solo rowing in light airs with the main set was impossible. She went back into storage - but this time inside a heated factory.

I purchased her in July 2000 and added an electric outboard with a pair of heavy-duty batteries either side of the centreboard case. Returning to Levington with Richard for a first sail, we found stability much improved and had a couple of very enjoyable days in and around the Orwell and Stour.

Studying Bob's photographs and letter in detail, it became apparent that in his original sail plan, there was no stay between main and mizzen masts. This explained why the masts appeared not to be parallel and how a topsail was used. With no forward shrouds, the only thing that stops the mizzen leaning backwards is that it has a substantial socket into the after deck. The main mast is rigidly clamped to the main bulkhead and is of sufficient section not to require a backstay.



At least two questions remain:

- Who made the hull in 1972-73 and to whose design?
- Does anyone remember seeing her sail either during 1973-75 or on the Solent?

As a final note, Bob tells me that her original name was 'Sheona' - or 'Shannon' in Erse. It is just a coincidence that there's a pub at Bucklesham (between Ipswich and Levington) called 'The Shannon'. Was Bob a regular there?

I have enjoyed sailing Mallard, quite a sea change from SV Tenacious (Jubilee Sailing Trust's wooden square rigged Barque) on which I had an exciting voyage to Amsterdam from Canary Wharf London and back in April last year, dodging the F9 storms!! We hope to extend our sailing area this year with the aid of Mallard's new road trailer.

David A Cooper
OGA member, Solent Area

Extracts from the Archive

This editions two boats selected from the archive are Arrow, a pleasure boat, and Band of Hope, a fishing bawley.

Arrow, boat no 1064, (previously called Pride of Salcombe) is a pretty half decked day boat of 17' 3" by 5' 10" beam. She is built with eight strakes of western red cedar over five strakes of elm in her bottom, on rock elm ribs. This was best practice before mahogany planking became fashionable, as cedar was light with uniform strength, and elm was tough and durable when the hull was kept afloat. Arrow was built by A Doran and Sons in 1893, at the Whitestrand, Salcombe yard that was taken over by Cooks. She is a good-looking c. b. hull with straight stem and moderately raking transom stern of the classic wine glass shape. She was built for a Mr Herriott, and remained at Salcombe until purchased by a Mr Fisher who sailed out of Lyme Regis until moving her to Littlehampton in the early 1950's. Mr Fisher kept her until 1979, when he donated her to Southbourne Sea Scouts.

It is a testament to her materials and the quality of her build that in spite of being sunk and nearly lost twice, the most recent work to her hull, which was necessitated by rot in the deck fitted after she left Doran and Sons, included the replacement of fourteen cracked ribs, and has returned her to an as new standard.

Band of Hope, boat no 211, was built as a shrimping bawley by Cann of Harwich in 1881 or 87. Her fishing registry also has her welking, which is carried out with use of fleets of pots. She measures 39' 3" on deck, and 13' 4" beam, with bowsprit and rudder she measures 42 foot over all. Bawleys also have a raking transom stern, so although she is beamier in proportion, and has firmer bilges, both Arrow and Band of Hope have similar lines. Band of Hope was also built with an elm bottom, and pine topsides, treailed to oak framing. She was first registered in 1888 with a Fishing Registry HH4, she appears to have been owned by several members of the Denny family of Dovercourt, who employed skippers from the Garnet(t) family to work her. She was sold at auction in 1935, to be bought by a syndicate for conversion to a yacht. She was converted by Corbett and Sons of Greenwich, who widened the fish hatch and fitted a coach roof, allowing the creation of two separate cabins in addition to the foksl. The rig was changed by fitting a boom to tame the boomless bawley mainsail with its complicated mainsheet blocks.

Nick Miller - OGA Boat Register



SCOTLAND

We are now looking forward to taking part in the 'Festival of the Sea' in Leith, Edinburgh, from the Friday 23rd May to Monday 26th May and from the pre event publicity in the media this should be the biggest sail event to have ever been staged in Scotland.

At present the OGA will be represented by David Morgan's 30' Gaff Cutter, Nick Millar's 18' Shetland Utility Boat and my own boat, the 'Lady Sophie' a 40' Gaff Ketch. Although I had hoped that more Scottish members of the OGA would have been able to attend this event with their boats we will do our best to represent the OGA. There are now no places left for boats as the 162 berths have been filled.

Hopefully many of the Scottish members of the OGA will be visiting the Festival and you will be made welcome on board. Would a Sunday lunchtime 'get together' be a possible first meeting of the Scottish Area

for 2003? If everyone who intends to come could let me know in advance this would help.

