

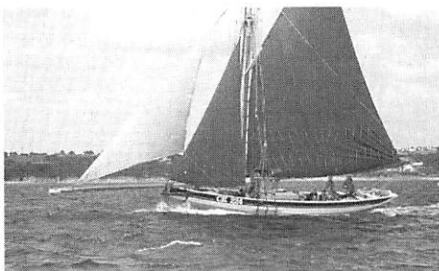


Gaffers Log

SEPTEMBER 2002

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION





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Large or small



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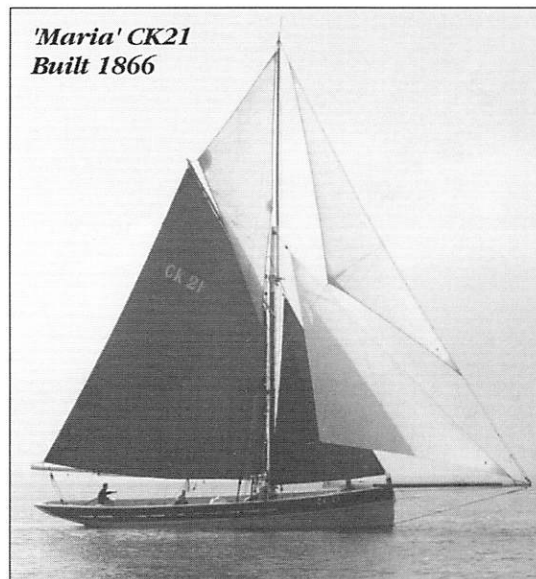
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		UK	Overseas
Burgees	15"	£ 11.50	£ 12.00
	18"	£ 14.00	£ 14.50
	24"	£ 16.50	£ 17.00
	30"	£ 19.00	£ 19.50
Membership Flags	12"	£ 14.00	£ 14.50
	15"	£ 15.50	£ 16.00
	18"	£ 18.00	£ 18.50
Ties (multi-motif)		£ 7.50	£ 8.00
Brooches - new design		£ 4.00	£ 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**OFFICERS OF THE ASSOCIATION****PRESIDENT:**DAVID CADE
Steps Cottage, Playden, Rye,
Sussex. TN31 7NT
Tel/Fax: 01797 223040**SECRETARY (co-opted):**DENIS STONHAM
107 Lansdowne Lane,
London SE7 8TN
Tel: 020 8853 0433**HON. TREASURER:**DAVID GODSAL
The Orchard House, Brasted Chart,
Westerham, Kent. TN16 1LR
Tel: 01959 563702**NEWSLETTER EDITOR:**GEORGE JAGO
Smugglers Cottage, Farnbridge Road,
North Farnbridge, Essex. CM3 6NA
Tel/Fax: 01621 741595**MEMBERSHIP SECRETARY:**ADRIAN SHARPE
7 Rathmore Close, Winchcombe,
Cheltenham, Glos. GL54 5YX
Tel: 01242 603375**BOAT REGISTER:**NICK MILLER
4 Lowther Crescent, Walney,
Barrow in Furness, Cumbria. LA14 3RT
Tel: 01229 474737**AREA SECRETARIES AND REPRESENTATIVES****NORTH EAST**RICHARD MONTGOMERY
3 Tower Hill, Church Lane,
Middleton St George, Co Durham. DL2 1DU
Tel: 01325 333051. Fax: 01325 332355**EAST COAST:**JON WAINWRIGHT
Port View, New Road, Mistley,
Manningtree, Essex CO11 2AE
Tel: 01206 393537**MEDWAY & NORTH KENT:**SARA HARDING
Rickyard Cottage, Homestall Lane,
Goodnestone, Faversham, Kent ME13 8UT
Tel: 01795 535279**CINQUE PORTS:**DAVID CADE
Steps Cottage, Playden,
Rye, Sussex. TN31 7NT
Tel: 01797 223040**SOLENT:**GEOFF SKINNER
Old Police House, Bridge Road,
Bursledon, Southampton SO31 8AH
Tel: 023 8040 3155**DEVON:**CHARLES HOLDEN
2 Mount Galpine, Clarence Hill,
Dartmouth, Devon. TQ5 0NP
Tel: 01803 834323**CORNWALL:**MIKE COLLINS
Prince Regent House, Perranwell,
Truro, Cornwall. TR3 7PR
Tel: 01872 863096**FRANCE:**JEAN-LOUIS GAY
34 Rue Ampère,
85340 Olonne sur Mer, France.**BRISTOL CHANNEL:**MALCOLM BROWN
39 Station Road, Rhws,
Vale of Glamorgan CF62 3EY
Tel: 01446 711576**NORTH WEST:**ROGER BUCKNALL
Moorlands, 364 Telegraph Road,
Heswall, Wirral. L60 6RW
Tel: 0151 342 2158**CONWY & NORTH WALES:**SUE FARRER
1 Maple Avenue, Alsager,
Stoke on Trent. ST7 2QX
Tel/Fax: 01270 874174**DUBLIN BAY:**MARY BENTHAM
2 Kilfenora Drive, Raheny,
Dublin 13, Eire.
Tel: 353 1 8476279**NORTHERN IRELAND:**ALISON LYONS
4 Knockdene, Bangor,
Co Down. BT20 4UZ
Tel: 028 9145 3099**SCOTLAND:**NORMAN MIKKELSEN
Craigallan House, Erngath Road
Bo'ness, West Lothian EH51 9EN
Tel: 01506 826639**EUROPEAN LIAISON:**RON VALENT
Van t'Hoffstraat 139,
2014 RD Haarlem, The Netherlands.
Tel: 31 23 5442980**WESTERN AUSTRALIA:**WALLY COOK
6 Baskerville Street,
Mundijong 6123, Western Australia.Website: www.oldgaffersassociation.org

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Front cover : *Eda Fransen*, Classic Malts Cruise, by Stephen Clarkson

Back cover : Barge *Edme* and Smack *Ellen*, River Blackwater 2001,
by Tony Pickering

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 CUTTER "SPRITE"

LOD 30ft (plus bowsprit), Beam 7ft 6in, Draught 3ft 6in

Built 1939 as Navy Surf Boat. Double skinned mahogany on oak, bilge and ballast keels, new Vetus engine 1998. Lying Howth, Dublin. Price £8,000 o.n.o.

Contact: Paul Holden, tel: 00 353 1 8390568, e-mail: pholden@redact.ie



ITCHEN FERRY TYPE "ROMA"

LOA 30ft (inc. bowsprit), LOD 23ft, Beam 8ft, Draught 4ft.

Carvel gaff cutter, built Trout's of Topsham 1907. Pitch pine on oak frames. 2 berth, Baby Blake sea toilet, galley, Yanmar 8hp diesel. Solid well-known boat in superb condition. Extensive history, good inventory, ready for cruising. Lying Portsmouth Harbour. Price £8,000.

Contact: Russell Paine, tel./fax: 023 9281 2113, mobile: 07774 705504.

HALF MODELS FOR SALE

20" Mevagissey Lugger, 1906. Mahogany board 24" x 8" - £45.

17½" "Madge", 10 tons, G L Watson, 1880. Polished wood on oval mahogany mounting board. Accurate and best quality - £80.

17" "Clara", plank on edge

Polished wood on 21" x 7¾" Luam board - £60.

All above with engraved brass title plates.

Contact: Ian Cornish, tel: 01803 843124 for further details.

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

GRP REPLICA ITCHEN FERRY "MERLYN III"

LOD 22ft 6in (plus 8ft 6in bowsprit), Beam 8ft, Draught 3ft 6in.

