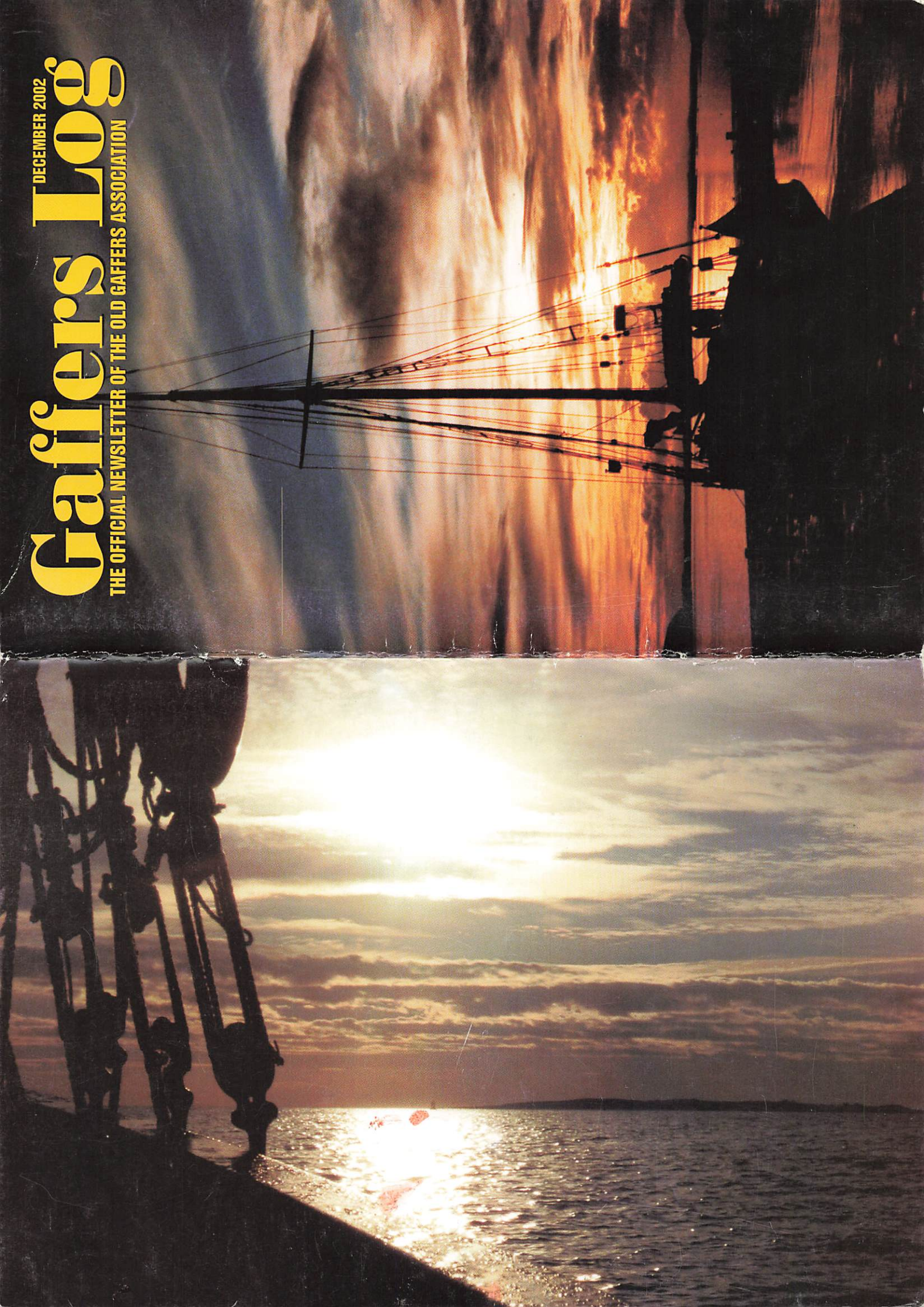
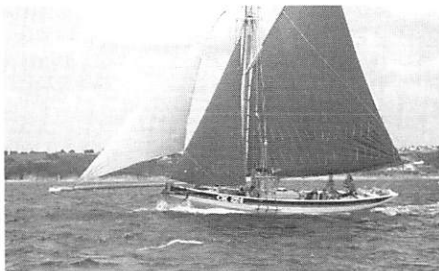


DECEMBER 2002

Gaffers Log

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION





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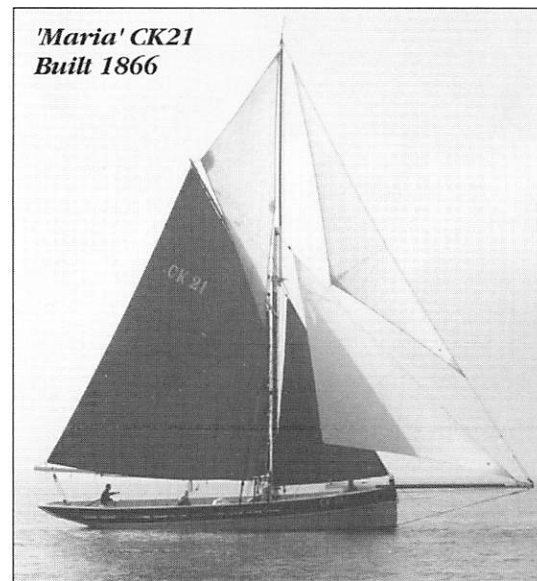
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ASSOCIATION STOCK LIST

		UK	Overseas
Burgees	15"	£ 11.50	£ 12.00
	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
Ties (multi-motif)		£ 7.50	£ 8.00
Brooches - new design		£ 4.00	£ 4.50
Cap Badges	2" x 1.5"	£ 8.50	£ 9.00
Sweatshirts	M,L,XL,XXL	£ 15.00	£ 16.00
Polo Shirts	M,L,XL,XXL	£ 15.00	£ 16.00
New line - Smocks	L, XL, XXL	£ 20.00	£ 21.00

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

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

Prices include postage and packing - surface mail for overseas. Please send orders, with cheque or postal order, payable to **Old Gaffers Association** (overseas members can pay by credit card or by draft on a London bank) to: Moray MacPhail, Classic Marine, Lime Kiln Quay, Woodbridge, Suffolk IP12 1BD. Tel. 01394 380390. Fax. 01394 388380. E-mail: info@classicmarine.co.uk. Web: www.classicmarine.co.uk

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Front cover : *Madcap*, Portaferry, by Carol Laird

Back cover : *Calm*, by Stephen Clarkson

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	

GAFF- RIGGED OYSTER DREDGER

LOA 32ft, LOD 25ft, Beam 8ft 3in, Draft 3ft 3in.

GRP 4 berth cruiser, launched 1998. All usual electronics including GPS. Sails by Gayle Heard. Cost £48,000 to build, asking price £34,000.

Contact: Ben Selfe, tel: 01202 772900, mobile: 07767 880951.

GAFF CUTTER "PETREL"

Length 24ft plus 6ft bowsprit, Draft 4ft.

Built Whites of St Ives 1892 as a Cornish Fishing Lugger. Cabin fitted 1946, 6ft headroom, 3 berth, new 2 burner cooker, separate sea toilet. Standing rigging and sails in good condition. New Mitsubishi based Sole 17hp diesel (200 hours). Undergone extensive £20,000 refit. Price £12,000.

Contact: Charles Maclean, tel. 01488 73645 or 07768 807868.



"CLASSIC BOAT" MAGAZINES FOR SALE

Complete run from No.1 (Jan 1987) to No.107 (May 1997). Clean condition. £214 plus postage (£36 to Parcel Force Zone 1)

Contact: Alan Hidden, tel: 01237 474744.

WANTED

!3-14ft clinker sailing dinghy - Kingfisher, Dragonfly or non-class dayboat, gaff or lug rig. Will repaint, revarnish, re-rig as necessary, but seeking basically sound hull, not requiring major restoration beyond stripping, TLC, possible re-decking.

Contact: Philip Treloar, tel: 0208 875 1905

Private advertisements are free to OGA members. Non-members please contact the Editor.

OYSTERMAN 16 (2 ton) "PETRANELLA"

LOS 22ft, LOD 16ft, Draught 3ft.

Designed and built in Falmouth. Long keel GRP Gaff Cutter based on lines of traditional oyster dredgers. Wooden spars, 300sq. ft. of canvas incl. topsail. Lombardini 10hp inboard diesel. Cruised Ipswich, London, Calais and Scillies. Full inventory available. Price £9,500 for quick sale.

Contact: Dave Keller, tel: 01548 856669.



HUNTER MINSTRAL

Length 23ft. Fast, comfortable grp boat, high peaked gaff rig. Well equipped. Honda 5hp 4 stroke engine. On RM custom trailer with spare tyres and wheels. Little used, price £9,500 to good home.

Contact: Robert Kennedy, tel: 01437 890026

SAILING MODEL WORKSHOP CLEARANCE

"AMERICA" - Semiscale sailing model yacht.

22½" wood hull, lead ballast, brass fittings

As new, £65.

"RAINBOW" - Clipper bow model schooner

30", spars and sails, needs refit.

Hence £25.

24" fin keel wood hull, decked and lead ballasted. No rig. £10.

26" fin keel wood schooner hull, decked, no ballast. £5.

Some 24" fibre glass fin keel hulls, ballasted but not decked. £15 each.

Plus many sails and spars, etc.

Contact: Ian Cornish, tel: 01803 843124.

The Editor places advertisements in the Log in good faith. Neither he, nor the OGA, shall be held liable for their content and accuracy.

We must keep up with the times and some things never change. These two comments are often bandied about, but how do they affect us as an Association?

Recent proposed rule changes by the Bermudan Register Committee have made me think about these two comments. When I first started boating it was war time and sailing just did not happen, at least in tidal waters. But it did not seem to stop my father taking one of the grey yard boats out into the creeks and getting me started on how to row. I have never forgotten those first magic days afloat, even though it was a long time ago and all the other boats also seemed to be painted grey! Later on, nearly all the cadets of clubs along the shore lived locally and learnt seamanship and the ways of the sea from the people for whom they crewed. Comradeship came from either inter-club events or just by sailing on the same stretch of water. Comradeship also came from that other cardinal tenet of the sea, to always go to the assistance of someone in distress. Again this was demonstrated in a number of minor ways, as help always appeared on hand in those days, or at more serious times when nature, in the form of a SW summer gale, put Leigh-on-Sea on a lee shore. Besides the lifeboat, there always seemed to be a crowd on hand to help if someone got caught out.

If you look at the revised Rule 2, in Item 7 of the AGM Agenda, you will see that two new words have been introduced into the new Rule 2a - Seamanship and Comradeship. This revised rule means that we are saying, as an Association, yes, we are keeping up with the times, by broadening the total scope of the rule. And yes, it also means that the Association recognises the need to maintain the standards of the past, which used to be handed down, even though many of us these days in this changing world, do not grow up next to the sea as in times gone by. Circumstances may change, but traditions carry on. During the summer our next generation got started!



The next generation

Photo: Editor

Having mentioned the Association AGM, I hope that as many of you as possible will make the effort to attend this year.

This is my penultimate editorial, so may I take the opportunity of sending you all the Season's Greetings and wishing you good sailing in 2003.

Copy date for the next issue of Gaffers Log is 1st February 2003.

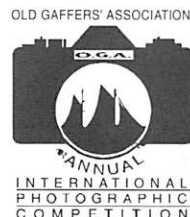
George Jago - Editor

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- CNW** Mr H R Cartwright, Nevadd Fach, Talybont, Ceredigion, Nr Aberystwyth SY24 5DH, 4108 *SHRIMP*
- CWL** Mr B Westwood-Frame, 31 Boslowick Road, Falmouth TR11 4EZ, 4165 *PIXIE*
- EC** Mr I Barrett, Little Oaks, Braxted Lane, Great Totham, Maldon, Essex CM9 9DD, 4173 *BRIGADOON II/TIMEOUT*
Mr R Coles, 47 Colchester Road, Lawford, Manningtree, Essex CO11 2AB, 4174 *KING OLIVER*
Mr H Kidd, 17 Paxton Road, St Albans, Herts AL1 1PF, 4177.
Mr M King, 148 London Road, Hornsross, Dartford, Kent DA9 9JW, 4179 *ELLA ROSE*
Mr J Palmer, 3 Aldhams Cottages, Bromley Road, Lawford, Manningtree, Essex CO11 2NE, 4172 *KESTRELL*
Mr Vingerhoets, 120 NWL Prinsengracht, 1018VZ Amsterdam, Netherlands, 4181 *SEA NYMPH*
Mr F T C Williamson, The Malters House, 63 Maltings Wharf, Manningtree, Essex CO11 1XF, 4180
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- NI** Mr J Gouk, 9 Norwood Avenue, Belfast BT4 2EE, 4169 *LILIAS*
- NW** Mr J O'Connell, 145 Hatton Hill Road, Litherland, Merseyside L21 9LE, 4166 *THEME*
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Mr P Jones, 3 Harold Terrace, Emsworth, Hants PO10 7NU, 4170 *ELEANOR*
Mr & Mrs S Mitchell, 44 Harvard Way, Amesbury, Wilts SP4 7XE, 4164 *SPRAY*

OGA PHOTOGRAPHIC COMPETITION

The Photo Competition is again open to all Gaffers to help us in our aim of promoting Gaff Rig. All entries should be sent to Peter Lyons, 4 Knockdene, Bangor, Co. Down. BT20 4UZ before 12 th March 2003. The Judging will take place on the Sunday after that date. Don't forget £250 of prizes are on offer. Have any of you got a good picture worth entering? If you're not in, you can't win.