So far the only event I have is the Anstruther Muster on the 16th August which could be a gathering of the East coast boats but I know there are many more events in the West so please advise if anyone can get a 'Gaffers' class included.

Lastly can I repeat that my reason for taking on the duties of Area Secretary was the hope that we could enjoy some events together this year but so far there has been little response from the Scottish membership.

I can be contacted at:

Tel: 01506 826639 Mob: 07771 982182
e.mail. norman@censtat.freemove.co.uk.

I look forward to hearing from you.

Norman Mikkelsen
Area Secretary

MEDWAY & NORTH KENT

MNK AGM - We recently held our AGM which was held at Queenborough Yacht club who were very hospitable and made us feel very welcome, many thanks to them. The evening was well attended, well for our area anyway, and it was great to see familiar faces again. We were very glad to see Brenda and George Jago who had a long drive there and back in order to attend. It's great to feel supported by others, it can sometimes get a bit lonely bashing away by ourselves.

The meeting itself went well with lots of healthy discussions on topics various, from races and rally's to other local events

and goings on that were of interest to our members. One of the suggestions of the evening that was met with nothing but enthusiasm was the idea of having an End of Season Dinner some time in October, details to follow in our local rag, Kent Gaffing. The meeting finished around 9.30pm and then we adjourned to the bar for much needed refreshment!

See you at our Annual Race on 14th June at Queenborough, 9.30 start!

Sara Harding
MNK sec

CORNWALL

The Area winter get together and local AGM were held at the Punch Bowl and Ladle, Penelewey, on Friday 7th March. In the absence of any new nominations for office, the same team will carry on. One of the problems highlighted at the meeting is how to keep in touch with one another throughout the year. It was suggested that, for some, e-mail could be a suitable means of communication. Therefore all those interested in Cornwall Area matters please send your e-mail addresses to:
 gaffer@feock.free-online.co.uk
 and we will start compiling a mailing list. Forthcoming events and contact details:

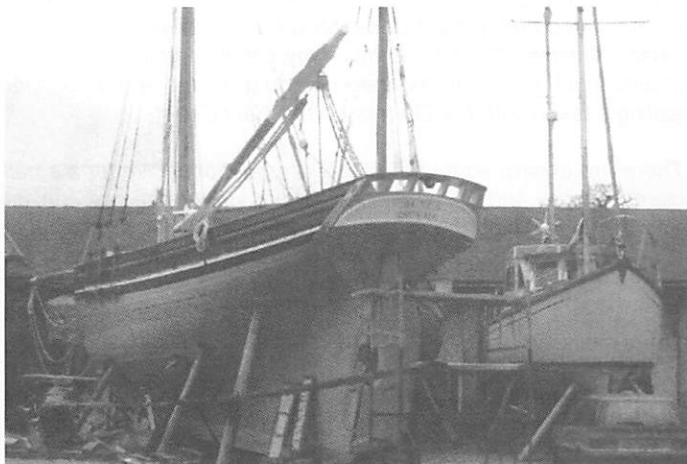
Golowan Festival Penzance -
 25th-30th June 01736 332211
 Traditional and Working Craft
 Roger Lowry, Sea and Sail Co-ordinator
 Plymouth Classics -
 1st-5th August 01822 854680
 Fowey Classics -
 6th-8th August 01726 833186
 Falmouth Classics -
 9th-10th August 01326 211555
 Cornwall OGA RACE -
 10th August 01872 863096
 Paimpol 2003 -
 15th-17th August 02966 5511 France

So don't forget to put in your diary our annual event at Falmouth, run as part of the Classics Weekend - again it is Sunday 10th August. More details from our Secretary.

And now for some really good news for the traditionalists. Wooden boat building is alive and well in Cornwall. At Gweek, on the Helford River, Luke Powell is putting the finishing touches to the Agnes. She is an authentic replica of a 46ft Isles of Scilly pilot cutter, built in 1841, constructed of the traditional larch planting on grown oak frames. Launching is scheduled for May. Luke previously built the pilot cutters Eve of St. Mawes and Lizzie May. Success breeds success and he has a further order for yet another pilot cutter. She is to be named Hesper. The keel has been laid and she is now in frame. It is good to report that proper boats are still being built.