GRP hull, other fixtures & fittings teak. Professionally restored, excellent condition, recent survey. 2 cabins, standing headroom in saloon, sea toilet, Yanmar 8hp diesel. Near new suit of sails, new - lifejackets, autohelm, echo sounder, VHF, GPS, offshore flare kit, gas cooker, electric switchboard, fresh water pump and 2 heavy duty batteries. Stainless steel sink, 2 anchors, nav. lights, stainless steel rigging and fuel tank, 2 shore legs, 6 large fenders and Avon dinghy, all in excellent condition. Can be seen and sailed at Manningtree, Essex. Price £15,000 o.n.o.

Contact: Eddie Williams, tel: 01206 393420.

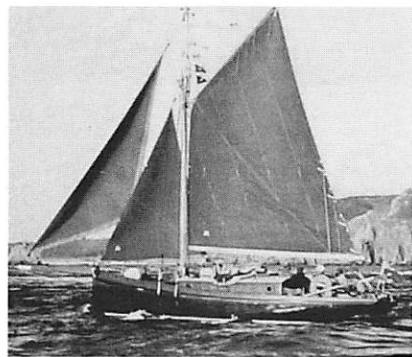


FERRO REPLICA ESSEX SMACK "KERNETH"

LOD 30ft, LOA 39ft, Beam 9ft 10in, Draught 3ft 10in.

Gaff cutter, designed John French of Ferro Cement Marine Services, Burnham on Crouch. Built 1981. 4 berths in 2 cabins, 5ft 11in headroom, Plastimo cooker (2 ring, grill & oven), twin basin sink and coolbox, heads with Lavac toilet & hand basin, wet locker, full size chart table, new VHF and radio/cassette player, NASA log & echo sounder, BMC (Captain) 29hp 4cyl. diesel engine. Brand new cream jib, tan staysail and main. Anchor windlass plus 2 sheet winches, both fixtures in bronze. Present owner for last 7 years, sale forced by emigration of partner. Price £18,500 for quick sale.

Contact: John Mears, tel: 01256 770510, e-mail: john.mears@ntlworld.com



CLINKER BUILT DAYBOAT

A project that needs a "kind taker" with time to spare to bring to life a good-looking sea boat.

Length 13ft 6in. Built Richard Dadson, Faversham, circa 1947. Boat stripped of all paint-work. Needs complete new deck (photos exist). Transom, sealing strips, doors and rudder all varnished. Mast and boom etc. all sound. Sails exist, condition cannot be guaranteed. Boat stored under cover on road trailer with winch. Long, strong mooring chain and anchor. Brass builder's plate still exists. Price £150.

Contact: Brian Faggetter, tel: 01689 601543.

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

It is with great sadness that I write this editorial reporting the death of our President, David Cade, on Wednesday 17 July 2002. Although David and I have worked closely together over the last few years, there are many, especially in the Solent Area, who have known him much longer than Brenda and I. It is therefore more appropriate for one of his oldest friends, John Denner, to write David's obituary for the Log.

If I now carry on with Association business it is not that I do not care or share the tributes that have been written. Please try to understand my feelings and also my position - if I do not keep the Association business moving, I shall feel I am letting David, and ultimately the Association, down.

In April of this year, David surprised us all by joining us briefly at an F&GP Committee meeting, in spite of being in the middle of a course of radio therapy. He came to offer his resignation. Without any previous discussion, the members of the F&GP Committee gave the unanimous decision - 'No, we want you to remain President'.

On Thursday 11 July 2002, after discussion with Alison, Brenda and I went to Steps Cottage. We showed David the Cape Horn Trophy and reported on our visit to Whitby and our meeting with Captain Blake. We then settled down to talk about some Association business. The result, in part, is the following notice -

My term as President is not due to end until the AGM in January 2004. This afternoon I talked about my health, Presidential responsibilities and the day to day running of the Association, with George Jago. By the time you, the members, read this we shall, for all practical purposes, be very close to the next AGM. George has therefore very kindly agreed to continue to act for me and I shall review this existing arrangement in good time for the business of the AGM in January 2003.

David Cade - President

While I accept that we all carry out our duties differently, it is my aim to honour this request and attempt to discharge it in a manner of which he would approve.

Hence I shall now be chairing the Bermudan Register meeting. I know there has been a lot of discussion on the side about this subject. David's view of the future and his understanding of both the trends in the traditional sailing world and what changes needed to be made so that we are not left behind, were very acute. They should not be dismissed by knee jerk reactions or because they sound at odds with our stated aims. Please give the idea some further thought, because David put a lot of his time into this matter before he carefully sounded out others as a first step to tabling this proposal. Nothing in life stands still. Our founders made a practical move and this, I feel, is in the same tradition.

As we were leaving on that Thursday evening, David's mind was still on the welfare of the Association. He said to me - 'George, you know we have never been in this position before, have we?' 'No', I said, 'we haven't, but it will work out'. 'Good', he said.

George Jago - Editor



Storm & Vagabond, Wootton Creek

Photo: Editor

OBITUARY - DAVID CADE

David Cade, who died on 17 July, aged 66, was a natural leader and an immensely likeable man. He became involved in many worthwhile projects and, by demonstrating that he was prepared to lead by example and from the front, was able to fire others with his enthusiasm. His enjoyment of boats and sailing, initially perhaps by a shortage of funds, led him to become involved with traditional craft, and awoke a love and respect for all aspects of Maritime Heritage which he was able to serve with both commitment and enjoyment by his long involvement in the Old Gaffers Association.

David Jack Cade was born at Rye, in Sussex on 12 August 1935 and his early childhood was spent in the fields and woods nearby, watching air battles and experiencing, in the town, the many air attacks. There is little doubt that much of his courage and resourcefulness sprang from those early days of freedom, danger and adventure. He was educated at St Lawrence College, Ramsgate. Completing his studies, he became articled to the Rye surveyor Norman Pocock and acquired his first 'big' boat, an Essex O D. On completing his articles David joined the Royal Sussex Regiment on a five year commission, serving in Korea, the Middle East, Northern Ireland and Gibraltar, sailing a lot in Northern Ireland and the Mediterranean.

David moved to Surrey and pursued a career in building design. In 1962 he bought *Storm*, a 26ft cutter, built in 1910, once belonging to Maurice Griffiths. He sailed *Storm* in Old Gaffers races in the Solent from the earliest days. By 1974 David had moved back to Rye. Here he became involved in local affairs, rejoining Rye Harbour Sailing Club and in 1989 becoming Commodore. He became an active member of both Rye Players and Ryesingers. He had a fine voice and loved his singing, only giving it up when his commitment to the Old Gaffers increasingly required his time. A man of strong faith, he cared passionately for his ancient local church, St Michael's, Playden, and was invited to join the Friends group which was dedicated to its preservation. As Chairman, he inspired the first Playden Festival, which he hoped would become an annual event.

David joined the Association in 1966, served on the Solent Area Committee from the early 70's, and as Race Officer from 1975-85. A new Area of the Association was formed, Cinque Ports, with David as Area Secretary, in which position he organised several rallies at Brighton, the Association's 25th Anniversary Rally at Ramsgate and two successful rallies at Sovereign Harbour, Eastbourne. He was Editor of the Gaffers Log from 1985 until 1992, and his experience and diplomacy served the Association well during this period.



David Cade

Photo: Richard Montgomery

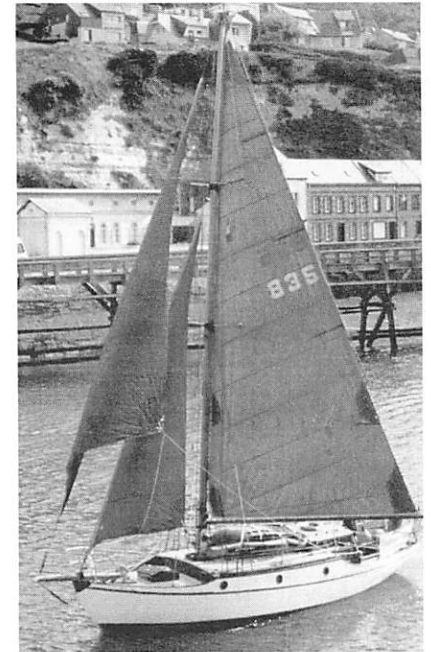
FOR SALE

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.