Peter Lyons



20ft CENTRE BOARD GAFF CUTTER "NAIADNE"

Built Dauntless 1950. 9hp Yanmar diesel, 2 batteries, radio, lights. Rewired, rerigged. 2 bunks recushioned, small galley, separate heads. New winch and anchor. Well maintained. Price £4,750.

Contact: Joyce Lowman, tel: 0208 853 2178, mobile 07944 428268.



12M TJALK "VECHTLUST"

Length 12m, Beam 3m, Draft 0.8m, Airdraft mast down 2m.

Riveted steel 1925, last surveyed 1999. Fully equipped for sailing and motor cruising whilst living aboard. Perkins (Westerbeke) 4-107 37 HP. Vetus bowthruster. Boat safety certificate expires 2004. Lying N. Kent. Price £39,000 o.n.o.

Contact: Jack Pawsey, tel: 0207 701 2769, e-mail: jack@addpaw.fsnet.co.uk

FALMOUTH QUAY PUNT "FAGIN"

LOA (inc. bowsprit) 32ft, LOD 20ft, LWL 19ft 6in, Beam 6ft 7in, Draft 3ft 6in, Wt. 1.8 tons.

Built Padstow, Cornwall 1935. Pitch pine on oak frames, wooden spars, some wooden blocks. Tan Terylene sails, cockpit cover, sheer legs. 2 berths, Brit 10hp petrol engine. Excellent condition, recently overhauled by professional builder. Price £3,900 o.n.o. incl. delivery. Lying Macclesfield.

Contact: Roger Wilkinson, tel: 01260 252157.



FOR SALE

BERMUDIAN CENTREBOARD CUTTER "QUINTET"

Length 33ft 4in, Beam 9ft 6in, Draught 4ft 3in/6ft 3in.

Designed Reg Freeman, built 1954. Mahogany on oak. Sail area 600sq. ft. Perkins 4.107, 47hp diesel. Good performance under sail and power. 8ft plywood sailing dinghy tender. In present ownership for 21 years. Well equipped and in commission Littlehampton, West Sussex. Price £25,000.

For further details contact Hugh Evans, tel: 01903 722809.



LUGGER "DOVEY TRYST"

LOD 21ft, Beam 7ft 4in, Draft 18" (C/B up)

Built 1993, GRP hull, wooden spars. Designer's own boat, professionally built. 2 big berths, galley, heads. Varnished mahogany/pine interior. Exterior woodwork epoxied and sheathed. Inboard engine. New trailer. Whole boat in A1 condition, ready to sail. Lying ashore under cover, Talybont, near Aberystwyth, Wales. Price £9,000 o.n.o.

Contact: H R Cartwright, tel: 01970 832428.

TOSHER GAFF CUTTER

LOA 24ft 6in, LOD 18ft 6in

Built Gaffers and Luggers, blue grp hull with iroko trim. Columbian pine mast and spars. Main, staysail, jib, jackyard topsail. Yanmar 1GM diesel inboard. Cockpit and boom covers, anchor, fenders, mooring ropes, beaching legs, etc. Completely refitted. Price £5,950.

Contact: Robert Matthews, tel: 01202 571620.



NOTICE OF ANNUAL GENERAL MEETING

The Association will hold its Annual General Meeting on Saturday 11 January 2003 at 18.00hrs at the Cruising Association, 1 Northey Street, Limehouse Basin, London E14 8BT.

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

AGM AGENDA

1. Apologies for absence
2. Approval of the minutes of the last AGM held on 12 January 2002 at CA House and published in the March 2002 issue of Gaffers Log
3. Matters arising from the minutes
4. Acting President's Address
5. Hon. Treasurer's Report and Presentation of Accounts
6. Announcement of Awards - The David Cade Memorial Trophy
The Cape Horn Trophy for Seamanship
7. Proposed Rule Changes -
 - 7.1 Resulting from Item 7 of the AGM Agenda of 12 January 2002 and the Presidential action under 7.15 of the minutes. Association Rule 2 will now change to have two parts
 New Rule 2(a) - The objects of the Association shall be to encourage interest in traditional gaff rig, seamanship and comradeship; to offer help and advice to members owning boats, and to organise annual races and rallies for members.
 New Rule 2(b) - Racing shall be organised under the rules and traditions of the Old Gaffers Association to suit local conditions. Area Secretaries shall have complete freedom to include all members' craft in races and rallies, other than the annual OGA race which shall be for gaff rig only.
 - 7.2 Association Rule 7(v) will now have an additional part -
 New Rule 7 (v)a - Finance and General Purposes Committee (F&GP) - To be the day to day central core of the Association; act in all instances for the Association Committee when it is impossible or impractical for it to be consulted; to report its activities annually to the Association Committee and to take instructions from the Association Committee as to the future of the Association.
8. Election of Officers - This year the following positions are open for election - Association President, Hon. Secretary, Newsletter Editor and Publicity Officer.
9. Any other business.

George Jago - Acting President

Notes

Item 7 - The Bermudian sub-Committee would recommend that if the new Rule 2 is adapted, these proposed measures should be in force for an initial period of three years to enable their value to be judged.

Item 8 - Nominations, proposed and seconded, and with the agreement of the Nominee, may be submitted by any member of the Association, to be received, in writing, by the Acting President before the AGM

40th Anniversary of the OGA



Princess of Finsthwaite on Ullswater

Photo: Richard Montgomery

In September 2003 we will have been a constituted Association for 40 years. This formal date, from the meeting in the Maldon Little Ship Club under the chairmanship of John Scarlett, does not take into account a number of years prior to this date when informal events and races were held on the Solent.

On the 25th Anniversary in 1988, Robert Simper was President, and David Cade organised a Silver Jubilee Rally at Ramsgate. This coming year, we want to celebrate our fortieth year and wonder how best to do this and outwit the weather which was not at all co-operative in 1988.

The plan is for a number of Area celebrations. The Solent Area will start the celebrations, as the 40th Anniversary will be the theme for YOGAFF, at the end of May 2003. East Coast will be celebrating the Anniversary with their Annual Race on 21 June and Conwy & North Wales will be holding a special race during the Conwy Festival in August. Hopefully other Areas will follow suit.

In 1965, still under John Scarlett's Chairmanship, Class III was formed for small boats. The popularity of this class has grown over the years and it was always our recent late President's way to celebrate the 40th Anniversary!

aim to have an Association event for Class III. What better

The North East, as the host Area are laying on an Association event at Ullswater, Cumbria, during the weekend of 21/22 June 2003. The aim is to get representative three boat teams from each Area for a truly Association event. This could include teams from France and Holland. For the time being, just note the dates, more detailed information will be made available in good time. Just think of the fun we could have with so many Areas involved!

George Jago - Acting President

manage to create wall to wall wooden boats in the harbour. No one complains and I dread to think what the fire brigade has to say about it but it sure looks fantastic.

So faced with that series of events you could do what several friends of mine did in 2002. They took their boats to the Baltic and left them there and came back every now and then for the events. It is not something you would do every year but they all had such a good time that they are going to do it again in 2003. I am not only planning to get my boat in the water in 2003 but also have it shipped up there for the Svendborg Regatta.

It might be the wrong way around but in the next Log I will do a roundup of the 2002 events in Europe. I have been to 8 different events this year in 6 different countries and sailed on something like 14 different boats ranging from 8 to 51 metres length. Interesting? All you have to do is go there.

Have a good year

Ron Valent

WESTERN AUSTRALIA



The fleets mix, Gaffers, Classics and Coutas

Photo: Linda Jennings

Mention was made in our previous newsletter of the combination of history and tradition as the lifeblood of our Association. An Association such as ours must have a mission, for without it, it is dead and lifeless. Since 1980, when Barry Hicks gathered a few sailing people together and formed the OGA of WA, that mission has been to

encourage the greatest number of people possible afloat in gaff rigged boats and help them extract the utmost amount of enjoyment from their participation in this, the greatest of all sporting recreations. Twenty two years is not a long history and there have been many highs and lows over that period of time. Many people have donated their time and energy, enjoyed their membership, have left to do other things, but with, I am certain, some great memories of their experiences in the OGA.

My introduction to the boating world took place in 1937. Sixty five years later I look back on boats built, restorations made, work under, over and round small boats galore. Racing, skippering, cruising with like-minded people both in the Northern and Southern hemispheres. All these experiences have enriched my life to an incredible degree. Our chosen pastime is definitely a 'cradle to the grave' game. How lucky can we be, to be given that opportunity?

Mike Igglesden - Newsletter Editor

Believe it or not.....

The recorded first sighting of W. Australia by a European was from the deck of the Dutch vessel *Eendracht*, under the command of Dirk Hartog, in October 1616.

Hobart had the honour of conducting Australia's first regatta. It was held on the Derwent on 5 January 1827.



Couta boat close up

Photo: Linda Jennings



Willemstad, DCYR '95

Photo: Editor

In 2002 it even had Dutch, Swedish and Norwegian boats showing up. The types themselves are also very interesting with of course plenty of Metre yachts ranging from Sixes to Twelves (6 this year) but also lots of nice little gaffers and Danish double enders. The boats are moored right in the middle of the town with all facilities close at hand. I must say this is one of the most relaxed events I have ever visited.

Now comes the difficult part for me as after having spent half my life working on the DCYR I am about to praise an event that clashes with it. From July 11th to the 19th the city of Svendborg in Denmark will have a regatta that will be hard to be beat. They are combining a number of events together. They always have a good regatta there but now they are also celebrating the town's 750th anniversary, the 25th anniversary of the Danish Classic Yacht Club, the 75th

anniversary of the KDY 15m2 boat (the Danish Junior) and to top it off they are also hosting the ECYU's Europe Week. Being over a week long the programme will be well balanced with a lot of racing and a good social programme but also some interesting cruising in company through the beautiful islands there. I would be disappointed if they didn't end up with at least 200 to 250 yachts. With so many boats coming and staying for so long I am sure many will have problems getting crews for the whole week so

In August you have 2 more large events really worth putting in your diary. The first weekend in August is the Risør Woodenboat Festival with its own regatta attached and a week later is Laboe.

Laboe is a little beach resort on the seaward end of the Kieler Fjord that is overrun by classics every year during this weekend. Every time it is wonderful to see how they

1. **WELCOME** again to Alan Hidden, who has agreed to take over as Area Secretary for the Bristol Channel Area. Our sincere thanks to the retiring Secretary Malcolm Brown (see BC Area Notes).

2. **NEWSLETTER EDITOR** - The first Area President of Conwy & N. Wales, Phil Slade, has written and volunteered his services for this post. Subject to approval by the Association Committee in January 2003, he will take up his new position to produce the June 2003 Log.

3. **UK REGISTERED TRADE MARK** - Application No. 2298093 - OLD GAFFERS and Application No. 2298094 - OLD GAFFERS ASSOCIATION (INCLUDING THE BURGEE) we have been informed by our Solicitors Leathes Prior, from certificates dated 27 September 2002 are now Registered Trade Marks.

4. **SUBSCRIPTION DATE AND RATES** - Please see loose insert with this Log.

5. **VOLUNTEERS URGENTLY REQUIRED** for a **Communications/Publicity Team**. We need someone to lead, and others to support, in taking the OGA stand to a limited number of Shows each year. It is good fun for a recently retired couple! We know - we have done it! Please contact the Secretary.

6. **PHOTOGRAPHS** - To all members - If you attend an event and take some photographs, please send one, suitably marked, to the Editor of the Log. Area Notes are now coming in well, but don't always leave it to your Area Secretary to also supply the photos.

7. **EURO ACCOUNT** - The Association **now has a Euro account**. Details are - Account number 67302944, Sort code 20-71-02. The subscription rate for the year 2002/3 will be 2 Euros to the £1 sterling.

8. **BOAT INFORMATION/HANDICAPS** - The OGA maintains an archive of boat information. Area Secretaries are reminded to pass on race entry information to Nick Miller for the Boat Register Archive. Likewise, individual members are asked to pass on information about their boats to the Archive. This is also important when buying a new boat or selling a boat to someone else. It has long been the aim of the Association to publish this information (with the necessary protection) in book form.

9. **BRASS BOAT PLAQUES** - These are **now available to OGA members only** from Moray Macphail at Classic Marine. You must quote your OGA Boat number, obtainable from Nick Miller (Boat Archivist), before placing an order. The introductory price of the first 40 plaques is £7.50 (just a few left), but thereafter will be £8.50 per plaque - you will be invoiced. Moray's contact numbers and addresses can be found on the front inside cover. See March 2002 Log, page 10, for more details.

10. **OGA WEB SITE** - This is at www.oldgaffersassociation.org There is a forum or bulletin board that you can leave a message on in the site. Personal advertising is free on the web if you are a member - please quote your membership number when contacting Peter Lyons.

"IRENE" concluded

by Dick Morris

We had noticed that the Pacific has a peculiar motion of its own. It is not like the Atlantic, which soon gets to long relatively easy seas, it is very irregular and awkward, with cross waves that do not conform to normal wind created directions.

After the Marquesas, Hawaii was a culture shock - over populated, over commercialised, noisy, frenetic, paranoid and very anti-yacht. Every anchorage is chargeable, even just open bays. It was not all bad news though, we met some Polish people and their friends and they were good fun. Also an American who had sailed from San Diego in a 22ft plywood dory type yacht - no mean feat. The authorities would not let him stay to re-fit it properly and he eventually gave up the fight, bought a flight back to America and gave *Irene* almost the entire contents of his boat including log, sextant, charts, tools, GPS, etc. Our best islands were Molokai - not spectacularly lovely but simple, with a one horse township and friendly people - and Kauai - the most beautiful of the Hawaiian Islands, with its own miniature Grand Canyon, which we were able to visit when some kind people lent us a car for 2 days. The car also allowed us to easily stock up with stores, and then we were off!