Frank Argall

'Agnes' Nearing completion

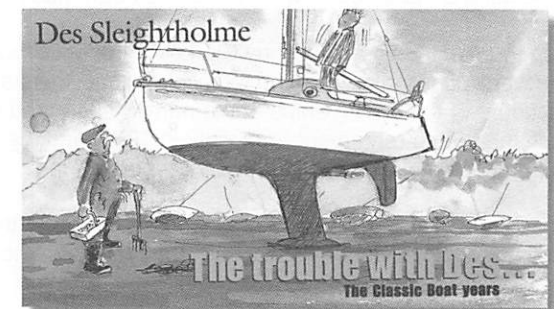
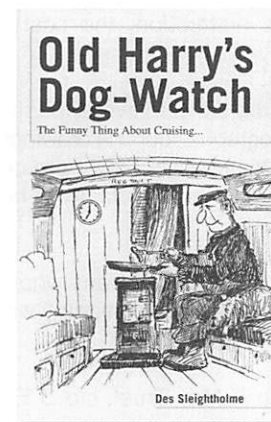


'Band of Hope' EC Race 1967

The Trouble with Des and Old Harry's Dogwatch by Des Sleightholme

Published by Adlard Coles Nautical (an imprint of A & C Black)
 London price £6.99 each. Both books reviewed by Phil Slade

I decided to review both of these very amusing books together since my comments apply to both. Des Sleightholme's wonderful knowledge of sailing comes shining through in both books and also his wonderful sense of humour. He has the ability to poke fun at many of the scrapes that we can all recognise from our own experiences but also to impart knowledge at the same time. These are books for the bunk side book shelf on board and can be picked up and put down between watches without losing the thread. Certainly not for reading on a train where out bursts of near hysterical laughter may have fellow passengers calling for the guard.

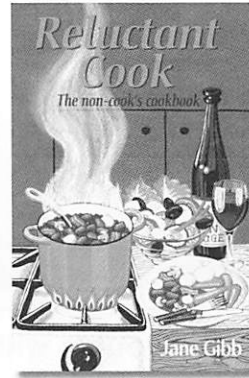


Editor's note: You can read more of Des Sleightholme's adventures each month in 'Classic Boat' magazine

The Reluctant Cook by Jane Gibb (2nd edition)

Published by Adlard Coles Nautical (an imprint of A & C Black)
London price £8.99 each. Reviewed by Phil Slade

This is an excellent book, the first edition of which was published in 1991, and it hasn't lost any of its' original appeal but rather has added to it. Sub-titled 'The non-cook's cookbook' it goes a long way to taking the mystery out of preparing many culinary delights and explains how dishes can be made easily in the narrow confines of the average galley. It also gives many handy hints how to store food and wine on board, useful equipment to have in the galley, worthwhile herbs and spices to keep as well as a host of interesting recipes to try. All in all and amusingly written book, well illustrated and well worth a place on the book shelf on board.



The Story of the 'Kathleen & May' : 1900 - 2002

"The last three masted topsail schooner was laid up in Gloucester Docks getting more and more dilapidated by the month and with a very unknown future when Steve Clarke saw her whilst he was wandering around the docks area. There she was, looking very neglected with no masts, the decks covered in plywood but across her stern as he turned around were the words Kathleen & May, Bideford. At that point he knew he had to bring her home".

"On removing the plywood boarding from the hull it became apparent that there were only two choices - set fire to her or a complete and costly restoration".

"The project was originally anticipated as a £50,000 cosmetic restoration, the cost is approaching £1,000,000 now that she has been made seaworthy".

These three extracts from Wendy Clarke's introduction summarise the story. In twenty pages, plus covers, of a landscaped A4 paperback volume, there are 52 photographs, four line drawings, an account of the sailing ships of the narrow seas, and history of 'Kathleen & May' from her launch in 1900 to retirement from work in 1961, and then through years of uncertainty to her final purchase in 1988 and her present resurrection.

This volume will be of interest to all who subscribe to the objects of the OGA, many whom, from personal involvement with lesser restoration projects, will have the fullest empathy with Steve Clarke.

Copies are available at £4.00 each, post free, from The Kathleen & May Trust, c/o S E L Clarke Plant Hire, New Road, Bideford, Devon, EX39.

Reviewed by Alan Hidden

Dear Mr Jago

As an OGA member and Commodore of the Leigh-on-Sea Sailing Club I would like to invite OGA members to take part in our Centenary Regatta to be held over the weekend 26-27 July 2003. The regatta is in fact to celebrate the 100th anniversary of our founder club 'The West End Sailing Club' a club that was formed by local fishermen and yachties. History has it that Bawleys raced with each other, local boats for prize money. Races were started from Bell Wharf and the race officer used a tea tray as a signal. In 1911 the club was renamed the Leigh-on-Sea Sailing Club and has been resident in its current location, the old station building, since 1946.