RYE BEACH BOAT "BILLOWS"

LOA 21ft, Beam 6ft 10in, Draught 1ft 6in (plate up)

Gaff sloop, built H J Phillips & Sons, Rye 1938 as sailing tripper boat. Clinker, spruce on oak. Major restoration 1991 by Benfleet Boat Co. Cooker and boom tent for camping, outboard auxiliary and pair of sweeps. In excellent condition and has much history. In commission Benfleet Yacht Club moorings. Essex. Price £5,000.

Contact: Keith Webster, tel: 01268 752665.

DOUBLE AXLE TRAILER

Substantial trailer, built to carry 30ft long keeled sailing boat. Over-run brakes. Cost plenty when built but any offer considered.

Contact: Dave Cobley, tel: 0118 9403297.



EUROPE

Last year I went to a meeting in Monaco and also one in London representing the OGA. My boss the Editor has kindly (you know, like your Dad would just before he hits you with something painful) reminded me that I still haven't written a report of these meetings for the Log. Well albeit a little late here goes.

In September 2001 I went to Monaco where the Monaco Yacht Club (MYC) hosted the First World Meeting of Classic Yacht Associations. This was a gathering of over thirty representatives from various clubs and associations who in one way or another have something to do with classic boats. Most of us had no idea what it was going to be about. After extensive social entertaining we eventually launched into the meeting. The President and two other board members of the International Sailing Federation (ISAF) were there and explained that the MYC had been given a mandate by them to bring together all clubs and associations in a new class of yachts which, for want of something better, was to be called The Classic Boat Class. All classic boats would be invited to join and we as organisations would be instrumental in putting it together. Simplified it would mean that we would become a class like any other Olympic Class, whereby we would be members of ISAF who would then be officially associated with our activities and events (= racing). What ensued after this was 2 days of discussions of trying to define what a classic boat is, who would define it, what was in it for us, what was in it for the ISAF, financial consequences, organisational consequences, rating systems, etc, etc. In short, enough material for a six week meeting and we kept beating about the bush without really coming to any clear conclusions. I am sure that 'something' will come out of this, although what is unclear at present. My position there to start off with was a trifle odd, as the OGA was the only non-traditional club there. All other associations represented classic boats. Although statutes vary the differences are minimal. The OGA

represents a rig. There isn't a single European association that accepts fibre glass. Also ALL associations see Bermudan AND Gaff as classic rigs. ALL associations felt that if the OGA accepts fibre glass so be it and did not want to impose any restrictions on the OGA, although internationally a certain uniformity would be needed. As yet nothing has happened, but I am sure it will again in the near future. What was useful was that so many different people met and talked. Also important to realise is that ISAF sees the classic boat 'movement' as something serious and worth tapping into.

In December the European Classic Yacht Union held its AGM in London. The OGA isn't a member any more, but as I was there representing the Dutch VKSJ and the ICYA (International Classic Yacht Association) I left my OGA cap on as well. It was a difficult meeting, as a new board had to be chosen. After years of hard work getting the ECU started, the primarily Norwegian board was stepping down. After an enthusiastic start, the ECU was slipping into a bit of a passive state without much real progress. Lack of funds and a true commitment from the members has kept the ECU divided and prevented it from becoming what it does have the potential to be - in my eyes a central focal point where information, events and activities are co-ordinated. Well a new board was chosen, although the procedure was a bit murky. The result has left the ECU even more in a vacuum than it already was. The only real activity I can see at present is the yearly Europe Week that is organised by one member association. This year it was in Switzerland. Otherwise nothing has happened for 8 months.

It is a terrible shame, as the ICYA has also ground to a halt. The ICYA was an association that co-ordinated races and organised prize-giving ceremonies on the Mediterranean circuit. They also had a lovely publication called SAIL FAST. After a long quiet period it seems that this publication will start again soon.

Ron Valent

In 1994, David entered his first three year term as OGA President, in which position he has continued. During this time he has visited all 13 Areas, both in the UK and Ireland. His enthusiasm, willing assistance and great knowledge have made him welcome everywhere. Links have been made with overseas traditional yachting associations, and the OGA's influence has increased so that it has become the voice for traditional sailing in the UK. It is represented at every significant Maritime Heritage event, and in 1999 and 2001, David was invited to be a member of the organising committee for the International Festivals of the Sea, at Portsmouth, in both of which events the OGA played important roles.

David recognised that, whilst the roots of the Association will always be the individual member taking part in local events, these are times of more and more potential regulation by Government and European agencies. He felt strongly that the way to preserve the freedom was to continue to expand the influence of the OGA. His recent introduction of a Bermudan Register, whilst intended to provide an organisation and forum for this important group of traditional vessels, was the recognition of a need.

David was totally committed to the causes he loved, but even more so was he totally committed to his family and home, which were the sure foundation on which all his enterprises were built. He married, in 1974, Alison Short, to whom, with his step-daughters Katherine and Victoria, he was devoted.

John Denner

TRIBUTES TO OUR PRESIDENT

Every now and then, some organisations are blessed with the presence of someone who takes everything in their stride, is always positive, affirming others and good at maintaining a vision. David Cade, with his courage, strong sense of tradition and gentle humour was such an "uncommon man", whose great strength was building strong relationships in the maritime world. I believe a living memorial to David would be to actively continue his efforts in encouraging more young people into the O.G.A. and strengthening the ties and friendships with other organisations in the sailing community. At this time, I think the words of that great sailor author, Joseph Conrad, are appropriate;

"And now the old ships and their men are gone; the new ships and new men, many of them bearing the old auspicious names, have taken up their watch on the stern and impartial sea, which offers no opportunities but to those who know how to grasp them with a ready hand and an undaunted heart."

The Mirror of the Sea, Joseph Conrad 1924

Patrick Reid - O.G.A. of Western Australia

Those of you who knew, or had met David, will know what a loss his passing is. One of life's gentlemen, and a perfect President for the OGA. Our sympathies go to Alison, his wife, from all in the Conwy and North Wales Area.

Sue Farrer - CNW Area Secretary

I was contacted very kindly by telephone and informed of the death of our President, David Cade. At this point I should say that, even though I knew, as most of us did, that David's health had not been good for quite some time and that in particular he became very poorly in recent months, the realisation that his life expectancy had been greatly reduced by his problems were coupled with hope for his recovery. I now realise that hope was the most predominant feature, simply because the sadness and regret I felt when advised of his death, was not lessened by any prior knowledge of his state of health.

On behalf of the North West Area, and in particular Area Secretary Dr. Roger Bucknall and myself, I ask you to pass our sincere condolences to David's family and express our regret that, due to unavoidable personal circumstances, neither Roger nor I will be able to attend David's funeral.

Finally, and on a personal note, I remember so clearly meeting David for the last time at the Association's Annual General Meeting at the beginning of this year. Out of general conversation, it was clear that his health was not good and yet in the face of adversity he still worked very hard on behalf of us all. This was a clear insight to the character of the man and increased my admiration for him.

Tom Middlebrook - NW Area President

All members of the OGA over here in Ireland wish to relay their sympathy to David Cade's family over his untimely death. We are so very sorry. Rest in Peace.

Mick Bentham - DB Area President

It is the sign of a true leader that he doesn't run around like someone possessed, doing 200 different things and only getting half finished, but calmly sits in his chair inspiring and encouraging others to do the work and making sure that ALL of it gets done. For me that was David. A kind and thoughtful person who, through his enthusiasm and social talents, has moved the OGA forward to a new level of organisation and standing. I have only met him a couple of times in the past few years but every time I felt like I was in the company of an old and very dear friend. I am sure that this was the impression he gave to nearly everyone he met and explains why everyone involved throughout the OGA was always willing to do that extra bit.