Back to sea for some peace and quiet and then to French Polynesia for some shore side tranquillity. This provided a longer sail than I have ever done before - 38 days. It was just light to no wind but it was warm and sunny all day and the nights were brilliantly starlit. Three days from Tahiti, with a reef in the main, our only wind since Hawaii, the leach line broke and a seam went. This meant I couldn't drive the boat to weather so freed off, set a large mizzen staysail and changed direction from Tahiti to Hualine. We timed our arrival to go through the pass in the reef in daylight and encountered the problem common nearly everywhere hereabouts - too much water! Even close to shore the reefs go from about 2 or 3 feet to 100 feet in only a few yards and we were often laying to our cable's end or extended with a warp. Whilst more sophisticated than the Marquesas, the Society Islands are just as friendly and generous. We moved on to more anchorages in Raiatea and Bora Bora, all lovely (and very deep) but not as lovely or spectacular as the Marquesas. We tend to go on expeditions in the dinghy - out to the inside edge of the reef to watch the sharks feed, or to swim and snorkel to watch the fish swim in and out of the coral heads.

We are now on our way to Raratonga, in the Cook Islands, a 500 mile sail in light fair winds. My general policy of simple, low cost, minimal electrics has so far paid off. We have a 'no' boat - no ice-box, no TV, no computer, no water-maker, no radar, no electric auto pilot, and many other 'no's' when compared to the average American cruiser - but we are still in the Pacific!

"Irene" arrived at Opua, Bay of Islands, New Zealand in November 2001



the wall in Ardglass Harbour. Joe Pennington helped Rob Brunyee with some temporary repairs. She is now safely back in Salcombe, where repairs will be carried out over the winter.

Prizewinners were *Master Frank*, *Marguerite*, *Tantina II*, *White Heather* and *Cotton Blossom*. Boats left Ardglass bound for home, vowing to return on 22nd August next year for more craic. Thanks to Classic Boat for the subscriptions we gave as prizes, and to the other sponsors who helped us make the event an enjoyable success.

NIOGA AGM - 25th October 2002 - 2000hrs aboard HMS Caroline, Belfast Docks.

19 members came along to our AGM on a cold October evening. We had a good meeting in this very historic venue. HMS Caroline is the last Royal Naval vessel still in commission from the 1st World War. Thanks to Lieutenant Commander Stephen Clarke RNR for permission to use this venue.

Our existing committee was re-elected en bloc along with Alison as Hon Sec. Ian Wylie reported that we are still in financial good order. We voted on the way that we elect our Area Commodore. We will elect a new Commodore at the AGM each year. For now I am still Commodore as well as being Area President. The meeting finished at 21.10 and we stayed aboard in the Ward Room until late, talking the usual stuff that gaffers talk. Thanks to all those who could make it and to those who apologised for being unable to get there.

Peter Lyons - Area President

EUROPE

All in all, the Pan-European classic boat movement isn't really going anywhere fast, which brings me back to my old subject, crew interchange. I think that we should start at the bottom with all these European events, clubs and associations. Get the people on the ground to meet each other. Sail together on each others boats. Several times over the past years, I have asked OGA members to come to me if they wanted take part in events in Europe. I offered to help them come into contact with organisations and

owners. Up to now not one single person has ever contacted me! This year I have been to a number of events in Holland, Germany and France. At every one of them, owners of yachts were prowling the docks trying to find extra crew for the races. This winter, with the help of this publication, I will once more try and set up a crew data-base for next year. Believe me, if you show up anywhere in Europe wanting to sail you can. This is a simple way of communicating with other people, clubs and associations. Like this a lot more people can enjoy each others events and so help build a more direct relationship between our organisations. The long term bonus is also that, having seen how good other events are, more people will try to go to more international events with their boats. It is just a question of starting and getting it organised. Immediately a number of ideal possibilities present themselves for crew interchange in 2003 so grab your new diary for that year and write them down. I will just give you some dates and general info now but more specific news will follow in a later Log.

Of course to start with there is the Dutch Classic Yacht Regatta (DCYR) in Hellevoetsluis (why didn't I think of you Brits when I came up with that place 15 years ago). As usual the DCYR starts on your doorstep with a Feeder Race from the East Coast to Roompot on either Sunday July 20 or Monday July 21 (still to be announced). After some partying and cruising in company the boats arrive in Willemstad. This is where everything starts to get more serious with a race from here to Hellevoetsluis on Thursday July 24. Then from Friday to Sunday there is a lot of racing and timewise plenty of partying as well. Gaffers get their own class but race with the hotshots if they so choose. This will be the 8th DCYR since 1989 and anyone who has been there will vouch for how good it is.

More to the North you can take your pick out of a number of excellent events covering the whole season. In June the Baltic season kicks off with the Robbe & Berking Classics in Flensburg. Situated neatly about a mile or so from the Danish border means it gets a nice mix of boats from there and Germany.

the sailing boats to Royal North and as we arrived to anchor, the mist lifted to reveal all of the participating fleet. The crews were ferried ashore by RNIYC launch and all of the boats' skippers were presented with a certificate and a brass plaque commemorating the Club's Centenary. Alastair Hunter, Commodore of RNIYC thanked all of the boats for making the day such a success.

Gaffers in attendance were *Mandarin*, *Honora*, *Golden Nomad*, *Vilia*, *Lady Grey*, *Yknot*, *Rudh na Gal*, *Ivanhoe* and *Wee Intombi*. Ronnie Brown made his debut in a lovely little gaffer called *Mermaid*. Special mention must go to *Elk*, a Belfast Lough One Design, owned by Alex and Caroline MacRae who came all the way from Oban to present *Elk* back at her original Club, where she was built in 1904 (See Nick Miller's 'Extracts from the OGA Archive').

ARDGLASS TRADITIONAL REGATTA, 23-25 August 2002

Ardglass had 30 lovely traditional boats, from Northern Ireland, Scotland, Isle of Man, England and Wales. The weather was

excellent, sunshine and light breezes. Boats arrived in the little Marina from Monday onwards and by Friday evening it was getting full. *Marguerite*, the Newlyn Pilot Cutter was last in and was ably put into an awkward berth by her crew. Barbecues and quizzes were the order of the evening.

On Saturday after a leisurely morning some of the boats went for an informal sail. Enjoyed by all that went out - *Mandarin*, *Master Frank*, *White Heather*, *Mariena*, *Helendo* and *Marguerite*. If I have left your boat off this list, I apologise. On returning to the Marina, *Marguerite* stayed too far off the pontoons and went aground. Despite the best efforts of a lot of helpers it soon became obvious she would be there until the tide lifted her. The Saturday evening music by the Gaffers Boat Band went ahead as planned and at 22.30 a great cheer went up when *Marguerite* refloated. The entertainment supplied by the crews of the boats was brilliant, especially Dennis Magill's "Diagonal Steam Trap".

On Sunday it was obvious that *Marguerite* was leaking so she went at high water onto



Marguerite

Photo: Peter Marsden

4 Raeburn Street
Edinburgh EH4 1HY

The Editor, Gaffers Log

10 August 2002

Dear Editor

After 32 years as an OGA member, I thought it perhaps worth putting in my penny's worth to the debate on Bermudan boats on the register and such topics.

Since all OGA members are interested in gaff rig, there is bound to be a community of attitude (to some extent) in the sort of boats they are likely to own - older rather than newer, more trad than trend, beautiful rather than bumptious. Let all OGA members have their boats on the register (it's a list, a record only, after all) with the fullest possible details and then, as well as getting most of the country's gaffers - the original and laudable rim - you'll also list a lot of 'nice' (well, to us) Bermudan boats and a record of them will be held. If you snag the odd Beneteau or Sigma, it's not going to hurt - they'll be listed as what they are. So, the register will have a decent chance of filling the gap by the demise of Lloyd's register twenty odd years ago. It'll be a lot of work for someone to transcribe (or is it now download?) the details, but I should certainly be prepared to pay an enhanced membership to cover this.

Next, it seems to me that the anoraks are coming and OGA are in danger of taking themselves far too seriously. May I recommend two events that seem to have the right, light attitude:-

1. At the McGruer Classics Regatta on the Clyde (great fun, wonderful food) the following are eligible -

'Any and all types of Classic, Traditional and Modern Craft of Sail or Motor owned or skippered by a member of a recognised Yacht or Boat Club'. So, my ferro cutter (same hull as *Sea Eagle*: Bermudan main) regats along with Albert Strange Gaffers, lovely McGruer yawls, Vertues and this and that. Oh, and we don't race, we cruise in company around a course. The fastest cruiser seems usually to get a prize, and it is generally one of McGruer's own that tops the list. Very right too. It's fun and it minimises earnestness.

2. Rock climbers are in general intelligent and sensitive (I'm not sure why) with a healthy attitude to life. Whenever there is a climbing competition at the local indoor climbing centre there are as many prizes as there are competitors and they are drawn from a list. So, the winner may get a pair of expensive boots, or a basic headband; no. 35 may get a basic headband or a pair of expensive boots. It puts competition in perspective and would be good for the racing boys I think.

With best wishes to the OGA, and Oh gawd, are you having as wet a summer as we are.....?

Sincerely

Philip Allison

8 Henderson Close, Hastings
E. Sussex TN34 2DU

13 August 2002

Dear George

For the last twelve years I have been taking video of working and pleasure craft of all descriptions.

Formerly I did this with a very heavy full-size camcorder, but for the last few years I have used light-weight digital equipment, with good results.

This year I decided to make compilations of the tapes and have produced some which may be of interest to members. These are:-

BARGES UNDER SAIL - a compilation of video shot over a ten year period, put to a musical setting with appropriate commentary. 26 different barges are shown under sail. Most of these are Thames barges, but there are also Dutch barges and a new Zealand scow.

SMACKS AND BAWLEYS UNDER SAIL - as above, but featuring former sailing fishing vessels, shown in the waters of the Solent and the south-east of England. Essex smacks, Leigh bawleys, Itchen Ferry cutters, Brixham trawlers and Lancashire nobbies all feature.

GAFF RIGGED YACHTS UNDER SAIL - as above, but featuring gaffers sailing in the waters of the south-east of England, the Solent, the beautiful Lake District and in the harbour of Auckland, New Zealand.

These three videos last about an hour each, are on United Kingdom VHS PAL format, and if anyone would like a copy, they can be obtained for £12.95 each, plus £1.00 each for posting and packing within the UK. Cheques made payable please to C L Chipchase.

For each video sold, I will donate £1.00 to the OGA.

I recently attended the 2002 Swale Match and obtained some beautiful video there (yes, I am biased - but I do think it's beautiful). If any members would be interested, I could make that up into another video - please let me know.

Yours sincerely

Chris Chipchase

Merchant Weavers House
Dedham, Essex CO7 6DE

Copy of letter sent to the Membership Secretary

11 October 2002

Dear Mr Sharpe

I enclose the completed Direct Debit which was sent to me recently. I am quite happy to keep my subscription for £15 rather than reduce the amount to £13, as I enjoy reading the membership magazine.

I still go sailing, although at 86 I can't manage to sail a Gaffer single handed and my family wonder if I am one of your oldest members, if not the oldest?

Keep up the good work.

Yours sincerely

Cecil G Evans

Well done Mr Evans. Do we have any member challenging this claim? Editor.

tramping along at 6 knots, with *Golden Nomad*, *Mandarin* and a couple of others in close proximity. We were catching the class that had started before us because they had not yet got the wind. The first gybe mark was exciting, but no one got hit and we set off on the first beat. The racing was good and the breeze steadied to give the fleet a good race. Although we didn't win, we had tried, and we did enjoy the sailing. Saturday night was in McMillens night club with our usual band Over the Hill. It was not ideal for the band, as the stage was much too small. Their music was as good as ever, and the night was enjoyed by all.

Sunday turned into a lovely day. At 14.00 we all went out for a sail about. My son Gary, freshly returned from his years in Scotland came out with me for the first time in years. It was a lovely sail, we both enjoyed it. We returned to the marina for a quiet period before going to the prize distribution. Irene Aston had worked since Saturday's race, constructing the results. I would like to thank Irene, and her two scrutineers, Leslie Hughes and Peter Kennedy, for the work that they do in the background so that the rest of us could enjoy ourselves. a big thank you also to John Cleary and the committee boat, *Dornovaria*

Results for racing and other prizes are as follows -

Classic Bermudan over 28ft wl -	<i>Maid of Skye</i>	Paul Dorman
Gaff Rig over 28ft wl -	<i>Vilia</i> <i>Biddy</i> <i>Faith of Norfolk</i>	Stephen Clarkson Warren Scott Bob Jepson
Classic Bermudan less than 28ft wl -	<i>Erlin Mor</i> <i>Dream Twister</i> <i>Skoldunge</i>	Jim Busby Richard Tomalin Terry Ingles
Gaff Rig less than 28 ft wl -	<i>Oread</i> <i>Guillee</i> <i>Mandarin</i>	Richard Doig Des Finlay Peter Kennedy
Small Gaff rigged yachts -	<i>Ebb Tide</i>	John Bates
Laird Punts Race -		James Gillespie
The best presented working boat -	<i>Master Frank</i>	
The boat that did most for the event - Flagship Bowl.	<i>Dornovaria</i> , the oldest RNLI Lifeboat still afloat -	
The furthest travelled boat	<i>Biddy</i>	
The Perseverance Prize	<i>Lizzie</i>	Eilish Shevlin

Every one who entered the event received a small brass plaque, sponsored by Crest Nicholson. Thanks to Hugh Black of the Flagship Centre, our main sponsor, and to the Bangor Chamber of Commerce, who also helped out. We are going into negotiations with North Down Borough Council officers in the near future to establish the future of BTS, so watch this space for news. Thanks to all who made the journey and enjoyed themselves at Bangor Traditional Sail.