It would be a delight to see some traditionally rigged boats taking part in events, in particular Bawleys. We have a number of traditional boats within the club 'Nancy Grey' the barge yacht 'Almeter' a gaff cutter and my 'Boy Martin' all will be taking part. Invites have also gone out to other local clubs sea-scout groups and the Tideway Association. The weekend will involve a parade of sail racing and fun events as well as evening entertainment. Perhaps I should add that events are not limited to traditional craft as the focus is on sailing in general. Mooring facilities at Leigh are limited especially for those vessels that would need to lay along side so members are asked to contact us as soon as possible so that arrangements can be made.

Address: Leigh on Sea Sailing Club
High Street
Leigh on Sea
Essex SS9 2PE

'The Ray'
17 Carlton Drive
Leigh on Sea
Essex SS9 1DE

Yours sincerely

Mark Emmerson

Dear Mr Slade

I was somewhat surprised by John Atwill's letter regarding the comradeship in the Gaffers. I have sailed on the East Coast for a number of years, initially with Michael Emmett on his smack 'Oestrea Rose' and now in my small gaff rigged cutter, Skanner 19, 'Mudskipper' (plastic hull). I have always been made welcome and always look forward to another sailing season with the Gaffers on the East Coast.

There are always some races that are not conducive for a small boat to compete, in which case my crew and I spend a day ashore visiting the odd convivial hostelry, especially at Southwold imbibing the Adnams instead of flogging around the cans in the Sole Bay Race!

Perhaps Mr Atwill should join us on the east Coast during the Classic Boat Festival.

Yours sincerely

Richard Phillips

Dear Phil

Tit Willow, (known to her chums as 'T Dubs'), was mentioned in a letter in the last Log, which related to small boats and big meetings. This was also our first OGA meeting since returning from many years abroad and I appreciate John Atwill's comments, along with those of Pat Dawson and the difficulties faced by a race officer with so many disparate craft. Total cohesion is a tall order.

Yogaff is a great gathering, but there is the odd penalty for the privilege of being in such fine surroundings. Having the boats out on piles is an isolating factor, particularly for those too small to sport a tender, aggravated by the distance from the Royal Solent Yacht Club. The weather did not encourage stoofing around in draughty marquees and being blended with town and tourism is festive and fun, but not conducive to comradeship. I did not identify any nearby gathering place for the crews; as Pat Dawson stated – "There isn't really anywhere obvious" She was actually talking about posting results, but the point is there.

I take issue with the comments on racing. Reality is that any handicapping system must be a compromise and varying conditions will favour different boats. I am delighted to boast that with the help of a secret weapon, (an ex-RN pilot for navigator), at the OGA Solent annual rally later on last season, T Dubs did quite well overall and took the corrected class biscuit. Acknowledging the competitive instinct, what aspect of setting your sails properly, handling the helm, choosing the best place on the line and being there at the gun, course navigation, finding clear air while working the tide and avoiding hazards is not a test of boat handling and seamanship?

Part of Tit Willow's design philosophy was that she should be a true gaffer – over canvassed and over weight. In full cruising trim (beer in the bilges and such), she carries two hundred square feet, cajoling a ton and a quarter on a fourteen and a half foot waterline. With this principle and a fine entry, she seems to approach hull speed quite easily in light airs, though for racing trim I hunch forward a bit and swear like a trooper, which must help. Anyway, isn't this the sort of thing we want to discuss? Though the tide off Yarmouth is undisputed master, in such a shorty, I decided that what the boat needed most was undisturbed air and having found some, we made it to the first mark perhaps in the top half dozenish. By the time we had cleared the crowd we must have been half way down the fleet, which I agree was disappointing.

All are welcome on-board T Dubs, if you don't mind the scars from the shoehorn. Ask Nick Buxton whom we did meet and who spent the night stowed below, rather than succumb to exposure on the Victorian floorboards of his beautifully restored Redwing. (At her pleasure, the Minister of the Interior and I had retired to a local B&B.) So come on, John Atwill, next time the gin pennant will be flying and I'll show you mine, if you show me yours. You never know, we might even become a sub-species.