I will miss him dearly and wish Alison, his children and grand children, strength and courage with their loss that we as 'just' friends already feel so terribly.

Ron Valent - European Liaison

Steps Cottage, Playden,
Rye, E. Sussex TN31 7NT

The Editor

1 August 2002

Dear George

I have been greatly comforted and wholly amazed by the support of the Committee and Members of the OGA on the recent death of David, and would like to thank all of those who have sent letters and cards and who attended David's funeral and thanksgiving service. I will try to answer them all in time.

David greatly valued all the support he received over the last few months of his illness, but most of all for what you have done, both personally and for taking over the temporary running of the OGA. He knew the Association was in good hands and that his ideals would be carried on.

With kindest regards and many thanks to you all.

Yours very sincerely

Alison Cade

indeed indebted to the Club. They seem keen for us to return next year. Our sponsors - Yacht Grot, Hill Sails, Traditional Maritime Services, Cicerello's, and Alec's Marine, ensured a fine display on the trophy table whilst our major sponsor J.Boag & Son kept the hoards happy with their stand in the marquee. Their 'six pack' prizes handed out at presentation time each consisted of 24 bottles of their famous beer. Some 'six pack'!!! Boag also donated \$500 to the Association so ensuring we did not finish the day 'in the red'.

LADIES OF VARIETY DAY

How lucky can you be? Our Ladies of Variety Day was blessed with beautiful weather. Next day gales and rain arrived, which would have had a dampening effect on the sailing and barbequing activities to say the least! The fifty or so disadvantaged children enjoyed the day and we enjoyed our time with them. *Wyndham, Karina, Marco Polo, Christina, Sunbeam, Oriel and Restless* [a RPYC member] had rallied to the call and although there could have been a little more in the way of wind they motored, motor sailed, or sailed around the bay to the delight of the children, some of whom asked for an extension of their time afloat. A rewarding experience.

ROTTNEST ISLAND VISIT - 7/9 April 2002

Karina, Mayflower and *Oriel* transported eight OGA members and friends to Rottnest on Sunday 7th April. Fiona and Bruce had arranged to lease a chalet for the couple of days - a brilliant idea. The fleet was anchored in Geordie Bay. John and Pauline Dilley with friends Peter and Diane had voyaged up from Rockingham, having spent the night of the 6th at the visitor's berth at Fremantle Sailing Club. On the second night John entertained us with his guitar playing and singing(?)

Mike Igglesden

OUR BEST REGATTA YET!

Perfect weather and a record number of

boats and spectators were features of the Old Gaffers Association's fifth annual regatta on the Swan River on Saturday, April 27. Hosted by the Royal Freshwater Bay Yacht Club (RFBYC), 20 old and "new" gaffers and classic boats made a spectacular sight as they responded to the starter's gun off Keanes Point, in perfect sunshine and light winds. Visitors to the RFBYC enjoyed one of Perth's most beautiful views - across the bay. They refreshed themselves from a carnival-style beer tent, from which regatta sponsor J Boag & Sons served several varieties of international beers.



Royal Freshwater Bay Y. C. Regatta Day

Photo: unknown

The majestic and fast Couta boats looked graceful with their perfectly filled gaff sails, contrasting with the variety of smaller and unusual little craft. This year, light winds meant the course had to be shortened and as always, the race committee and handicappers earned their beers. Overall the day was a huge success, with excellent trophies and a big crowd staying on for the presentations.

RFBYC Commodore John Anderson thanked the Old Gaffers for turning on a great event and said he would like to see an expanded regatta next year, including more old wooden and classic craft.

He would also like to see boat-building and static boat displays on the lawns for the public to enjoy.

Adrian Edwards

looking forward to an even better Regatta next year!

I never cease to be amazed at how easily sailing and boats and the water can bring people together. Wander down to a port or harbour or marina or yacht club almost anywhere in the world and I bet it won't take long before you will find yourself engaged in an earnest conversation with someone who shares a common bond and similar interests to yourself, and that is...boats, hopefully and most probably gaff rigged ones at that. My recent trip to Europe had me arriving in Copenhagen early in the morning. Having a few hours to kill before meeting up with my friends, I decided to go for a walk and have a bit of a look around. It was a beautiful, crisp, sunny Sunday morning. After enjoying a pleasant breakfast in a small cafe, and a stroll around the Tivoli Gardens, I found myself in Colin Archer Heaven! If you are in love with double-enders, then this is the place! Copenhagen is crisscrossed with narrow, picturesque canals, and tied up alongside were literally hundreds of examples of beautiful Scandinavian craft, most of them wooden and most of them sporting some sort of gaff rig. As I stood admiring the mast head details of one of these craft, a fellow wandered by and we struck up a conversation. I was asking him about some of the finer details of the different vessels. He was most knowledgeable and informative. Eventually I asked him if he owned a boat, and he replied he did, and that in fact we were looking at it! The fellows name was Bo, and his yacht was a steel Colin Archer design that he built himself. And what a vessel it was! 44' x 14' x 7', and without a doubt the biggest gaff rig I have ever seen on a boat that size. The mast was solid Oregon and 14" in diameter through the partners. It was 60 feet from keel to masthead, and she carried a bowsprit that must have been 20 feet outside the stem! I was invited aboard, and spent over two hours talking boats with this pleasant fellow. The interior was very comfortable and practical. An oil stove heated her up nicely, and we drank cup after cup of strong black tea, which warmed up the insides! Eventually I bid farewell to this friendly gaffer,

and wandered back to my hotel. It was only a brief encounter, but it was one of the highlights of my stay in Europe. By the way ... Bo, who is 65, told me that he had finally decided to sell his beautiful vessel. So if there is someone out there who would like to buy a great cruising boat in Europe (and improve their muscle tone in the process) then let me know and I will point you in the right direction ...

Chris Bowman

EDITORIAL

A sense of history and tradition probably plays a large part in many Old Gaffers' psyche. Not only old boats but ancient buildings, cultures, civilisations, engender a fascination for us which, I believe, enriches us to a point where tradition, possibly surreptitiously, becomes an important factor in our lives. In the boating scene many of us have been inclined to see tradition as 'old'. Traditional ways of thinking and the people who promote it are seen as folk who don't want those ways to die. I have to say that I am a dyed in the wool traditionalist. I also believe that evolution, formed from the traditions and wisdom of the past, happens gently, becoming, as it is formed, a part of our everyday lives.

Our vision for the future should not be trapped in a time warp of yesteryear. Some of the materials and techniques we now enjoy, our grandfathers would have killed for in their boatbuilding days. Our passion for gaff rigged boats is and will be largely kept alive by the use of these building trends. Many years ago John Wilson, publisher and first editor of the 'Wooden Boat' magazine wrote "It is important to keep in mind that our task is not just keeping the past alive but using our imaginations to create new traditions out of old ones." I believe this professed philosophy is one we could easily embrace as a further aim of our association.