ROYAL NORTH OF IRELAND YC CENTENARY PARADE OF SAIL

On the 4th August, 11 Gaffers made the trip to RNIYC to take part in the Parade of Sail organised as part of the celebrations for the centenary of the granting of the Royal Charter for the Club. It started in the mist off Gray Point, where about 60 boats gathered before setting off for the club moorings. Visibility was not a lot, and the mixture of dinghies, keelboats, cruisers and motor cruisers made for an interesting sail. A light breeze came from the East to blow

We have also heard that our first Hon. Sec., the man responsible for NI OGA, Alan Hidden, has surfaced as Hon. Sec. for the Bristol Channel Area after the incumbent resigned. Bristol Channel members look out, "Hidden Here" as we knew him will have you organised in no time. Good luck Alan with your new job

BANGOR TRADITIONAL SAIL, 21-23 June 2002

Our flagship event went very well this year. We had 61 entries - a few did not turn up,



Master Frank

but a few others who did not enter did turn up, so 60 is about right. Our format changed this year, we had no marquee and used McMillens bar. It worked reasonably well apart from some minor hiccups with bouncers not letting people into the Saturday night bash and throwing others out.

By Friday afternoon, there was a good showing of lovely old boats, *Master Frank*, *LlassahD* and *White Heather* from the Isle of Man, along with some local boats from ports round about. *Lady Grey*, *Trevora* and

Erlin Mor to mention just a few. As the rest of the fleet gathered, we moved to the 2nd floor room in McMillens for registration. It was good to meet old friends again and talk about what had happened in the last year or so. At 21.30 or so the Gaffers Boat Band started and we had a good evening singing and sampling McMillens wares.

Saturday started with breakfasts in the various venues around town before we met in McMillens for our Skippers Briefing. John Cleary, our OOD declared we would be racing today as he could not do it tomorrow. He gave us all a copy of the course and racing instructions, with a start time of 14 00.

Honora, myself and heavy duty racing crew, Mr Adrian Spence, dived about before the start in an almost zero wind situation. As the class 2 gaffer fleet crossed the line, almost unnoticed a little breeze sprang up. All of a sudden we were

Photo: Joe Pennington

Rio Guardiana, Portugal

1 October 2002

Dear George

Just to let you know how much *Wylo II*'s crew enjoyed the Yarmouth Old Gaffers Festival in June this year. The bands - particularly the Tin Lids and the Dance Preachers - and their music were as good as the racing; altogether a great weekend, and a bargain at the price. And 60 gaffers on the start line - wonderful! - the biggest gaffer fleet I've ever raced in.

Only one gripe; it's the only race I've ever done anywhere in the world where at least elapsed times did not appear on some tatty but eagerly awaited piece of paper pinned up somewhere in the vicinity. Handicap placings are a lottery anyway, as previously discussed in the Gaffers Log, but elapsed times give us all a chance to see how our little personal races in mid-fleet went. And predictably, these times did not appear later in the Log either. So how do we know the race committee didn't pull the winners' names out of a hat?

So elapsed times please, they are much appreciated, and without them there is much less incentive to enter the race. Don't let this lapse become a habit!

Fair winds and fine weather.

Yours

Nick Skeates



Wylo II

Photo: John Denner

15 The Avenue, Chichester
W. Sussex PO19 5PX

The Editor, Gaffers Log

15 September 2002

Dear Editor

Although it is a difficult time to continue with a correspondence column, the best tribute to our late President would be to build and strengthen the Association to which he gave so much.

I would like to add my support for the comments of Moray McPhail in the September Log. I have been a member of the OGA, albeit a passive one, for about 25 years. During that time I have owned various boats, some gaff, some Bermudan, some old, some new. I recently acquired a classic Bermudan sloop. I have maintained my membership throughout this time, including periods when I did not own a gaff boat, because I felt the Association was creating and maintaining something of value. But what now? Should I quietly hide away and resign, or continue to support the activities of the Association while not being able to participate in any of its activities or indeed in some areas not even feel welcome? The September issue of *Classic Boat* (p.10) refers to the formation of a new club for owners of all types of classic boats. I could join that, but if I did would I bother to rejoin the OGA if I returned to being a gaff owner? If this club really does become established, working alongside it may be essential for our survival - how many similar clubs is there room for?

I suggest that a mechanism for including owners of Bermudan boats fully within the Association should be devised; most such members will either have been gaff owners previously, or will own a classic craft, and all will only join because they are positively interested in its ideals of good seamanship and comradeship.

Yours sincerely

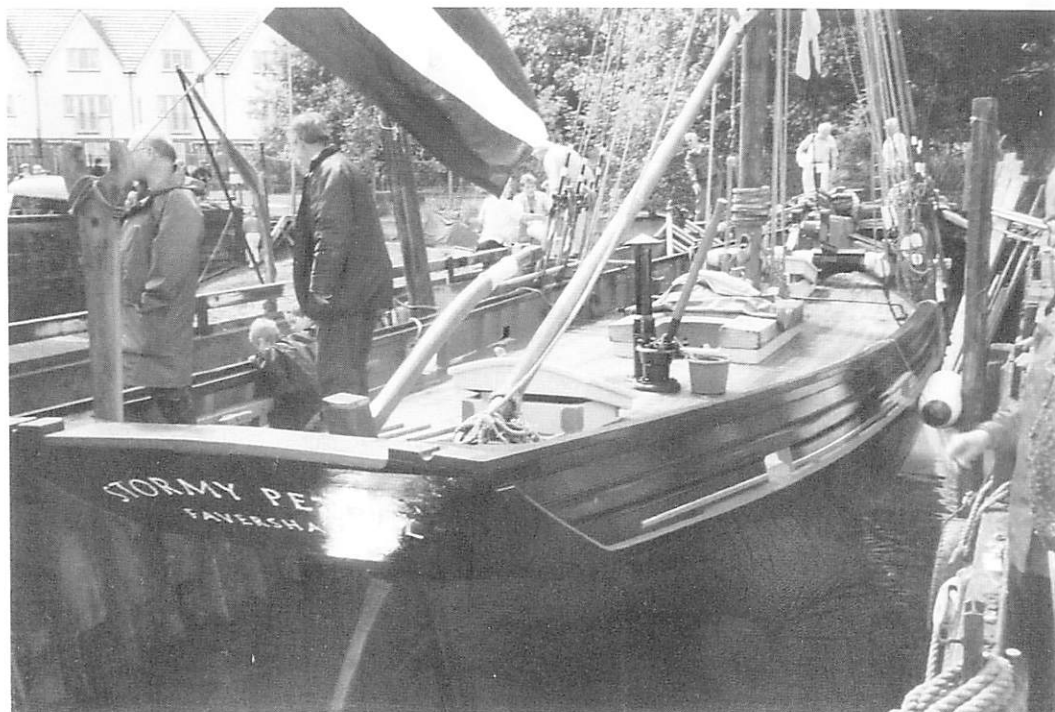
David Kay

28 Downs Road, Maldon
Essex CM9 5HG

27 October 2002

Dear George

I was privileged to attend the re-launching of Dick Norris's Whitstable Smack *Stormy Petrel* on 10 August. *Stormy* is one of the few vessels to be included on the Core List, as an example of an oyster smack. Dick has owned her for the best part of forty years and has completed an extensive refit over the last five years, including re-decking, much work round the rails and some planking. He has done the vast majority of this work single handed, to a very high standard.



Stormy Petrel

Photo: Editor

and thanked everyone for attending. Special thanks went to Maxine who again gave Sue great support. All in all, we felt that this 6th event had been one of the best, even though there were fewer boats in attendance.

The weather on Monday was as good as the weekend, and with 10 boats still sailing, we had to have another picnic - this time on the mainland East Shore. Derwentwater is now very definitely a 3-4 day event. Diary date for next year - 29 August to 1st September 2003.

RNLI STATION VISIT, HOLYHEAD

Unfortunately hurricane force winds stopped play on Sunday, 27 October. We all arrived at Holyhead for a trip arranged by Angus McLeod on the Lifeboat. The Coastguard registered winds of 100 mph! Although we did not go on the lifeboat we all enjoyed a pleasant morning at the Coastguard Station and then a most wonderful lunch prepared by Angus and Doreen McLeod. Angus will be arranging another trip on the lifeboat early in the new year and those who had booked on this one will automatically go forward next year. Many thanks go to Angus and Doreen for making us all so welcome once again at their home.

Other dates for your diary -

Sat. 14 December 2002 - Dinner at Alfredo's Restaurant, Conwy at 18.00hrs - contact Sue.

Sun. 17 August 2003 - Nobby, Gaffers & Classics Race, Conwy.

Sue Farrer - Area Secretary

DUBLIN BAY

A chara

Our AGM was held on Tuesday 1st October in Poolbeg Boat Club. With a very good turn out, we were able to sort out a lot of internal problems and set dates for events, etc.

The race calendar for next year starts with the Blooms Day event covering the weekend of Saturday 14th till Monday 16th June. This just being the build up for what is going to be a very big event the year after next, 2004, when it will be the 100 year celebration of

Blooms Day.

The following weekend, Friday 20th June till Sunday 22nd, will be the return of the Howth Classic Sail event. This event, as anybody knows who attended previous ones, is great craic and includes free food (breakfast and BBQ evening meal) and free moorings and plenty of prizes, song and dance. All are welcome. A feeder race will be held for boats coming from the South from Poolbeg Boat Club. Another one from Malahide for boats coming from the North. Many other events will be held in the Irish Sea during the summer and Dublin Bay members hope to attend.

Our last meeting will be held in September covering the weekend of Saturday 13th, when the Pier House Cup will be raced for. The results of this year's race, which took place in ENE 10 knot winds, was run on a course - start Howth Boat Club line, around Ireland's Eye to starboard, up to the Bascadden Buoy and back to start line. First boat home was *Alar*, a Folkboat sailed by Paraig and Cynthia Killen, with the Galway Hooker *An Lady Mor* first hooker and gaff-rigged boat home helmed by the infamous Aran Islander Ben McDonagh. Everyone then retired to the Pier House, where the cup was filled more than once, and partied until the early hours.

Mick Bentham - Area President

NORTHERN IRELAND

Our NI branch of the OGA gets stronger and stronger. Recently, Stephen Clarkson acquired another gaffer for our area. Although it may be a 3, 4, 5 or even 6-year project, *Morna* will be a beautiful gaffer when Stephen finishes with her. Originally built in 1920 by Dickies of Tarbert, *Morna* is a canoe sterned gaff ketch, over 50-ft LOA. She has already spent some time in Northern Irish waters in her early years. At present *Morna* looks very sad, she has not been treated well over the past number of years, but she is now in good hands and will be restored to as close as possible as she used to be. If you have any spare time and are looking for something useful to do, contact Stephen and he will accept your offer of help.



Picnic site, St. Herbert's Island

Photo: Pete Farrer

Prize-giving for the racing was in the Marina Bar and 40 of us sat down to enjoy our

evening meals, prepared by Paul and Lisa in the Restaurant. Prizes were awarded as follows -

FIRST RACE

1st across the line
1st on handicap
2nd on handicap
Last on handicap

Cat a Tonic
Cat a Tonic
Zircon
Bogof

Colin & Kate Freeman
Colin & Kate Freeman
Chris Woodcock & Heidi Winstanley
Bob & Jean Farrow

SECOND RACE

1st across the line
1st on handicap
2nd on handicap
Last on handicap

Charlotte Rose
Zircon
Charlotte Rose
Peerie Maa

John Arter
Chris & Heidi
John Arter
Nick & Duncan Miller

1st overall
1st overall under 12 ft
Most Consistent Boat
Best Turned Out Boat
Furthest Travelled

Kittiwake
Sandpiper
Zircon
Julia B
Sandpiper

Roger Wilkinson & Martin Roast
Chris Chipchase
Chris & Heidi
Brian & Rosamund Birkett
Chris Chipchase

Sunday was again a lovely day with 13 boats entering the Lexicon on Water. The winds were light, so all boats were able to sail or paddle to find their correct words. First to the committee boat was *Pigeon Post* and

coming in last after 45 minutes was *Harmony*! The Boule competition finally ended late afternoon as did the Heaving the Line, Sponge Throwing, Frisby Golf and Horseshoes. Sue presented all the prizes

Dick and his wife Christine laid on a very fine spread for all who were there and, rarely for this summer, the sun shone all day. Well done Dick.

Brian Kennell

I totally agree with your comments Brian. Editor.

Rats Hall, Waterside Lane
Paglesham, Essex SS4 2ES

The Editor, Gaffers Log

28 October 2002

Dear George

A Landlubber's Lament

Dates clash. The Maldon Regatta was scheduled to take place on the same day as the Women's Institute Harvest Supper. So, I nobly agreed to accompany my partner and forego the latter.