Yours sincerely

Chris Waite

GOSSIP The Biography of a Beautiful Yacht by Cecily Gould

Published by Seafarer Books £9.95

Central to this wonderful account is, what we would call a "real character" on the East Coast is a man called Dambom. "Dambom", or Major Cecil Brentwood, was the author's father and a prominent member of the Royal Solent Yacht Club. He also flew the White Ensign as a member of the Royal Yacht Squadron, and had I, a mere East Coast "muddy", ever met him I would have been in awe! Indeed, I wondered why the publisher asked a chap like me to review the book.

However on reading the book, I really got to like the fellow. He was single minded and very energetic- "fitted with some sort of sparkling mechanism" according to his daughter- but he had a sense of humour and a kindness, which really impressed me. "He seldom shouted or swore at us, which was why we were happy to sail with him for 50 years" we are told. The OGA have been exhorting us to encourage young people into our activity, and here was this respectable man of military bearing getting his daughters to crew willingly for him in 1920.

The cruising he did in home and near continental waters was very similar to what many of us do today. But in those days, a man sailing a heavy 13 ton tops'l cutter with daughters as crew was really something, especially with an engine which was pretty useless. The book is a fascinating insight into life aboard a family cruiser of the times, and has many amusing touches, such as Thomas the bucket who lived in the fo'c's'le, who only buried his contents overboard at night. One which really amused me was the replacement of the White Ensign with the Blue, when they were in a spot of bother in their manoeuvrings in public!

Gossip's longer cruises took the family to Denmark, Sweden, Norway, the Netherlands and Brittany. The war years took their toll on this pleasure, but it was interesting to read accounts of the laying up for the war, and the fitting out after it. Not to mention some in-war sailing by the author on an out of date permit over a minefield in the Solent! Early post war sailing in the Netherlands made fascinating reading for me, particularly concerning the inhabitants of Urk, a former island fishery, recently reluctantly joined to the mainland with the polderisation of the old Zuider Zee. I can assure the author they have not changed.

The story sadly draws to an end with old Dambom (at 84!) finding Gossip a little too much for him, for she too was feeling her age, and selling her to three Frenchmen in 1963. He had owned her for forty three years. She was given a new lease of life by her subsequent French owners, her last being William Borel, who fitted her out for a single- handed race. Unfortunately a report came back in 1979 "Gossip est mort!", her engine having caught fire. However she is still remembered lovingly in the Solent, and this lovely book is a fitting testament to her.

Book reviewed by Jon Wainwright

The following letter was received by Alison Cade from The Royal Marsden Hospital:

Dear Mrs Cade

Thank you so very much for your extraordinarily generous donation that brings the total amount that you have given in David's memory to £2,000.00. This is a wonderful boost to our research effort as we are very dependent on the generosity of patients, their families and friends.

With your permission, we would like to put the money towards a particularly exciting study that has been made possible by a most important recent discovery in melanoma. This discovery, made by scientists at the Institute of Cancer Research linked to the Royal Marsden Hospital, has shown a mistake in a gene called B-RAF in two-thirds of all melanomas. The reason this is so important is that it looks like a very good new target for therapy. We already have trials looking into this. One thing that we really need to do is re-examine samples of melanoma to see whether or not they contain this genetic fault. We are all very excited about this. All research is expensive and the experimental materials alone will cost £2,000.00. Your very generous donation will make this study possible and hope you will agree that this is a fitting purpose for the donation in David's memory.

Yours sincerely

Dr Tim Eisen, PhD, FRCP, Senior Lecturer & Consultant in Medical Oncology
Martin E Gore, PhD, FRCP, Professor of Cancer Medicine

Editor's note: The above letter was received by Alison Cade partly in response to the donation made by the OGA in David's memory which formed a substantial portion of the £2,000 total.

Dear George (received too late for the March Log)

I anticipate that your Editorial covering the proceedings of the National AGM will appear in the Gaffers Log. In particular the Amendments carried to New Rule 2(a) but more significantly New Rule 2(b). Little needs to be said about the former however the amendment to the latter is of paramount importance to members in the areas.

Henceforward from the date of the National AGM, the members must decide at their Area AGM's if owners with their Bermudan boats shall be invited to take part in their Area's events. The Area Secretary must seek the members' authority, without this, Bermudans may not be invited. This decision therefore is no longer in the gift of 'The Great and the Good', 'The Secretary and Committee' or the 'Polit Bureau' as I remember Jon Wainwright used to call them. If no decision is made or the members reject the proposition then the secretary and Committee do not have the members authority, so no Bermudans. It's as simple as that. If the members give their blessing fine, let em' all come. From now on we all have the opportunity to decide. However don't forget that with authority comes responsibility. It's up to you. Power to the people.