One way of keeping this, our heritage, alive is through the annual Old Gaffers Regatta. A combination of hard work by 9 or 10 members of our Association and fantastic co-operation and assistance from Royal Freshwater Bay Yacht Club resulted in a very successful 2002 Regatta. We are

Welcome Aboard

- BC** Mr V Head, 20 Coryton Rise, Whitchurch, Cardiff CF14 7EJ, 4163 *FLEUR*
- CNW** Mr H R Cartwright, Nevadd Fach, Talybont, Ceredigion, Aberystwyth SY24 5DH, 4108 *SHRIMP*
- Mr M Pollecoff, Cae'r Meddyg Farm, Llanbedr, Barmouth, Gwynedd LL45 2NB, 4142 *GABLELLI*
- Mr R G W Wilkinson, 56 Robin Lane, Lyme Green, Macclesfield, Cheshire SK11 0LH, 4136 *KITTIWAKE 20*
- CWL** Mr J Rorke, Kenegie Home Farm, Gulval, Penzance, Cornwall TR20 8NY, 4143 *JUNO*
- DB** Mr G Byrne, 4 Riverside, Milltown Road, Dublin 6, Eire, 4116
- Mr M Fields, 36 Macroom Road, Coolock, Dublin 17, Eire, 4114
- Mr B Lennox, 2 Pinegrove Road, Swords, Co. Dublin, Eire, 4110
- Mitze, c/o Poolbeg Boat Club, Rings End, Dublin 17, Eire, 4115
- DEV** Mr S H Bouquet, 16 South Avenue, Exeter, Devon EX1 2DZ, 4129
- Mr J Wynn, The Linhay, Bozomzeal, Dittisham, Dartmouth TQ6 0JG, 4151 *SUSAN*
- EC** Mr S Armitage, Grantham, Fletching Common, Newick, Lewes, E. Sussex BN8 4JJ, 4128 *ICENI*
- Ms A Barnes, 28 Charleston Court, Seaview Avenue, West Mersea, CO5 8BX, 4158
- Dr. J R C Campbell, Belmont House, Benniworth, Market Rasen LN86 6JT, 4133 *PIGLET*
- Mr M Emmerson, The Ray, 17 Carlton Drive, Leigh on Sea, Essex SS9 1DE, 4159
- Mr F A Frost, 2 Musgrave Crescent, London SW6 4PT, 4135 *POPPY*
- Mr & Mrs T K Halhead, Fa Yuen, Melton Road, Woodbridge, Suffolk IP12 1NY, 4119
- Mr M C Harrison, 7 Ferndale Road, Hove, E. Sussex BN3 6EU, 4134 *LIZZY MAY*
- Mr R Harrison, 41 London Road, Stony Stratford, Milton Keynes MK11 1JQ, 4155 *DESTINA*
- Mr & Mrs J Hopper, Starboard House, Sandy Lane, Waldringfield, Woodbridge IP12 4QY, 4152 *EGRETta*
- Mr B D Jones, 21 Stambridge Road, Tilsworth, Leighton Buzzard LU7 9PT, 4132 *JUNE*
- Mr S P Layer, 8 Brandeston Close, Great Waldingfield, Sudbury, Suffolk CO10 0XY, 4139 *CARTE BLANCHE*
- Mr K Misselbrook, 1 Tomline Cottages, Pin Mill, Ipswich, Suffolk IP9 1JG, 4120 *GRACE*
- Mr A P Osborn, The Pantiles, 20 Covert Road, Reydon, Southwold, Suffolk IP18 6QD, 4149 *AMBERJACK C*
- Mr R M Poole, 59-61 Ladbroke Grove, London W11 3AT, 4122
- Mr R Prior, R J Prior & Son Ltd, Priors Boatyard, Quayside, Burnham on Crouch, Essex CM0 8AS, 4144

	Mr & Mrs D Scarisbrick, 3 Bristol Hill, Shotley Gate, Ipswich IP9 1PU, 4154 JANE LOUISE
	Mr S Studd, 4 Grange Mills, Weir Road, London SW12 0NE, 4162 CLOUD
	Mr R A Skinner, 9 Rathmore Close, Winchcombe, Cheltenham, Glos. GL54 5YX, 4145
	Mr K Webster, 54 Sidwell Avenue, Benfleet, Essex SS7 1LF, 4157 BILLOWS
MNK	Mr G Drewett, 31 Sandalwood House, Longlands Road, Sidcup, Kent DA15 7NB, 4148
	Mr D Ralls, Knell Cottage, Knell Lane, Ash, Kent CT3 2EE, 4156 LOON
NI	Mr D Anderson, 17 Manse Road, Newtonards, Co. Down, N. Ireland BT23 4TP, 4160 MAY MORNING
	Mr D Boal, Beechcroft, 142 Movilla Road, Newtonards, N. Ireland BT23 3RJ, 4153 SEALARK
	Mr J J Bryce, 20 Glebe Road, Strangford, Co. Down, N. Ireland BT30 7AW, 4138 OUR SAGITTARIUS
	Mr T Ingles, 98 Kilntown Road, Dromore, Co. Down BT25 1HS, 4131 SKJOLDUNGE (Bmd)
OS	Mr & Mrs B Dickenson, URB Monte Pego, Buzon 534, 03780 Pego, Alicante, Spain, 4161 ALDARION
SOL	Mr A Barrett, Woodvale, New Road, Wootton, Isle of Wight PO33 4HY, 4146 AVRIL MAE
	Mr R Bazeley-White, Endellion, The Avenue, Long Sutton, Hook, Hants RG29 1TG, 4127 SIGNORA
	Mr A E Blair, 186 Upper Road, Kennington, Oxford OX1 5LR, 4137 TADORNA(formerly BLUE LING)
	Mr & Mrs D W Hopkins, The Bungalow, Station Road, Old Bursledon, Hants SO31 8AA, 4150 HAVSULE
	Mr & Mrs G M Middleton, 4 Salcombe Close, Chandlers Ford, Eastleigh, Hants SO53 4PJ, 4123
	Mr P O'Donoghue, 121 Gills Cliff Road, Ventnor, Isle of Wight PO38 1AD, 4130 TOCHILA
	Mr K J Pausey, 72 Buckland Avenue, Slough, Berks SL3 7PH, 4124 MAID OF SHANNON
	Mr S Pocock, Suite 6 Orchard House, 61-67 Commercial Road, Southampton SO15 1GG, 4126 SIGNORA
	Mr S Price, Suite 6 Orchard House, 61-67 Commercial Road, Southampton SO15 1GG, 4125 SIGNORA
	Mr P Trowill, Cossick, Shore Road, Bosham, Chichester, W. Sussex PO18 8QL, 4121
	Mr T Tyrell, 34 Avenue Road, New Milton, Hants BH25 5JP, 4147 SIMCILLA (Bmd)
	Mr C Ward, 121 Haviland Road East, Bournemouth BH7 6HN, 4140 MOLLY B
	Mr M Wright, Argosy, Lumley Road, Emsworth, Hants PO10 8AA, 4141 ANNE

Kennedy, *Golden Nomad*, Alan and Irene Aston with crew Danielle Gallagher and Carol Laird and *Valda*, Nigel and Linda Snell, all resident gaffers in the Marina, were soon joined by *Blue Chip*. Leslie Hughes and Jessie had trailed in from Ballymena. *Misty Molly* came in from Groomsport with John and Eleanor McAvennie, followed by *Marlou*, Dennis Magill and John Bates from Carrickfergus. Eilish Shevlin in *Lizzie* made the trip of the weekend, having sailed single-handed from Groomsport. This was Eilish's first single-handed voyage. Don McLean made the trip with her, sailing in *Eliza Jane*. The barbeque was in full swing by the time Don and Eilish arrived. Adrian Spence, Attracta Neeson and Peter Welsh arrived to swell the numbers. All in all a successful evening was had. Plenty of burnt meat, washed down with glasses of wine and beer.

Saturday morning was beautiful, not a cloud in the sky. John and Dennis Magill left by road early, travelled to Carrickfergus and sailed *Ebb Tide* to Bangor. We made the decision to go to the Copeland Islands, 4 miles to the east. Ron Martin arrived in *Wee Intombi* from Carrickfergus to fuel up. We left about 12.30, going out into Bangor Bay. There was a 3 blowing from the SE. As the fleet headed NE, the smaller boats were left behind. In the increased breeze *Lizzie* was making little headway, so *Lizzie* and *Eliza Jane* went into Ballyholme Bay for an anchorage. I got a phone call from Dennis Magill to say that *Ebb Tide* had broken her mast, but crew were safe and well. Those of us who were well on our way to the Copelands turned west and eventually all ended up in Ballyholme Bay. We sailed around the Bay before returning to Bangor Marina for the night.