An unexpectedly clear warm September sky welcomed us at the quayside where 'free' beer was sampled on a Thames barge moored alongside, as the crowds gradually gathered to be enthralled by a silent T'ai Chi demonstration and other noisier entertainments. We watched the ducks' race, admired the model boats and the tug TID 172, a perfect replica of the real one often moored off Harwich and currently undergoing TLC at Mistley, and then found ourselves a seat on the bow of a Thames barge to wait and watch the arrival of participants.

A wonderful sight transpired; 'white and rustling sails', interspersed with the traditional brick-red ones, made their way up the river where, not to be outdone, a flock of 27 swans glided serenely towards them, as two latecomers flew in and, in perfect Concorde landing configuration, alighted to tag on as tail-end Charlies. As an aviator, and used to greater speeds, I found the gracefully slow approach of the boats a most relaxing and calming sight. I was ignorant of what they were, but I am reliably informed that along with the many gaff-rigged craft were Bermudan classics such as West Solents, and traditional wooden motor boats. I turned round to see the colourful pennants of the barges, dressed overall, flying in the breeze, aware of the general hub-bub of the crowd as old salts mingled with the proud owners, jostling to find a place to moor. And still they came - red, white and blue spinnakers followed by orange and black, navy and red, and the pure white alongside red and orange, all sailing on 'a river of crystal blue'.

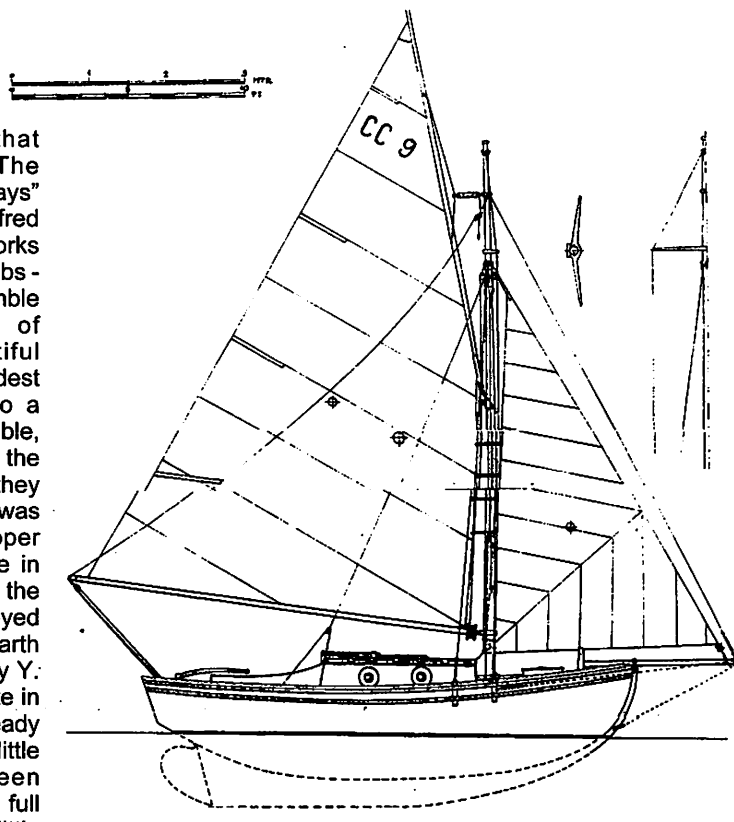
My eyes scanned the horizon for familiar silhouettes from Paglesham, my home village, and finally there they were! *Swanti* was closely followed by *Francesca*; sadly for us I discerned a pang of regret on my partner's face as we were reminded that his Bermudan sloop *Hallowe'en*, lovingly built 52 years ago at Shuttlewood's boatyard, was unable to participate due to a broken crankshaft.

I was told that over fifty sailing vessels came up the river that day, the biggest Regatta since the days of sail at the turn of the century. It was a truly wonderful sight, even for an occasional fair weather sailor who has been unable to exchange her love of the skies for a seafaring hobby. If I may paraphrase Samuel Taylor Coleridge it was - "A sight to dream of and to tell". Thank you to all who contributed to this amazing day, the like of which one doesn't see too often.

Ann Boulter

"AGILITY" - Septuagarian: 1932-2002, by Jonah Jay

In 1932, the year that Maurice Griffiths' "The Magic of the Swatchways" was first published, Alfred Everson's Phoenix Works built four Deben Cherubs - 21 foot gaff sloops, nimble little Eastcoasters of hauntingly beautiful proportions and a modest draught, as close to a Griffiths ideal as possible, eminently suitable for the soundings for which they were intended. *Agility* was launched into the upper Deben at Woodbridge in June that year and for the next few seasons enjoyed her new life with Mr Warth at the Felixstowe Ferry Y.C. In 1933, M.G. wrote in *Yachting Monthly*: "already twelve of these game little sloops have been launched..... they are full ended, stiff and able little packets and carry a goodly spread of canvas in their gaff sloop rig."



My own association with this class began when scanning the adverts of last December's 'Gaffers Log'. I do not know how many lives have been changed by this magazine, but I suspect quite a few. *Agility's* price had fallen dramatically since the first advert I saw and, a few days after Christmas, some four weeks later, I found myself standing in Teignmouth, her bedraggled mast holding its whitest top above the boatyard, next to the English Riviera main line. Her once galvanised standing rigging was now caked in rust, sending streaks down her rough and flaking white topsides. I climbed up into her cockpit, having traversed the wide side-deck, covered in peeling trackmark. Her tongued and grooved pine conjured up images of an abandoned beach hut, weary, flaking, sun bleached paint work, cabin doors held closed with a safety pin, but once resplendent. Paddling around in her wet bilges, a small oval plate of "Everson....England" came as a revelation, screwed to the aft pitch pine combing, surrounded by glowing varnish amid the grey and decay. Below, her cabin was small and lonely, the cast metal gimbals of the original but vacant primus swinging beneath the verdigris of the copper deck head shield and the six scuttles in the coamings shone like torches. A small bevelled

line, with 10 or 12 Nobbies crossing the line together within seconds of the start gun. The view from *Vilma*, our committee boat, was spectacular. The wind held for the Gaffers, but failed as the Classics crossed the line, leaving several boats becalmed on the wrong side of the start line. *Lalaerne* took over an hour to cross the line, but persevered to complete the course. The wind varied in strength, giving different boats advantages at different times. Nobby *Laura* had a clear lead at the last mark, but rounded it incorrectly. Re-rounding the mark allowed *Ellidi* to take line and handicap honours. The first Gaffer home was *Felinheli*, with the diminutive *Shearwater* close behind and taking 1st place on handicap. As usual, the first Classic home was *Marianna*, Bob Ross's 43ft sloop. A very commendable second place was achieved by the Folkboat *Flicka* from Northern Ireland.

Prize-winners were as follows -

NOBBYS

1st across the line	<i>Ellidi</i>
1st overall on handicap	<i>Ellidi</i>
2nd overall on handicap	<i>Laura</i>
3rd overall on handicap	<i>Naiad</i>
Small Nobby Trophy	<i>Juanita</i>
Best Turned Out Boat	<i>Lassie</i>
Screw You Trophy	<i>Laura</i>
Alf Crossfield Seamanship Award -	Mick Griffiths

GAFFERS

1st over the line	<i>Felinheli</i>
1st on handicap	<i>Shearwater</i>
2nd on handicap	<i>Felinheli</i>
3rd on handicap	<i>Eider Duck</i>
1st Small Gaffer on handicap	<i>Shearwater</i>
1st OGA Member	<i>Felinheli</i>

CLASSICS

1st on handicap	<i>Marianna</i>
2nd on handicap	<i>Flicka</i>
3rd on handicap	<i>Kinsman</i>

A subscription to Classic Boat magazine went to *Lalaerne*, who persevered and finished the race having crossed the start line one hour after the start gun.

Following the racing, the prize-giving was held, as usual, at the Clemence Restaurant in Conwy. Many thanks to Dennis and Mavis

Tew, Mayor and Mayoress of Conwy, who presented the prizes, and to the Clemence Restaurant for providing the venue and the buffet.

6TH SMALL BOAT GATHERING, DERWENTWATER MARINA, CUMBRIA - 30 August/2 September

Pete and I travelled down on Thursday 29 August, but promptly ran out of fuel before we got on the motorway!! That's another story.

Friday - it rained all day. Only one or two boats arrived during the day as there had been a couple of crashes on the motorway. The forecast was for a sunny weekend, but that was hard to believe when we were paddling on wet grass and wearing full waterproofs all day! Quite a number of us enjoyed a hearty meal in the Marina Bar and booked ourselves in for the following evening.

Would you believe, on Saturday the skies cleared and everyone was happy and cheerful. More boats arrived and briefing for the racing was delayed slightly until 11.00hrs. The first race got off to a good start with a run down to St Herbert's Island, around it and through to finish at Rampsol Island. 18 boats finished the race and we all returned to St Herbert's for a well-earned picnic. No theme this year but we all relaxed, ate and drank in readiness for the return race, which would be a Le Mans start. This year, Pete decided to send everyone around St Herbert's and then back to the Marina to the finish line.

Back at the Marina, John and Lesley had to turn their boat, *First Farthing*, over as the centre plate had jammed. There were plenty of willing hands to help release the plate and eventually a small stone fell out and the centre plate was working again. The games started slowly but eventually got well under way, together with the Boules competition, which was to continue until Sunday. Many people had turns at Heaving the Line, but not as many as Sheila Thomas, who was determined to beat everyone with the lowest score. She eventually achieved her goal, having had 11 attempts - that was 11x3!! For her sheer determination she won.

At the prize-giving it was announced that a new trophy, The David Cade Memorial Trophy, in memory of our late President, who previously attended our events and presented prizes, would be awarded next year.

Frank Argall - Area President

BRISTOL CHANNEL

For personal reasons and after much thought, Malcolm Brown has found it necessary to resign his Secretaryship of the Bristol Channel Area. I am sure that members will be grateful to him for his efforts during the past year or so to overcome the problems of this area and to organise area activities.

With the BC Area metaphorically drifting rudderless, George Jago, with agreement of other Officers, has invited me to become its Secretary and to get it moving forward again. He clearly felt that my experience as a founder member, and for seven years the first Secretary, of the Northern Ireland Area was relevant to this appointment. I will endeavour to justify his faith in my abilities, fully aware as I am of the challenge which the BC Area presents. Modesty forbids me to quote the comment written by Peter Lyons of the NI Area when he heard about my appointment!

I have written to members of the Area in order to find out more about themselves, their boats, where they sail, and above all to seek their views about what we might be doing in the area. The unavoidable constraint, as Malcolm recognised, is that the BC Area is geographically extensive, navigationally difficult, and has no major centre of sailing which could suit all the Area membership as a main focus for OGA activities. This contrasts with the situation in archetypal OGA Areas (e.g. those in S and SE England) and leads directly to my conclusion that in the BC Area the OGA should operate and be organised in ways which are somewhat different from those in these other Areas and about which I already have some radical ideas, for which I shall be seeking the support of the OGA Committee in January.

Several of the Area members have promptly replied to my enquiries with useful information, suggestions and offers of help. As I write this note in late October, I have already arranged to use a forthcoming personal visit to Bristol as an opportunity to meet a few of them at a watering hole by the Harbour.

Alan Hidden - Area Secretary

CONWY & NORTH WALES

11TH NOBBY, GAFFER & CLASSICS RACE, CONWY - Sunday 11 August 2002



Lassie of Chester

Photo: Pete Farrer

Sunday dawned with a promise of strong winds and rain, but as the morning progressed it was apparent that we were going to have light to moderate South Westerly winds. 38 boats reached the start

mirror on the starboard coaming reflected the face of her next owner, whose feet lay in two inches of rainwater and rotting leaves. Her shapely pitch pine and larch planks seemed sound, her flamboyant teak top strake obscured by paint, with the distinctive cove line that once held gold. The Canadian rock elm timbers were also sound, but their condition below the black bilge water was unknown.



Agility as found at Teignmouth

Photo: Jonah Jay

Alas, I left Teignmouth with mixed emotions, for this vessel would be an ambitious project for someone in their teens, but I soon decided to let *Agility* change my life. We returned to Teignmouth a few weeks later to prepare her for the long road home. A day was spent in the rain and the howling wind from Dartmoor, making her ready for the journey and a large flat bed for Williams farm trailer was left at the yard to carry her north. We lowered her mast onto the scissors crutch and rested its heel on the gammon iron span shackle. Her rusty standing rigging hanging from the masthead yokes. Now quite dark, a steam train came into our ears, thundering down the valley, shovelling black smoke over her shoulder, lighting up the rails. "60009 Union of South Africa" burst past *Agility*, shattering the darkness. A huge flare of orange light shot out of the cab, the driver and fireman covered in sweat. But they had already past, gone with the maroon coaches, smoke trailing from the streamlining, the wail of her synergy a mile away by now. It was poignant that *Agility*'s contemporary should fly by at that moment, bearing the same number. A number nine.

Agility arrived at the windswept barn on the Welsh borders that was to be her home, almost two months after I first saw her. I then cleared her out, stripping her down to her red Danboline flesh and her elm bones. I lifted out her rusty internal ballast piece by piece. The original

Stuart starting handle, seized up and caked with rust, four ingots, a massive 70lb winch gear and a beautiful 56lb potato weight from a lofty Suffolk mill. For perhaps the first time since the War, she was to enjoy a new lease of life and a complete restoration, hundreds of miles from her spiritual home, be it swinging at anchor off Ramsholt or flying smartly down the Deben beneath her cream and tanbark wings.

In 2001, Jonah was awarded the Cruising Association's Dingle Cup, for the best log or essay by a person under 16 years of age. Editor.