Dave Keller

Dear Editor

Smack Grease

For the smackies that want to be authentic. While scanning through the book: Jameson's Manufacturer's Practical Recipes, published by Shaw Publishing in 1943, I came across the following recipe which may be of interest: -

"Grease for Sailing Smacks.

	No. 1	No. 2
Tallow.....	75	56 parts
White Scale.....	25	56 parts
Lime.....	25	28 parts
Silicate Soda.....	25	14 parts

Melt the tallow and scale together, dissolve the lime with water to a creamy consistency, add the silicate to it, and stir in the grease till nearly cold, then cast into blocks." There is no mention as to what you do with it!

Yours sincerely

Colin Stroud

Dear Editor

Re: The Burt Family of Falmouth

I am doing a study of the Burt family, ship - and boatbuilders of Falmouth, Cornwall. They operated yards in and around Falmouth from the latter half of the 19th to the late 20th centuries. Charles Burt and his sons were known for designing, building and repairing schooners and other large ships, and they rebuilt the Cutty Sark at Ponsharden. Charles's son, R.S.Burt, designed and built the Falmouth Quay Punt type yachts, which one man could sail around the world. R.S.Burt's nephew, E.J.Burt built boats and yachts at the High Street Yard (formerly T Jackett). Is there anyone who remembers them, knows stories about their activities, or has pictures of them that I could copy and return, or of their yards, or the boats that they built?

The following advertisement appeared in Yachting Monthly in December 1972: 16 ton aux. gaff ketch (41ft.6in x 35ft x 10ft.6in x 6ft.9in) by R S Burt of Falmouth to own designs, 1913 6 berths in 3 cabins. Ford 56hp diesel engine. Well equipped and maintained. Isle of Wight. £8,450.00. Does anyone know the name of this yacht and what happened to her? I am also interested in information on another Burt vessel the 'Saraband' built by R.S.Burt.

Yours sincerely

C Richard Burt

Editors note: Any information received will be passed on to the writer.

Dear Phil

I have been lucky enough in the last few years to spend several weeks, in January to March, in Perth Western Australia. In the usual charming mix of formality with officers in total whites and yachtsmen in varied whites, and a wonderfully relaxed and friendly welcoming atmosphere, I enjoy brilliant sailing and racing from the South of Perth Yacht Club over 10 to 12 mile courses on the Swan River in the 20knots or so breeze delivered by the 'Fremantle doctor' every afternoon. On the several race days each week there seem to be about 100 boats from the half dozen clubs around Perth!

I had in previous years admired a class of about eighteen beautiful gaffers sailing from the Royal Freshwater Bay Yacht Club and so I contacted the Western Australia area secretary and representative of our OGA, Wally Cook, who arranged for me to join Michael Ahern's 'Ajax', one of the Couta boats for an afternoon race. These working boats reached their present development about 1890 around Melbourne as boats to fish for barracouta which was the staple of the fish and chip trade. They are usually decked forward, about 26ft in length plus long bowsprit, 10 ft beam and a 3ft draft increased to 9ft by an enormous centreboard. They have a 30 ft mast and are rigged as sloops with a loose footed main giving a total sail area of 600 plus square feet.

On the day I joined them eight of these fast open gaff sloops were assembled at the start line. On this rare occasion the 'Doctor' delivered a near calm and the race was soon abandoned but six tied up abreast to a buoy and the camaraderie, chilled beer and swimming commenced. By late afternoon appetite for a seafood supper had increased, and the six boats still rafted abreast together set off under engines for the local dockside restaurant 400 metres away. After a ragged start, progress was greatly improved by a skipper on the foredeck or podium of a middle boat conducting the largo with his baton to swell the power of the starboard first violins or the port double basses. The manoeuvre was successfully accomplished with a swimmer finally taking a line a few feet to the dockside. It was a splendid insight into fun boating Australian style.

Firstly I thank Wally Cook and Michael Ahern but it is with the help of our Gaffers Log that we can make these contacts and friends with the common bond of sailing and especially our love of gaff rig; so my thanks also to OGA. Perhaps next time the 'Doctor will treat me better.

Yours sincerely

Neil Baxter

Dear Sir

May I offer a light hearted but pragmatic solution to the Bermudan/Gaff rig debate? Why not admit skippers who describe themselves, rather than their craft, as an 'Old Gaffer'. The definition is very accommodating and always raises a smile. Your correspondent Philip Alison (Dec 02) has a point!