Sunday dawned another beautiful morning. I played with my rigging and eventually got a topsail to the space it should fill, for the first time during my ownership of *Honora*. Don and Eilish decided to return to Groomsport. We decided to sail to Carrickfergus, left Bangor and set sail - *Wee Maggie*, *Misty Molly*, *Golden Nomad*, *Honora* and *Marlou*. A steady force 2 to 3 ENE and bright sunshine made for a memorable, enjoyable sail. We arrived in Carrick then

went for a walk around the boat yard. Here we met gaffers Norman Grant and Wendy Moore. We went to the sailing club for an hour before going to eat at Springsteen's, adjourned back to the boats to pick up musical instruments and went back to the sailing club. We spent the evening singing and playing - even sang songs we had never heard before. All good fun. Sleep came naturally, it needed no encouragement.

Monday morning was noisy in Carrick Marina, there was a bit of a wind blowing. The sign on the wall said nothing over 9 knots from the NE, but it seemed more. *Wee Maggie* left at 07.45 with full sail set, tops'l and toe. About a mile off the tops'l came down. They still made it to Bangor in an hour, in a lumpy uncomfortable beam sea. We breakfasted after 9 and set off, arriving in Bangor about 11.00, having ridden the roller coaster that was off Wilson's Point. *Golden Nomad* came in about half an hour behind with passenger Dennis Magill who had come back to Bangor to retrieve his car. All in all the opening weekend was a success. We saw lots of boats and met lots of gaffers. What more can you ask for.

Peter Lyons

WESTERN AUSTRALIA

PRESIDENT'S REPORT

The Fifth Annual OGA Regatta has come and gone, and from all accounts it was a resounding success. An unexpected job in Europe came up, so unfortunately I couldn't attend. This put added pressure on the rest of the committee members at just the wrong time. I would therefore like to congratulate Shirley Cook, Mike and Mary Igglesden, Clive Jarman, Adrian Edwards and Dianna Hewison, and all other volunteers for their hard work in making the Regatta a day that all members of the OGA can be proud. I would also like to thank the Royal Freshwater Bay Yacht Club (RFBYC) for providing such a fantastic venue, and in particular Rear Commodore Sail John Anderson and Sailing Secretary Jill Slawson for their invaluable assistance in making this years Regatta the best ever. RFBYC were extremely pleased with the event, and are



Earraid at her new home

Photo: unknown

builder. They have owned and worked on some of Ireland's most famous boats, including the Hookers *Saint John* and *An Lady Mor* and recently, after rebuilding the Manx Nobby *Vervine Blossom* in 1990, they went on to race her in the Tall Ships Race in 1998. Dublin Bay OGA wish them all the very best and lots of sailing pleasure with *Earraid*.

On the other end of the scale, it is with regret that we have to inform you of the sad loss of Paddy Barry's Galway Hooker *Saint Patrick*. In a fierce gale down on the south coast, her mooring chains parted and she was left a total wreck on rocks. The *Saint Patrick* was in Paddy's ownership for many years and was the most travelled of all the Hookers, crossing the Atlantic to the East Coast ports in 1988 and cruising extensively in the waters around Greenland and continental Europe. She will be sadly missed amongst the Galway Hooker and OGA fraternity.



Saint Patrick at Brest 1991

Photo: Dick Dawson

DUBLIN BAY AREA OGA COMMODORE'S RACE was held in conjunction with Poolbeg Boat Club weekend on 22 June. It was a fairly low key event with a lot of boats either away or skippers away doing the North West Passage. John Healion, in the Galway Hooker *Morning Star* was first gaff rigged local boat home for the second year running, so retains the Commodoreship.

Mick Bentham

NORTHERN IRELAND

NIOGA OPENING WEEKEND
- 2/6 May 2002

Northern Ireland's Opening Weekend bash was blessed by good weather, 3 times the number

of boats as last year, and a good number of other gaffers who turned up at various times during the weekend. The weather was superb, a bright sunny evening and a light breeze, which did not really affect us. *Honora*, myself and Alison, *Vilia*, Stephen Clarkson, *Wee Maggie*, Peter and Pat

NOTICE BOARD

1. WELCOME to the new Area Secretary for Scotland. After a long break without a representative in that Area, Norman Mikkelsen has offered his services. Please see Area Notes - Scotland, and page 1 of the Log for his contact details.

2. BERMUDA RIG COMMITTEE - Owing to the death of our President and proposed Chairman, this Committee will now meet in September.

3. VOLUNTEERS REQUIRED for what the F&GP Committee call a **Communications Team**. We should like someone to come forward who is willing to be responsible for taking an OGA stand to a limited number of Shows each year. Other volunteers are also required to assist in this task. It is good fun - we know - we have done it! Please contact the Secretary.

4. 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.

5. EURO ACCOUNT - The Association, due to further banking changes, is still investigating a suitable solution for a Euro account. The subscription rate for the year 2002/3 will be 2 Euros to the £1 sterling. This rate has been set due to the high cost incurred in banking charges.

6. BOAT HANDICAPS - If in doubt as to how to obtain your boat handicap, this can be provided by Nick Miller, the Keeper of the OGA Boat Register.

7. NOTICE TO CORNISH SHRIMPER OWNERS & RACE ORGANISERS - The Boat Register has been given a copy of the standard (mainsail & jib) sail plan for the Cornish Shrimper. The dimensions quoted on this plan yield a T(H)CF Handicap of 0.825 based on **sail** dimensions of H 11'0", B 11' 6", G 10' 2", with a fore triangle of I 15' 3", J 8' 4". There is one Shrimper in the Archive with a topsail, which naturally has a different handicap. Will owners please check their boat's dimensions and let your Hon. Boat Register Officer and your race officials know if your Shrimper is not rigged to these sizes.

8. BOAT INFORMATION - 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. By the time you read this, all current orders should have been despatched. If you have not received your plaque, ring Moray. The cost of each plaque will be approximately £7.50 - 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.

11. SUBSCRIPTION RATES - These are as follows - Individual £15, Family £18 (Member, partner & children under age 18), Junior (under age 18) £4.50. **NOTE: there is a £2 discount on all the above subscriptions if a Direct Debit agreement is taken up.**

12. Does anyone know the whereabouts of Mr A R P (Tony) Athill, ex. *Tangaroa*? He is a paid up member but we do not have an address to send him his Log!

H M BARK ENDEAVOUR AND THE CAPE HORN TROPHY

Plans made 12,000 miles away by the Western Australian OGA, executed by means of an 18th century replica Bark through some of the wildest seas in the world, from instructions to the OGA through the March 2002 Log, worked!



Captain Chris Blake makes the presentation in the Great Cabin

Photo: Gabrielle Scott

David and Alison Cade, alas, were unable to join us due to David's illness. At 15.00 hours on Friday 21 June 2002, the day *HM Bark Endeavour* came in from deep sea, we met Captain Chris Blake. See Area Notes, North East for Peter Scott's details of that little ceremony. But before that there are some thank you's to be said. This Seamanship Trophy is the brainchild of Patrick Reid, ex-President of the OGA of WA. Letters and phone calls have limited publicity and I feel this is the proper place to formally say thank you Patrick from the OGA. It is an outstanding gift in its workmanship as well as its aims. Also, this is the place to thank Captain Chris Blake for bringing the trophy 12,000 miles to the UK via Cape Horn. So far as I can remember, this is the first time we have had an Association Trophy - a trophy which is open to anyone, anywhere, who is a member of the OGA. We shall be looking for people considered by sponsors to be good seamen or to have performed individual acts of outstanding seamanship. Details at the end of this article.