SNIPPETS & BOATING NEWS

TIDE TABLES

The MCA has approved the UK Hydrographic Office's 'Total Tide 2002 Software' as meeting the 'carriage' requirements for tide tables on commercial ships. Visit the UKHO's website at www.ukho.gov.uk for more details.

PASSAGE PLANNING - another piece of paper?

Recent legislation derived from parts of the worldwide SOLAS regulations (Saving of Life at Sea) since July require pleasure craft of all sizes to have a Passage Plan in place for passages they intend to make. It does not have to be complex, and indeed it does not even have to be submitted, but, we are informed, you should identify what hazards may be encountered along the way.

MORE ON HEALTH & SAFETY

Still with Risk Assessments, it is now a requirement for organizations such as sailing clubs, when organizing an event, to have in place a Health and Safety Risk Assessment for that event. Fortunately the RYA has produced a basic document that shows the way and can be adapted to suit the circumstances. At our level we should not be overly burdened since the size of event we are likely to become involved with will mostly fit comfortably into the smallest category. The larger categories cater for events of upwards of 1000 craft and attendant spectator boats.

RYA's McKINSEY STUDY

News from the RYA Council. The 'Council' endorses the consultants McKinsey's study of the sport of boating which identified two important concerns. The first one, to quote the RYA, "is to reverse the current decline of numbers in sailing. Ironically, the new designs and technology that have benefited the sport in recent years seem also to have proved barriers to entry, confirming sailing, in the public's mind, as complicated, expensive and elitist".

The second concern is one of safety. There is great concern at recent media attention, of the most lurid type, following incidents this summer that involved powered craft at speed. The RYA's 'Sea Sense' campaign promoting the need for good practice and greater consideration on the part of all water users has now been launched and has had an excellent reception. It will be a major focus of attention for the RYA into 2003 and beyond.

Robert Holden - External Liaison

and variable seas in Start Bay, South Devon. Three Oystermen thrashed round the buoys, with *Pearl* taking line honours on one of the days from *Marie Louise* - which is now undergoing restoration around where the concrete ballast was a few days ago. The Shrimper fleet was both impressive and competitive.



Julitta

Photo: Mike Goodearl

The End of Season Rally - a chance to finally parade the visual delights of gaffers along the Dart before the hoists are brought into play and the list of winter tasks grows - was both disappointing yet enormous fun. The numbers were low but the occasion very enjoyable. a small fleet jostled in a friendly spank up river to Anchor Rock and back to the RDYC, where John Scott in *Julitta* was declared the winner. And so the season concluded with a pint or three on the Club terrace and reflections on a good season.

However, the season could have been better if more boats committed to events. One of the challenges is the ability to communicate with those who are really interested in participating in a timely and economical manner. Over the next few months ideas will develop as to the establishment of an easy contact procedure for those genuinely interested in participation, with others being kept informed through the pages of the Gaffers Log. Hopefully, e-mail will feature significantly - more details in the next issue of Gaffers Log.

Charles Holden - Area Secretary

CORNWALL

ANNUAL AREA RACE - Sunday 11 August

As planned, the Area Race took place in the Carrick Roads at 12 noon. Poor weather and fresh winds had an adverse effect on the number appearing on the start line, especially the smaller boats in Class 3.

Cancellations of sailing events at nearby Helford also had a bearing. Nevertheless, the sheltered waters of the Carrick Roads provided an ideal location for our purposes. All managed to complete the course, except for *Ark Royal* (Chris Gill) who broke her boom and retired. Our race officer, Steve Gore, set a fine rectangular course involving a reach, a run and a beat to test our skills. After the handicaps had been applied the corrected finishing times were remarkably close.

Prize-giving was held at the Falmouth Watersports Centre where the prizes were presented by Maureen Denner, the wife of our Area Treasurer. Main prize-winners were -

Class 1	1st	<i>Tern</i>	John Baigent
	2nd	<i>Psyche</i>	David Still
	3rd	<i>M'Yvonne</i>	Andy Demain
Class 2	1st	<i>Molly</i>	Ian Shield
	2nd	<i>Lyonesse</i>	Jan Argall
	3rd	<i>Jane</i>	J Willis
Class 3	1st	<i>Lily</i>	Charles Taylor



Tern

Photo: Frank Argall

Davey Trophy - Class 3B, waterline less than 23ft, less than 50 years old, boat ballasted

2nd	<i>Argo</i>	Martin Briant
3rd	<i>Mary Niven</i>	Dave Rendell
1st	<i>Tit Willow</i>	Chris Waite
2nd	<i>Nellie B</i>	Steve Evatt
3rd	<i>Shrimp Cocktail</i>	Andy Cunningham

Class 4, any unballasted craft

1st	<i>Chantey</i>	Roy Rolf
2nd	<i>Mary Rose II</i>	Nick Buxton

C H Paxton Memorial Trophy - 1st boat to finish, built before 1900

<i>Thalia</i>	Ivan Jefferis
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Edgar March Memorial Trophy - 1st working boat or ex working boat to complete the course

<i>Momento</i>	Roy Emery
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Jim Rawlings Shield - 1st boat, on corrected time, made of non traditional materials

<i>Nellie B</i>	Steve Evatt
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Pierce Eye Trophy - 1st boat with an all family crew

<i>Nellie B</i>	Steve Evatt
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Pitchfork Trophy - longest direct line passage from her home port

<i>Rollo</i>	Arne Kraft
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Itchen Trophy - 1st original Itchen Ferry on corrected time

<i>Young Alert</i>	George Beckett
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Freda Trophy - 1st Original or Replica Morecambe Bay Prawner, corrected time

<i>Venture</i>	Richard Coles
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Laggard's Ladle - last boat to finish within the time limit

<i>Charmian of Poole</i>	Martyn Jenkins
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Solent Area Commodore 2002/3

Overall winner on corrected time, being a member of the Solent Area Tom Cunliffe

Golden Baguette - The boat with the most "pzazz"

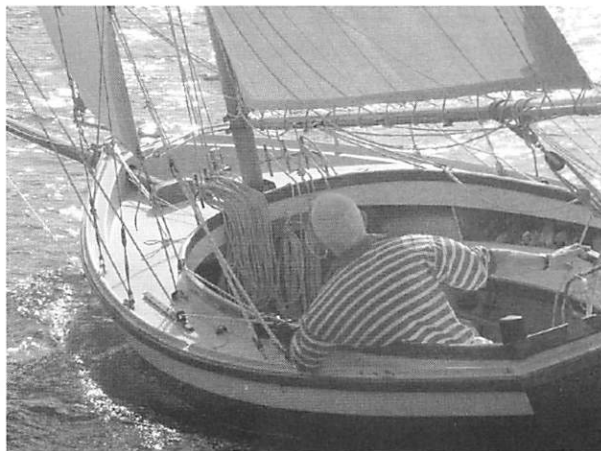
Deciding what "pzazz" is, is at the discretion of the committee

<i>Foxhound</i>	Mark Woodhouse
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Pat Dawson

DEVON

Since last reporting, two major events have happened in the Devon Gaffers diary - the Port of Dartmouth Regatta and the End of Season Rally. The Regatta was very entertaining as gaffers featured in both the big boat races - with *Kelpie* covering herself in glory - and in specific classes, where *Marie Louise* (Oysterman 16) and *Flete Lady* (Shrimper) took the honours. Four days of stimulating - and occasionally very stimulating!! - sailing was had in fresh breezes



Neil at the helm

Photo: Mike Goodearl

BAGGYWRINKLE - OGA no. 2527

Designed by Ian McBride

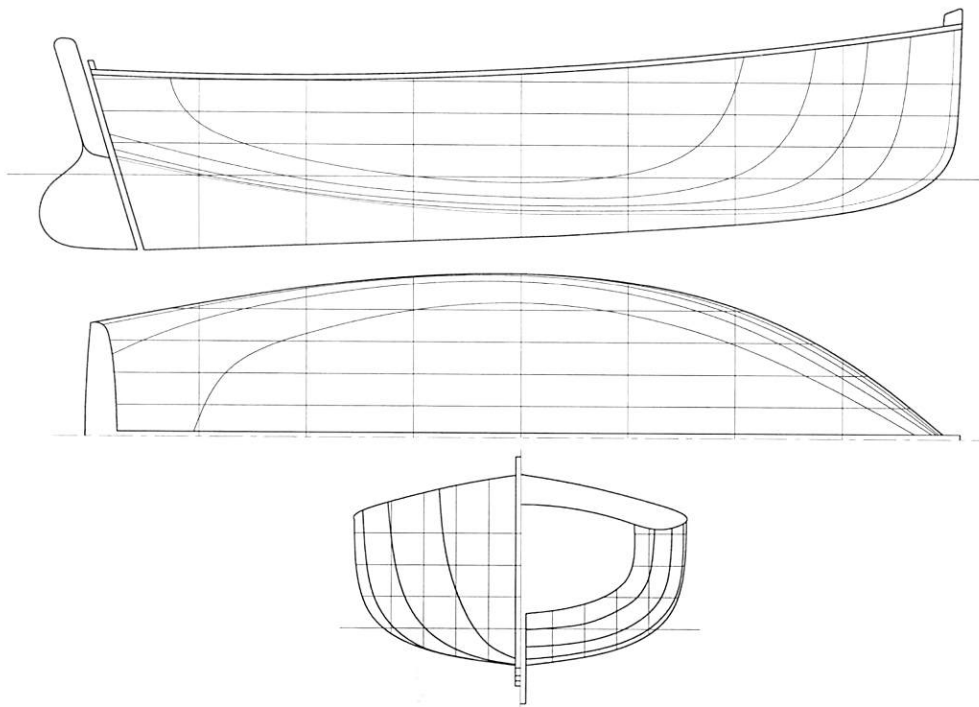
THE IDEA

A few years ago, I totally rebuilt a Hilbre one design which I had bought in a run down state. This involved fitting a new keel and hog, replacing the entire bottom and some of the side planking, fitting new timbers throughout and making a new deck and cuddy. This operation took about five years, due in part to moving house part way through, and then having to build a new garage in which to house the boat before I could carry on. I think that I enjoyed the boat-building process almost as much as the racing, which followed the restoration. We sail on the Dee estuary off the Wirral peninsula. Although not particularly attractive as a cruising ground, there is a lot of space when the tide is in, and the wind is a lot steadier than the inland lake where we had previously sailed our National 12's (although in the 1800's canoe cruising here under sail and paddle was very popular, notably by people like Baden-Powell). Unfortunately we have to live with a big tidal range. This means that we usually have to walk out over the mudflats about half a mile to where the Hilbres are moored, and after a mammoth cleaning session, we then sit in the boat and wait for the tide to come in. After a few years of Hilbre sailing, I had a yearning for something a bit smaller which I could occasionally take to more distant waters and simply potter about in, so I bought a West Wight Scow to use in between races and on holiday. This, I decided was the sort of sailing that I really enjoyed, but the Scow had a limited capacity, as I found to my cost when on one occasion I gave a lift to a very portly gentleman together with his sailing gear. It felt like we were trimmed by the stern at about 45 degrees!



Baggywrinkle

Photo: Ian McBride



THE DESIGN

Having built a number of boats over the years, mostly to my own design, a new boat was obviously in order. The boat to replace the Scow was to have a bit more room, the ability to carry a bit more weight, and I felt I should look traditional. At this point, I feel I should apologise to the Conwy and North Wales Area for using a similar name to that of their newsletter, but I had decided on *Baggywrinkle* long before I joined the Association, and I am superstitious about changing names in mid-stream as it were. The general shape of *Baggywrinkle* had been established at an early stage. I wanted a stable boat with a fair bit of freeboard. She was to be made from marine ply, glued clinker fashion. This was because she was to be based at home and was to live on a trailer. There is a little of the 'cod's head and mackerel tail' about the shape. Fairly full in the bow with an easy run aft. The idea here was to make sure that we left a clean wake, under sail at least, and also because I happen to like this sort of shape. Because of this, and to deter people from putting their weight too far aft, the stern thwart is placed further forward of the transom than would usually be the case. One of the recurring problems with the Hilbre was the tendency for the centreboard to get jammed up with mud, stones, etc. I designed *Baggywrinkle* with a daggerboard case fitted to port of the hog. This is easy to do with modern construction and means that the slot is protected to some extent by the keel, which at this point is about three inches deep. There are also bilge keels each side to protect the lands. The normal seating position in the Scow is on the floorboards. Although comfortable, this is a little low for me, so on *Baggywrinkle* I built in tanks each side, which form seats at a more convenient height. They will also provide a degree of buoyancy in the event of a swamping. I have fitted them with watertight hatches. There is another tank in the bow with provision for additional dry stowage for rope, etc. This is covered by a teak grating. The gap between the grating and the top of the tank is a convenient stowage spot for the bilge pump.



Area President's Young Alert

Photo: Pat Dawson

Elephant Boatyard, Hall and Woodhouse for their support, Adrian White for the committee boat *Kestrel II*, The Cowes Corinthian Yacht Club and the Island Sailing Club.

David Cade, who has been such an essential part of the Solent race for longer than most can remember was much missed.

On Sunday the sun shone and there was a pleasant sailing breeze to take us home.