Yours sincerely

Derek Limb

Dear Editor

I noted with some concern Mr Atwill's letter of 1 January 2003 the subject of which was a complaint about OGA races favouring the larger boats, and a lack of comradeship at a recent OGA event. Having owned and raced a small (tiny!) gaffer in the East Coast events for several years, Mr Atwill should not be discouraged by his performance in last year's Yarmouth event! While it is true that many of the races hosted by the OGA favour the larger and more seaworthy types simply because of the waters in which they are sailed, through personal experience it is not always bigger and 'faster' boats that win every race! A smaller boat is always handicapped against the larger (despite whatever rules are applied), and to tell you the truth, this can be very hard, but not impossible to overcome.

I used to sail a 16' Oystercatcher (gaff cutter rigged), named 'Panache', which regularly had to retire from races when the wind and waves got up. This happened so often I despaired of ever finishing a race, let alone win or place in one! However, the Gods favour the persistent, and I made it a point over the next year or two to follow as closely as I could the best racers that approached my size, both to give myself a reasonable challenge, and to learn the 'tricks' inherent in local waters.

The result of all my effort was a realisation of the old saying: 'every dog has its day'. In my case, it was the 'Mistley Ditch Crawl', otherwise known as the Thorn Cup. Although there were line-squalls all day long, I just luffed up into the worst of the blows, reefed nothing, and took full advantage of the incoming tide by staying in the deepest part of the channel. I kept going carried quickly by the tide and soon passed boat after boat, all of which were much larger than me (including Bawleys and Smacks of every type), and all tackling back and forth across the Stour like freight trains on a downhill grade! The end came fairly quickly at Mistley and I won the cup quite handily, beating the usual clippers by as much as 15 minutes over the line. Needless to say, that night was one of grand celebration for me. From my personal experience, I don't think that there is a more welcoming or fun group in the length and breadth of the UK, but like anything else, you can only expect to get out what you put in!

Best regards

Eric Husher

Dear Adrian (sent to the membership sec)

I have to say I'm looking forward to a new editor for the magazine. There really ought to be more in it than news and views from the regions. There doesn't seem to be much coming forward from the mass membership of the association. Though I read the mag from cover to cover I would be hard put to tell you what is in it, given a few days interval.

Then there is the eternal dispute about admitting Bermudan rig – Oh dear !!!

Yours sincerely

Mike Gallop

OGA AND OTHER TRADITIONAL EVENTS 2003

Jan/Sep7	"The Beagle Voyages - from Earth to Mars", National Maritime Museum, Greenwich. Kirsten Canning, tel. 020 8312 6545, e-mail: kcanning@nmm.ac.uk
May 26/Jun 1	La Semaine du Golfe du Morbihan, Brittany, France. Tel. 33 02 97 47 2003. www.semainedugolfe.asso.fr
May 30/Jun 1	YARMOUTH OLD GAFFERS FESTIVAL (YOGAFF), Yarmouth, Isle of Wight. Pat Lester, tel. 01983 760117.
June 1	DEVON AREA ANNUAL RACE & RALLY - Passage Race Brixham to Dartmouth. Charles Holden, tel. 01803 834323.
June 6/8	BANGOR TRADITIONAL SAIL, Bangor, N. Ireland. Peter Lyons, as above.
June 12/14	Bristol Channel Pilot Cutters Assoc, Rally & Race, Watchet, Somerset. Tony Winter, tel. 01566 86555.
June 14	MNK AREA OLD GAFFERS RACE, Queenborough, Kent. Sara Harding, as above.
June 14	EAST COAST CLASS 3 (OPEN BOATS) OLD GAFFERS RACE, West Mersea, Essex. Jon Wainwright, as above.
June 14/16	BLOOMSDAY REGATTA, Dublin Bay. Mick Bentham, tel. 353 1 8476279.
June 13/16	Mersey River Festival. Tom Middlebrook, tel. 0151 652 9744.
June 20/22	NATIONAL 40TH ANNIVERSARY OGA RALLY, Ullswater, Cumbria. George Jago, tel. 01621 741595
June 20/22	HOWTH CLASSIC SAIL, Howth, Dublin. Mick Bentham, as above.
June 21	EAST COAST AREA OLD GAFFERS RACE (Classes 1,2 & 4), Brightlingsea, Essex. Jon Wainwright, as above.
June 21	Wallasey (Cheshire) Yacht Club Regatta. Tom Middlebrook, as above.
June 22	West Cheshire Sailing Club Regatta. Tom Middlebrook, as above.
June 22/Jul 6	EAST COAST CLASSICS. Jon Wainwright, as above.
June 28	Royal Mersey Yacht Club Regatta. Tom Middlebrook, as above.
June 29	Liverpool Yacht Club Regatta. Tom Middlebrook, as above.
July 5/6	Tarbert Loch Fyne Traditional Boat Rally. Robert McPhail 01880 820643 or robert@sonamarg.fsnet.co.uk
July 10 / 14	Perros Classic Regatta. Perros - Guernsey - Lezardrieux - Perros Contact Herve Elies telephone 00 33 2 96924760
July 12	Pembroke Dock Regatta. David James, tel. 01646 683764.
July 12	West Kirby Sailing Club Regatta. Tom Middlebrook, as above.
July 13	Dee Sailing Club Regatta. Tom Middlebrook, as above.