It is surprising how little we think of Cape Horn today, in this age of the Panama Canal and cargo ships without sails. The world has all but forgotten the time of commercial sailing ships - fleets like Laeisz' Flying 'P' Line and the last of the big fleet owners, Gustaf Erikson, who ran to Australia for grain until at least 1939. The written records of these days, by people like Alan Villiers and Eric Newby, who have recorded their trips for posterity, are worth reading. When I was an apprentice, I was intrigued by the stories told by an old electrician's mate who had, in his young days, worked for Erikson on these big four-masters. Another man I met who sailed on the *British Isles*, said that her decks turned green due to being permanently under water in the dash to the Horn. Their stories were all the same - cold, always wet, lack of sleep and poor food. But both had a twinkle in their eyes which said 'I've been there', when they talked about their trips. By today's standards, these trips were heroic experiences. The Horn is an area of force 10 gales, is cold and littered with icebergs. It requires good seamanship from good seamen.

Vivid, accounted for, concern mounted and a radio call was put out but with no reply. So a search was required and *Kadsy* put back out to sea to find out where this missing one had got to. She was soon revealed to have retired and anchored a couple of miles to the east fairly close inshore but with engine trouble. A tow line was soon rigged and we were off.

The prize giving and after race party was in Queenborough Yacht Club after we had all enjoyed a sumptuous BBQ held in the grounds of the Club. Prizes were:

1st over start line finishing the race.
1st home any class.
Last Home any class.
Special Award.
Longest distance to take part.
Honesty Prize (Wrong side of start).

Proud Mary
Bird of Dawning
Polly
Jane
Vivid
Kajan

Bottle of Spirits.
Mowlem Cup.
Davy's Tail End Trophy.
Smack Alley Trophy. DNF
Petronella Trophy. DNF
Model Engine Trophy. DNS

Class I. None entered.

Class II.

1st of class to finish.
1st to finish on Elapsed Time.
2nd to finish on Elapsed Time.
3rd to finish on Elapsed Time.

Bird of Dawning
Bird of Dawning
Proud Mary
Polly

MNK Platter.
George Beckett Trophy.
Owen Aisher Memorial Mug.
Young Alert Trophy.

Class III None finished.

'Well I got out of bed and started anyway trophy'
Special Thanks Award.

Linnaea Beckett Rankine Cup.
Kadsy Bottle of Spirits.

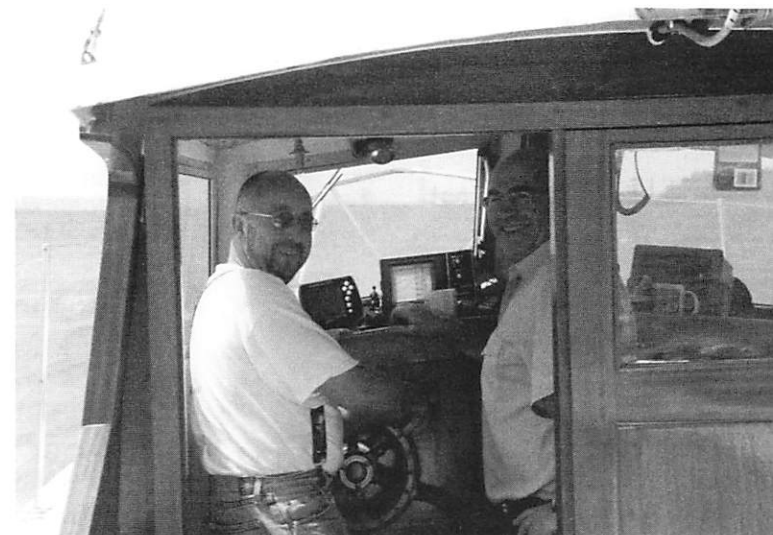
Robert Holden

DUBLIN BAY

Recently purchased by Mick Hunt of Howth, a founder member of Dublin Bay OGA, *Earraid* has a new home. She now lies in all her refurbished splendour on moorings just inside Howth harbour, beside the East Pier Lighthouse. Built in Sandbank in 1948 by Morris Lorimer Ltd. for Mr Colin William of Paisley in Scotland, she was purchased by Mr Roy Dyer of Rhoscolyn, North Wales, and

was in his ownership for the last two generations, up until last October when Mick spotted her lying in a boatyard in Holyhead. He immediately fell in love with her and arranged her purchase.

Mick has a lot of experience in rebuild and refurbishment work, along with his brother-in-law, the infamous Johnny Healion, owner of the Hooker *Morning Star* and master boat



Trevor & Colin in the *Kadsy*'s wheelhouse

Photo: Robert Holden

part and for the third time this season so far, the winner was Doug Smith in *Lassie of Chester*.

There is no doubt the turnout at the Mersey River Festival was excellent. The numbers at the other three events was disappointing, but the fact they were so enjoyable for those who did attend will, I hope, encourage more members to take part in future events.

Tom Middlebrook

MEDWAY & NORTH KENT

MNK ANNUAL RACE.

Back in October of last year it seemed safe to have our Annual Race on 15th June 2002. OK, so the East Coast start their East Coast Classics tour on that date but they would be going north and further away from us. What we had not known about however and was not at that time planned, was a large race of Bermudans of all sizes and types that was to start at the same time as us in the East Swale, but at least it would start a mile further out to sea. We learnt about this only a few weeks before our race but decided to carry on anyway.

With the wind at the time of the early morning briefing being a bit fresh from the SW, the Race Officer had misgivings about starting the race. The decision was made though to allow the start to take place. So, on station the Committee Boat *Kadsy* went through the formalities of the start as the latecomers for the other race tore through our start line to theirs a mile further out. Our participants were not a lot better as it was several minutes before

the first of ours approached and crossed the line. That vessel was *Linnaea* followed a little later by *Jane*. Both of these are Dauntless's and both considered the conditions too brisk, and so having crossed the line they retired and turned back up the East Swale.

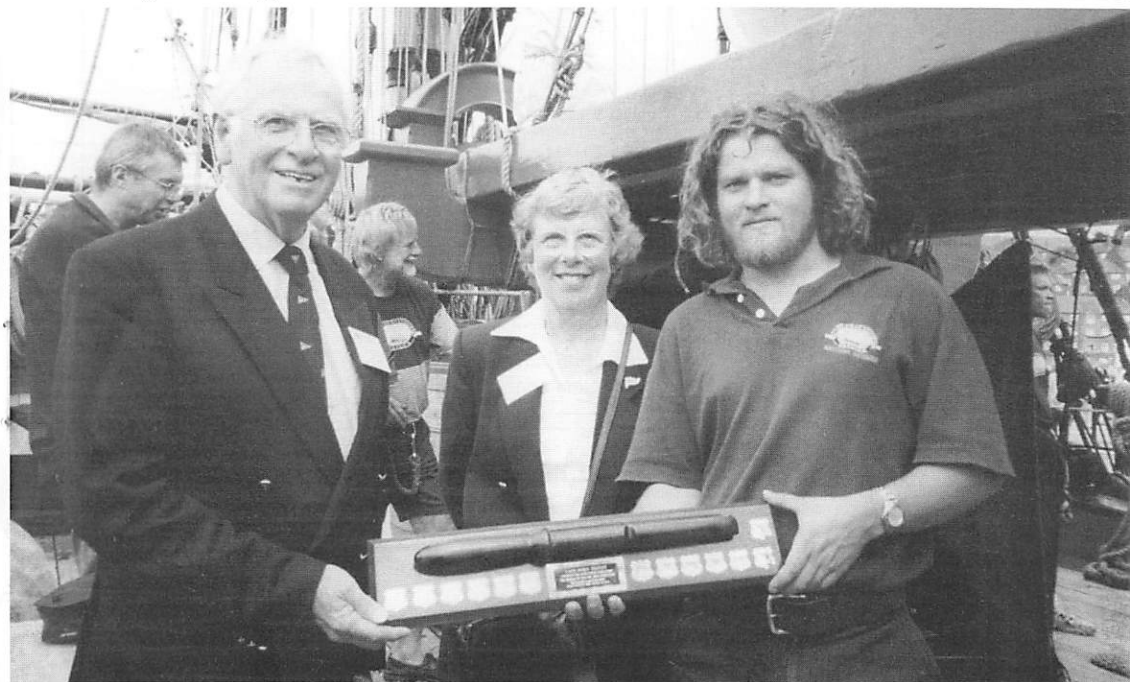
A little later *Proud Mary* crossed the line to become the first boat to cross the line that was to finish the race. She was followed in scattered order by the remainder. With the turning mark, the Columbine Buoy, rounded, the next mark was Spile Buoy off the north coast of the Isle of Sheppey. This was to be left to port which presented no problems but it was found prudent to put in a tack after passing the buoy to go inshore out of the more choppy seas further out. The fleet was by now well scattered but the leaders happened to come up with the racers from the other race at the Spile buoy, and beyond, and gave many of them a run for their money as the power of gaff was revealed to them. There were many good humoured exchanges as the vessels traded tacks.