RACE RESULTS -

Channel Cup - 1st boat on corrected time, 50 years or older

Thalia Ivan Jefferis

Anchor Trophy - 1st Boat, corrected time, less than 50 years old

Westernman Tom Cunliffe

Dead Eye Trophy - 1st boat to finish

Westernman Tom Cunliffe

Gaffers Eye - Class 1, waterline 40ft or more

Rollo Arne Kraft

Le Havre Plate - Class 1A, waterline 28ft to 40ft - 1st

Island Swift John Richardson

2nd *Momento* Roy Emery

3rd *Nightingale* Ron & Beth Hanson

Emsworth Cleat - Class 2A, waterline 23ft to 28ft and 50 years or older

1st *Lone Wolf* Dick & Pat Dawson

2nd *Seaway* Barry Pragnell

3rd *Dolphin of Leith* John Lowrie

Channel Plate, Class 2B, waterline 23ft to 28ft and less than 50 years old

1st *Zinnia* Ian & Sue Pople

2nd *Foxhound* Mark Woodhouse

3rd *Beagle of Woodbridge* Guy & Lesley Tod

Quiver Trophy - Class 3A, waterline less than 23ft, 50 years or older, boat ballasted

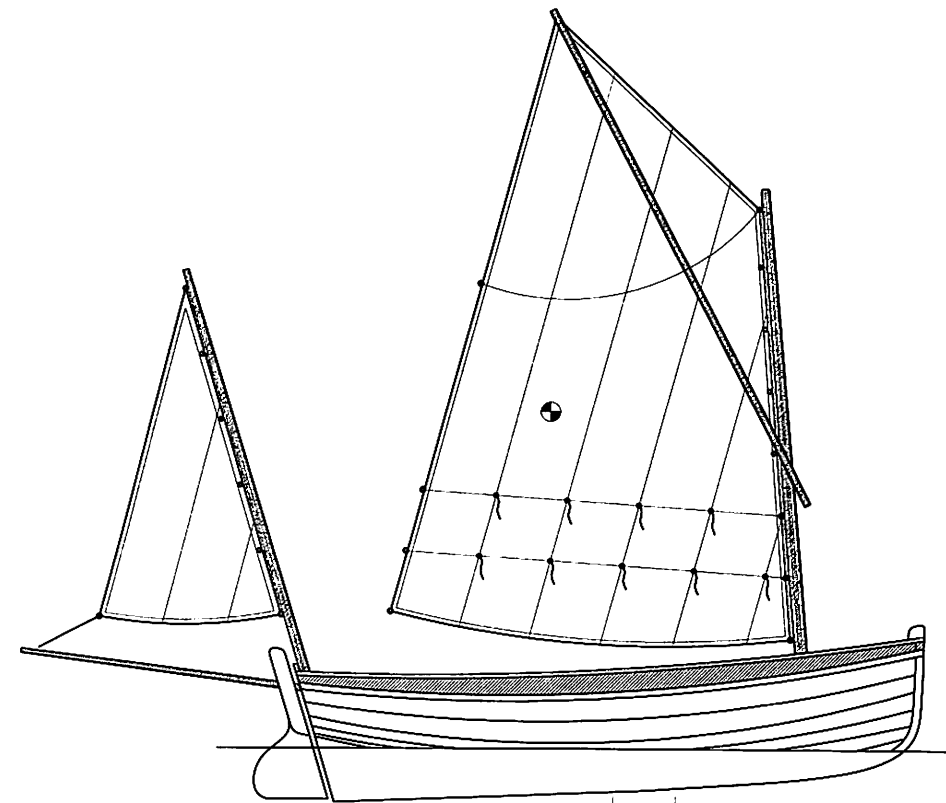
1st *Windhover* Simon Rowden

As always the Cowes Corinthian Yacht Club welcomed us on Friday evening. This year they put on a marvellous Stew Pot Supper, so many forsook the endless queue for fish and chips. As always it was a great time to swap stories of summer cruises and good sailing. Some had spent many gentle sails around the Solent whilst others had voyaged much further afield, one north to the Lofoten Islands, others south to the Morbihan. The Club had also put on some excellent folk music to entertain us. A few beers, good music and conversation and a bite to eat made an excellent evening.

The forecast for Saturday's race was NW 4 occasionally 5. As the boats left for the start on the Island Sailing Club line there was a fresh breeze, but this quickly became less just after the start. On *Lone Wolf* we lost many places in changing up to our big staysail and setting the topsail. The first mark was Gurnard and inevitably with 42 boats in the fleet it was a little crowded, but I believe all negotiated it without problems. The next leg to Bob Kemp was a long one and the fleet soon became strung out. *Westernman* soon was a dot in the distance. *Thalia* set a huge reaching jib, heeled to the wind and shot off. All sorts of other brightly coloured headsails were set, some more successfully than others. Some groups indulged in luffing matches and there was a certain amount of gentle banter between boats. Best of all the sun was shining and it was warm "tee shirt" weather and *Lone Wolf* was creeping up the fleet. Eventually Bob Kemp came into view and we hardened up around the buoy towards Gillkicker and the Royal Albert Buoy. This buoy gave many problems. Some thought the buoy was further east. We managed to pick it up quite quickly but with a foul tide, flukey winds and modern boats also trying to make the mark we became convinced it had an engine and just kept motoring away from us, just when we knew we had over stood it by a country mile. All of a sudden we found a large number of boats, including *Young Alert* that we had passed a long way back, were ahead of us. Oh well we thought, the race starts again here! They seemed to get sucked in towards Portsmouth harbour and eventually

we managed, with *Sujo*, to sneak up to the buoy and round it when it wasn't looking. Browndown was the next mark and we decided to tack in shore to get out of the tide. This proved to be a good move as we were also blessed with the occasional lift and seemed to be catching up on others, including *Nightingale*. Once round Browndown, it was a long haul up wind and tide to North Ryde Middle. The wind was falling light and we spent time close to *Arg* who seemed to be pointing better than us and certainly sailed faster when the wind fell light. *Chantey*, a 1920's day sailer was not far away and was also going very well. From North Ryde Middle the course took us north to another Solent racing mark, "Fastnet Insurance". There are plenty on that shore so deciding which one it was took a little time until we spotted the committee boat flying the "S" flag. Suddenly we found we had overstood it and could free off for the finish line. We were pleased to see a number of boats that had been well ahead were now astern of us. Of the 42 boats who started, 34 finished the course. *Westernman* finished over 20 minutes in front of the next boat, *Island Swift*, and also took 1st on corrected time. So for the second year running Tom Cunliffe is the Solent Area Commodore. On Friday afternoon a large German Colin Archer type ferroceement ketch had been spotted in Cowes and were invited to join in. Arne Kraft and his crew sailed an excellent race; *Rollo* won Class 1 and the Pitchfork Trophy having made the longest passage to the race. The Laggards Ladle went to *Charmian of Poole*, being the last to finish within the time limit, a trophy just missed by *Daisy* who had not realised that the course had been shortened.

After the race everyone sailed up the Hamble to the Elephant Boatyard where Tom Richardson found everyone a snug berth. Thanks to Hall and Woodhouse Brewery, the marquee erected for the Bursledon regatta the previous weekend and the bar were still in place. Barbecues were lit and soon the party was well under way. Mike Richardson presented the prizes and the evening was rounded off with a little impromptu music. Many thanks go to Tom Richardson and the



THE RIG

The design for the rig developed over the months as building continued. I started off with a conventional gaff sloop with a bowsprit, which would have been nice, but I thought that this would be too complicated. I then decided that she was to be rigged roughly in the style of a typical beach fishing boat of the late nineteenth century. Most of these boats had lugsails of one form or another on two masts. I like the idea of dipping lugsails, but short tacking up a narrow river would be tiresome to say the least. I read somewhere that tacking without lowering the lugsail was sometimes done, but this must be very inefficient. A spritsail seemed to be the answer. Some Welsh fishing boats used spritsails, on two or three masts, but not, as far as I know, with a jib headed mizzen. The combination of a spritsail on the foremast and a jib headed mizzen struck me as being an easy to handle rig for one person. In order to achieve a balanced rig, the foremast has to be as far forward as is practical and the mizzen sail area had to be kept small in order to keep the centre of effort within the confines of the boat! I didn't want to fit a jib as I felt it would complicate things and not look quite right. I am quite happy about the final rig, but maybe an improvement would be to rake the transom a bit less and have the mizzen more vertical. A further improvement might be to move the mainsheet fixed blocks forward, which would give a better angle for sheeting. I'm quite looking forward to the time I can finally manage to take *Baggy* to the OGA meeting at Derwentwater, where some sort of comparison can be made against other boats.

To be continued..... Editor.

Extracts from the OGA Archive

This selection from the Register is of two yachts from the 1890's, one a compact three quarter decked day boat, the other a one-design yacht.

Siwash was built by Harris Brothers boat yard, located on the River Colne at Rowhedge, Essex, in 1895. The yard was established by Peter Thomas Harris 1865, and later run by his sons Enos and John Thomas. *Siwash* is a transom sterned gunter sloop, 19 foot 10 overall on a 17 foot 9 waterline. She is solidly built of one-inch teak on two inch by one and a half inch sawn oak frames. She was fitted with an iron centre plate through an iron ballast keel. *Siwash* now sports a coach roof over her cockpit. She cost £35, staying in the same ownership until 1936. There is a convoluted story behind her building, as her second owner was the man who ordered her, but failed to take delivery, waiting forty years before taking ownership. It was he who had the cabin top fitted. The name *Siwash* comes from the name of a northwest American tribe.



Siwash

Photo: unknown

The second selection was designed as a one design racing class, but the organisers who commissioned the boats made an unusual but very sound decision. The owner of a sister to our boat *Tern*, has researched the class and posted information on the web, from which we learn that "The guiding principal in the design and construction of the boats was comfort not speed; for the fact had been grasped at the outset that a class of boats of the same design would race only among themselves," and that therefore "the chance of one or more being a few minutes slower than the other boats



Elk

Photo: Peter Lyons

mattered little when the offset was 5ft 9in headroom under beam of coach roof, plenty of freeboard, and generally an all-round comfortable craft that made such passages as crossing to the Clyde or English waters a pleasant cruise." **The Belfast Lough One Design** was commissioned from W Fife Jr. who produced a pretty cutter of length over all, 37ft 3in; length on L.W.L., 25 ft; beam, 8ft, 8 in; draft 6ft 3in. Their rig included the long boom favoured by the Victorians, balanced by a moderate bowsprit with a dolphin striker, topped off by a jackyard gaff-topsail, the total measuring 848 sq feet. The sail makers were Laphorn and Ratsey of Gourrock, and Rowe of Cowes made the blocks. She has one inch pitch pine planking on one and three quarter by one and a half inch sawn frames on twelve inch centres. They were fitted

wind meant that there was quite a lot of tacking to be done and although in the beginning it looked like *Lucy* had the edge, *Matilda* caught her up somewhere near Ham Gat and that was the last we saw of her. She arrived at the Shipwright's Arms some 15 minutes before *Lucy* and Peter was duly presented with the cup by Alan, who had won it last year. Well done to *Matilda* and her crew.

Alan Staley is planning to organise some winter racing for dinghies in and around Faversham creek, it will probably take the form of a couple of hours informal racing on a middle of the day(ish) tide, then a post race warming up and refreshment session in the nearest pub. At the moment there are 4 or 5 people interested in doing this but it would be great if more of MNK's dinghy population (we know there are more of you!) could join in, it's great fun and what better way to spend a crisp sunny Sunday than bumbling about in the creek with a like minded bunch of Old Gaffers! If you want to know more please contact Alan Staley at his yard on 01795 530668.



The first mark

Photo: Pat Dawson

MNK RALLY, SANDWICH

The rally took place at Sandwich town quay on 24th & 25th August. This was also attended by only two boats this year, Robert & Jan Holden's *Emanuel* and John Cann in his little bawley *Vivid*. Despite the depleted numbers Robert and John reported a very amusing weekend which happened to coincide with the Sandwich town annual raft race. This seemed to involve lots of egg and flour throwing plus an awful lot of people getting wet due to the local fire brigade entry having a high pressure hose on board their raft! Robert says he is still finding bits of the resultant flour water glue in dark corners of *Emanuel*.

Dates for our area AGM and pub meets will be printed in Kent Gaffing, as our next committee meeting is not until after the final dates for printing in this issue of Gaffers Log.

Sara Harding - Area Secretary

SOLENT

ANNUAL RACE & RALLY - AUG 29/SEP 1



Maldon Regatta

Photo: Peter Maynard

cheered the boats in. More sailing craft than had sailed into Maldon on one tide in living memory. During the afternoon there had been dinghy racing organised by Maldon Yacht Club, model barges and rubber duck racing! The moored boats rafted on the Quay made a marvellous sight as their crews made their way to sample the free beer, a very nice touch which made us all feel welcome. Prize giving was in the marquee on the Quay where the Mayor of Maldon presented the many trophies. George Jago ended proceedings by asking us to toast the Old Gaffers Association, formed in Maldon in September 1963, some 39 years previously. Bands played on into the night while many of us enjoyed the hospitality of the Maldon Little Ship Club.

Although the Rally and Regatta were over there was still fun to be had at five the next morning as a huge raft of gaffers made an exit in thick fog and darkness. *Ellen* with her GPS map and *Noorderzon* with her radar both collected sizeable flocks of gaffers in their wakes, even *Maryll* collecting some with the smell of her skippers pipe! However the

sun came out by Bradwell, a lovely Southerly set in and we had a wonderful sail home, a nice finish to an enjoyable weekend. Well done Maldon!