July 12/14	Fête de Vieux Gréements, Boulogne, France. M. Jean Claude Frouard, tel. 00 33 142 523 3117 (evenings, French only spoken).
July 19/27	NORTH SEA RACE, Zeeland Cruise & Dutch Classic Yacht Regatta, Hellevoetsluis. Jon Wainwright, as above.
July 26 - Aug 3	The Friendship Route Brittany.UK registration desk 01664 567667 or gqy13@dial.pipex.com
July 26/Aug 1	2nd Raid Finland. Mike Hanyi, tel: 358 9 279 1402, e-mail:mhanyi@yahoo.com
July 26/27	The West End Sailing Club Centenary Regatta. Leigh-on-Sea Sailing Club. Mark Emmerson Commodore High Street, Leigh-on-Sea, Essex,SS9 2PE or 'The Ray' 17 Carlton Drive,Leigh-on-Sea,Essex,SS9 1DE
July 26/Aug 3	La Route de l'Amitie 2003 (The Friendship Route), Audierne to Belle Isle. UK info & registration - Emil Schamp, tel. 01664 567667, e-mail:gqy13@dial.pipex.com
Aug 1/5	Plymouth Classics. Charles Holden, as above.
Aug 2/3	Three Creeks Race - Ashlett, Newtown & Wootton (Solent/IOW) Geoff Skinner, tel. 023 8040 3155.
Aug 4/9	North Devon YC Open Week, Instow, including gaff-rig races. Details from NDYC, tel. 01271 861390, e-mail: info@ndyc.org
Aug 15/17	Fete Du Chant De Marin Paimpol 2003. BP 125, 22503 Paimpol Cedex. Telephone 0033296551277 or e-mail paimpol-2003@wanadoo.fr
Aug 16	CNW AREA 40th ANNIVERSARY RACE, Conwy, N. Wales. Sue & Pete Farrer, tel. 01270 874174.
Aug 17	NOBBY, GAFFERS & CLASSICS RACE, Conwy, N Wales. Sue & Pete Farrer, as above.
Aug 22/24	ARDGLASS REGATTA, Ardglass, N. Ireland. Peter Lyons, as above.
Aug 23/25	MNK AREA RALLY, Sandwich, Kent. Sara Harding, as above.
Aug 23/29	ECOGA 40TH ANNIVERSARY FESTIVAL, R. Stour, R. Orwell, Walton, W. Mersea. Jon Wainwright, as above.
Aug 27/31	Ship Ahoy 2003, Aarhus, Denmark. Århus Arrangementter, Rådhuset, 8000 Århus C. Tel. 89 40 67 32, e-mail: aarhus.arrangementter@events.dk
Aug 28/31	Royal Dartmouth Regatta. Charles Holden, as above.
Aug 28/31	2003 Manx Traditional Boat Festival Peel IOM. Roger Willis
Aug 29/Sep 1	OGA SMALL BOAT GATHERING, Derwentwater Marina, Cumbria. Sue & Pete Farrer, as above
Aug 30	OGA ANNIVERSARY RALLY & MALDON TOWN REGATTA. Jon Wainwright, as above.
Sep 6/7	SOLENT AREA ANNUAL RACE & RALLY, Geoff Skinner, as above.
Sep 19/21	Joint OGA/North Devon YC gaff-rig event, Instow. Alan Hidden tel:01237 474744 (See BC Area News for preliminary plans)
Sep 27/28	YARMOUTH (IOW) RALLY incorporating the Royal Solent Y C Centenary Pursuit Race. Geoff Skinner, as above.