Jon Wainwright & Peter Maynard

MEDWAY & NORTH KENT

MNK ANNUAL DINGHY RACE

The dinghy race took place as usual on the Sunday following the Whitstable Barge Match, the 11th August. Turnout was a little disappointing this year for those two boats that did turn up. *Lucy*, Alan Staley's Gaff cutter with tops'l and all, sailed up from Oare creek on Saturday afternoon to lay in the harbour over night to be ready for the race next day. Peter Rice's *Matilda* arrived Sunday on her trailer and well, what the hell, you only need two boats and you've got a race haven't you?! The weather was perfect for dinghy racing, a good wind and sunshine. The course, a passage race, Whitstable harbour to the Shipwrights Arms in Faversham Creek, promising suitable refreshment at the end. The direction of the

out with two settees and a pipe cot, which with a choice of seven headsails, brought their cost to £240. Nine boats were built to the class by John Hilditch of Carrickfergus, all named for sea birds, competing their first regatta in 1897.

Nick Miller

BOOKSHELF

SALTY DOG TALK by Bill Beavis and Richard McCloskey

Reviewed by George Jago

I have to admit to a personal liking for this sort of book. It is the sort of book you can keep on board for those odd ten minutes, which is all you have unless you are very lucky. Alphabetically, it goes through a whole list of every day expressions which, in one way or another, have a nautical origin. Everyone knows what A1 means, but if you are not sure or do not know where the term 'top drawer' originates, it's here in this little book!

It is an interesting book containing a real mixture of information that you may never find anywhere else.

Published in paperback by Adlard Coles Nautical (an imprint of A&C Black), London, ISBN 0-7136-6400-2, price £7.99.

THE RYA BOOK OF DIESEL ENGINES (2nd edition) by Tim Bartlett

Reviewed by George Jago

I reviewed the first edition of this book back in the December 1998 Log. I gave it my support then and have not changed my mind. I said then that it is only a small book of some eighty plus pages and it will not make you a diesel fitter in one go. But the wording is clear and concise and it gives an explanation of how the engine works and tips on fault finding, or what may be happening, etc.

This second edition has two main changes, besides the price. Chapter 3 on fuel systems has been expanded. Also chapter 13 has been added, entitled 'Winterizing', which covers good practice for laying up and what to do in the Spring.

Published in paperback by Adlard Coles Nautical (an imprint of A&C Black), London, ISBN 0-7136-6358-8, price £12.99.

ELEMENTS OF YACHT DESIGN by Norman L Skene

Reviewed by Jon Wainwright

With the debate of admission of Bermudan classic yachts to the OGA register and to OGA events raging throughout the Association, this book, first published in 1904, is not only a classic of its day, but also a timely read. The majority of our old ex-working gaffers were designed through a process of evolution and suitability for local conditions. The gaff yachts were, for the most part, the same, designed by fishing boat builders, also sometimes by

amateurs who worked by feel and looks rather than science. Although this book is contemporary with the period when our boats were being built, this is when science and Bermuda rig came upon the scene.

Skene runs through many of the formulae used in yacht design, and their underlying principles. For the non-mathematician, it makes one realise what is involved in yacht design and the skills required to be a naval architect. It also makes one realise how far off the mark most of our boats are. Buy this book and put your own boat's measurements into the formula. You will wonder how ever she stayed upright or went to windward!

Skene claims that science is a first requisite for a successful yacht designer. Aesthetics are a combination of utility, symmetry and harmony. And the results can be seen in the beautiful Bermudan classic yachts which developed from this thesis for the racing rules, most of which had their mathematical origins in the same science. Gaff rig, although it was the majority rig of the day, is summarily dismissed. Bermudan rig "has been demonstrated much superior to gaff rig for racing purposes". Skene enthuses over the rating rules of the day, such as the Universal Rule, the International Rule and the Bermuda Rule (CCA), which is similar to the bastardised RORC Rule used by the OGA. Gaff rig was being designed out even then; nobody wanted to make the rig allowance sufficiently generous to encourage designers to experiment with gaff.

If we Old Gaffers are to accept Bermudans into our fold, we need to realise where they came from - their boats have a totally different ancestry from ours. I thought I knew where I stood on the matter - now I am not so sure.

Whilst being a useful technical reference book on classic yacht design, this book is essential reading for those who want to make a meaningful contribution to the rig debate.

Published by Sheridan House, available from Seafarer Books, Woodbridge, Suffolk, price £14.95 + p&p

REED'S MARITIME FLAGS by Peter Johnson

Reviewed by George Jago

I feel that congratulations are in order, as a publication such as this is long overdue. Flags have always had an attraction to most sailing people and by flags I include club burgees and rectangular flags which are flown from the crosstrees, etc. Flags in various forms, which the author has called battle flags, sponsor flags and private signals, seem to be on the increase. This is a timely publication to ensure that flag etiquette is not lost or separated from its legal and historical origins.

I must take issue with the author for his suggestion under 'a modern way' to phase out all special ensigns and have only one British yacht ensign. Flags are full of different colours and designs, it is their attraction. The club to which we belong has a defaced Red Ensign which is both historically interesting and very attractive. Long may it be so.

Janet Murphy, the publisher, says that to call a book definitive is a dangerous thing to do. That may be correct. However, to carry out the meticulous research that has gone into this publication does merit praise. Well done Peter for taking on such a difficult subject.

Published in hardback by Thomas Reed Publications, part of Adlard Coles Nautical, ISBN 0 901281 01 8, price £25.00.

the mark in third place. However, the wind went round further giving a chance for *Elfreda* and *Transcur* to move up to windward. All this time, the bulk of the fleet, including fast vessels like *Vashti*, *Amberjack*, *Lizzie Annie*, etc. were still bobbing around Inner Bench Head, sails slatting, becalmed. Many retired at this point, because of the need to carry the tide up to Wivenhoe. *Sunbeam* and *Ellen*, with their lofty rigs, managed to keep enough breeze to get through the hole in the wind between offshore and onshore winds, as did *Transcur*, *Cappricio* and *Elfreda*. *Deva* sat in the hole whilst *Vashti*'s kites took her on, followed by a determined *Letty May*. When they returned, the offshore breeze restarted the remaining fleet which had to beat up the Colne. However, for many the spring tide was well on the ebb. *Sunbeam*, *Ellen* and *Transcur* finished for the smacks, *Elfreda* and *Vashti* for the Bermudans, with *Cappricio*, *Letty May* and *Deva* in the gaffers, the latter finishing at about 17.00, the last boat under sail.

Ashore the organisers had laid on free beer for the competitors in the old Sailing Club hut, which was much appreciated, and during the afternoon there had been shore-side entertainment, barbecues and hog roasts for the crowds on the waterfront. Many of the boats berthed over night, to leave either in the early hours or later next day.

Thanks go to Richard Barnard and Steve Hall for reviving this Regatta. It was a very good effort, despite the conditions, and no doubt they will be doing it again next year.

Jon Wainwright - Area Secretary

OGA ANNIVERSARY RALLY & MALDON TOWN REGATTA

During the latter part of the nineties the OGA Anniversary Rally was held in conjunction with Maldon Town Regatta, which proved to be a mutually advantageous arrangement. In 2001 the Regatta Committee folded and at short notice the OGA took over the whole event in a "force majeure" situation. In November the OGA appealed for volunteers to get the Regatta going again and as a result a new committee was formed chaired

by Peter Maynard, who is also a River Blackwater representative on the Eastern Area Committee. On September 30th 2002, the new Committee celebrated their first Rally and Regatta with great success. Entries were up in most classes, it was for the first time since 1986 an inclusive event, there was a good show on land and their finances are secure. The OGA are very gratified that their efforts to set up a new local committee have been so worthwhile.

The first and main race was on Saturday morning from the Nass at West Mersea, Mike McCarthy as OOD. The start was delayed twice for lack of wind, then a very feeble sea breeze set in enabling the fleet to sail a short course to Osea Pier, basically a zig zag up the River Blackwater. There were six classes, smacks, gaffers, classic Bermudans, West Solents, East Coast One Designs and modern Bermudans - a total fleet of 70 boats. All sorts of kites and combinations were being flown to catch the slightest of breezes, but really it was the flood tide which was doing all the work. Conditions suited the smaller lighter boats better, particularly the *Letty May*, *Victoria* and *Molly Cobbler*, who were well up the front at the finish. *Ellen* won her first smack race for years, about time too with that massive rig, beating bawley *Bona* and another smack *Sallie*. In the smaller smacks *Lizzie Annie* predictably beat *Fly* and *Martha II*. There was some confusion over the rig of the duck punt *The Kate* who was originally placed as first gaffer on corrected time but actually she is Bermudan and when this was sorted out she became first classic Bermudan on corrected time ahead of *Ma Solitude* and *Pimento*. There was also a problem with the handicap of *Letty May* and when that was put right she became first gaffer. West Solent *Arrow* was the first hotshot against *Widgeon* and *Gigi*.

After lunch at Osea the Parade of Sail Races to Maldon were started and were led into the ancient port by a flotilla of Motor Cruisers competing in a Concours d'Elegance event for a solid silver tankard originally donated by Maldon Town Council in 1871. The wind had improved slightly giving a spectacular finish off Hythe Quay where a large crowd

- Jun 21/22 NATIONAL 40TH ANNIVERSARY OGA RALLY, Ullswater, Cumbria.
George Jago, tel. 01621 741595 or Richard Montgomery, tel. 01325 333051.
- Jun 21 EAST COAST AREA OLD GAFFERS RACE (Classes 1,2 & 4), Brightlingsea, Essex.
Jon Wainwright, as above.
- Jun 22/Jul 6 EAST COAST CLASSICS. Jon Wainwright, as above.
- Jul 19/27 NORTH SEA RACE, Zeeland Cruise & Dutch Classic Yacht Regatta, Hellevoetsluis.
Jon Wainwright, as above.
- Aug 17 NOBBY, GAFFERS & CLASSICS RACE, Conwy, N Wales.
Sue & Pete Farrer, tel. 01270 874174.
- Aug 29/Sep 1 SMALL BOAT GATHERING, Derwentwater Marina, Cumbria.
Sue & Pete Farrer, as above
- Aug 30 OGA ANNIVERSARY RALLY & MALDON TOWN REGATTA.
Jon Wainwright, as above.

EAST COAST

WIVENHOE JUBILEE TOWN REGATTA - August Bank Holiday Weekend



Regatta Day, Wivenhoe

Photo: Andy Rule

In a break from tradition, the OGA made the Wivenhoe Regatta their venue for the Bank Holiday weekend. The tugboat *Evelyn Spearing* was the committee boat at the start off Bateman's Tower on the Colne. With a good breeze blowing and a moderate NE wind forecast, the long course was chosen. There was a good turnout, from smacks to assorted gaffers and Bermudan classics, and the start was particularly spectacular, with *Ellen* and *Sunbeam* ploughing through

the fleet. However, within half an hour, the breeze began to fail. By the Inner Bench Head there was nothing. *Sunbeam* and *Ellen*, who had managed to ghost through in the last of the breeze, were now beating against a light sea breeze. Everyone else just sat there, sails slatting. A call came through to shorten course to Colne Bar.

A tiny breeze from the NNE did spring up, which gave *Deva* a chance to nip round the stern of *ADC* and make good ground towards

OGA AND OTHER TRADITIONAL EVENTS 2003

- Dec 6/Sep 7 "The Beagle Voyages - from Earth to Mars", National Maritime Museum, Greenwich.
Kirsten Canning, tel: 020 8312 6545, e-mail: kcanning@nmm.ac.uk.
- Jan 11 ASSOCIATION ANNUAL GENERAL MEETING, CA House, London.
- Feb 6/9 International Classic Yacht Regatta, Auckland, New Zealand.
E-mail: joycetalbot@xtra.co.nz; www.mzys.org.nz
- Feb 8/10 Australian Wooden Boat Festival, Hobart, Tasmania.
E-mail: awoodboatfest@trump.net.au; www.woodboatfest.com
- Mar 1 OGA MIDWINTER SOCIAL & ANNUAL DINNER, Royal Burnham Y C, Burnham-on-Crouch, Essex. Jon Wainwright, tel. 01206 393537/396066.
- Mar 14/16 South Australian Wooden Boat Festival, Goolwa. www.woodenboatfestival.com.au
- May 1/Sep 14 "Elizabeth" - exhibition re. Elizabeth I, National Maritime Museum, Greenwich, London.
Contact Press Office, as above.
- May 3/5 OGA CROUCH & ROACH RALLY. Jon Wainwright, as above.
- May 10/17 Sail Caledonia - Great Glen Raid, Scotland. Tel. 01738 710864.
www.sailcaledonia.com
- May 16/18 Boats on Show, Penton Park, Surrey. Tel. 0870 2411010.
- May 23/26 International Festival of the Sea, Leith, Edinburgh. Info@festivalofthesea.co.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.
- Jun 6/8 Classic & Wooden Boat Show, Beale Park, Pangbourne. Tel. 0118 984 5207.
- Jun 14/16 BLOOMSDAY REGATTA, Dublin Bay. Mick Benthams, tel. 353 1 8476279.
- Jun 20/22 HOWTH CLASSIC SAIL, Howth, Dublin. Mick Benthams, as above.

Continued on page 26 .

BRIAN KENNEL

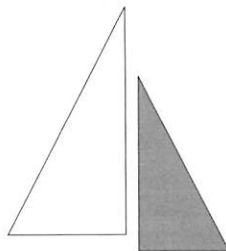
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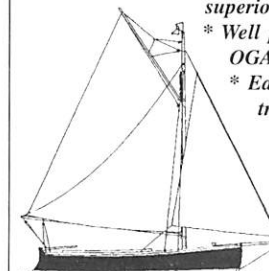
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