As the leaders in our race carried on up the Medway to the turning mark of Stoke Buoy, Committee/ Safety Boat *Kadsy* took up station to form the finish line at Queenborough Spit Buoy. With all but one,



Proud Mary - 1st to start

Photo: Robert Holden



Family Caretaker - Carpenter's Mate Andrew Reid (Patrick's son) with George and Brenda Jago Photo: Gabrielle Scott

Awarding the Cape Horn Trophy

First the judges, who have agreed to judge the applications, are Captain Richard Woodman and Tom Cunliffe, both good and established seamen.

Scope of the Award - It is suggested they will be looking for individual acts of outstanding seamanship or extended periods of all round good seamanship which it is felt is worthy of recognition. The scope is wide open. By this it is meant that an act by someone who has only been sailing for, say, two years and impresses the sponsor, is valid, while the same act by someone who has sailed for thirty years may not be thought so worthwhile because of their experience. The judges will decide the most valid case provided you give them all the facts as you see them.

Will sponsors please send their applications to the Association Secretary, Denis Stonham, by no later than Friday 22 November 2002. The Award of the Trophy will be made at the Association AGM in London on Saturday 11 January 2003. The winner's name will be engraved on one of the shields and they will be entitled to hold the trophy until the next Association AGM in 2004. The winner will be notified by the Association Secretary in good time before the AGM.

Note - This is the first time we have given the award and we may have to modify this process in the light of experience! Also, while the trophy can only be won by an OGA member, sponsors can be anyone - Commodores of Yacht or Sailing Clubs, Schools or Youth Clubs, Sail Training Organisations, etc. There are no limits on age or gender.

George Jago



BUCKINGHAM PALACE

The Queen has received many messages of support on the occasion of her Golden Jubilee, and has asked that the enclosed reply be sent to yours with her Gratitude and good wishes.

Sir Robin Janvrin

Sir Robin Janvrin
Private Secretary to the Queen

May 2002



Prince Philip and I have been deeply touched by the many kind messages about the Golden Jubilee.

This anniversary is for us an occasion to acknowledge with gratitude the loyalty and support which we have received from so many people since I came to the Throne in 1952. It is especially an opportunity to thank all those of you who help others in your own local communities through public or voluntary service. I would like to think that your work will be particularly recognised during this Jubilee year.

I hope also that this time of celebration in the United Kingdom and across the Commonwealth will not simply be an occasion to be nostalgic about the past. I believe that, young or old, we have as much to look forward to with confidence and hope as we have to look back on with pride.

I send my warmest good wishes to you all.

ELIZABETH R.

6th February, 2002

Saturday's race -

Overall winner - The Long Tackle Trophy -
Zinnia - Ian & Sue Pople

Class 1, over 28ft - The George Hotel Trophy

1st	<i>Thalia</i>	Ivan Jefferis
2nd	<i>Dirk II</i>	Graham Benton
3rd	<i>Venture</i>	Richard Coles

Class 2, 23ft to 28ft - The Bugle Hotel Trophy

1st	<i>Zinnia</i>	Ian & Sue Pople
2nd	<i>Foxhound</i>	Mark Woodhouse
3rd	<i>Eleanor Mary</i>	Andrew Cull

Class 2, over 50 years old - The Wheatsheaf Trophy

1st	<i>Lone Wolf</i>	Dick & Pat Dawson
2nd	<i>Dolphin of Leith</i>	John Lowrie
3rd	<i>Charmina</i>	Richard Rouse

Class 3, under 23ft - The Kings Head Trophy

1st	<i>Ianthe</i>	Steve Renvoize
2nd	<i>Lucy</i>	Martin Pound
3rd	<i>Circus Girl</i>	Classic Boat Museum

Class 3, over 50 years old - Salty's Trophy

1st	<i>Circus Girl</i>	Classic Boat Museum
2nd	<i>Ibis</i>	Nick Buxton
3rd	<i>Mary Niven</i>	Dave Rendell

The most deserving boat in the event - HMS Hurricane Salver

A new prize, donated as a perpetual trophy by Blake Simms - *Vagabond* David Cade

Pat Dawson

DEVON

BRIXHAM HERITAGE FESTIVAL

On Saturday 1 June, the Brixham Heritage Festival got off to a spectacular start with the Sailing Trawler Race. A fleet from all along the South coast and of all sizes gathered in Brixham harbour on the Friday evening. Under the management of the Brixham Sailing Trawlers Race Committee and assisted by the Devon Area Gaffers Association, large sailing trawlers, smaller Oystermen and various gaff rig yachts assembled to compete in one of the 5 classes. Much camaraderie and spontaneous music-making resulted in some slow reveilles on the Saturday morning. The

weather was superb and the Heritage Festival visitors were treated to a fine sight as some 20 boats jostled for position on the line. The promised breeze took some time to materialize, resulting in becalmed yachts right under the various vantage points for the spectators. However, the wind freshened and eventually all enjoyed a spanking race, rounded off by an impressive Concours d'Elegance.

Vigilance won the coveted King George V Cup whilst *Our Daddy* and *Marie Louise* each took the honours in the other 2 classes for working gaffers. *Sconce* won the class for pleasure and non-gaff traditional yachts. This is an annual event at the start of the Brixham Festival Week and is growing year on year. More participants are always welcome, with participants from France, Holland and Scandinavia expected next year. Details from me on tel. 01803 834323 or holden_charles@hotmail.com

Charles Holden

NORTH WEST

In the North West Area, the sailing season got off to a very good start. As members will know, we take advantage of invitations from other sailing organisations and hold our races within their various regattas. We were invited to the West Cheshire Sailing Club Regatta on the 1st June. Only three gaffers turned out but the skippers and crew thoroughly enjoyed being a part of a more significant event. The winner was Doug Smith in *Lassie of Chester*. We were invited to take part the following day in the Wallasey Yacht Club Regatta. Again only three boats attended and again Doug Smith came first in *Lassie of Chester*.

Our most significant race of the year was held on the River Mersey on the 16th June as part of the Mersey River Festival. This was an excellent event with 16 gaff sail craft in attendance, 9 of them being OGA members. (*Hope you gave Membership forms to the other seven Tom. Editor.*) The winner of this event was Rodney Swainbank in *Naiad*. On Saturday 13th July we were invited to take part in the Dee Sailing Club Regatta. On this occasion 4 gaffers took

and there was a short postponement. During this time a breeze filled in making it possible to make it up over the tide. Sixty boats started on a line off the green making it a little busy at the first mark which was a buoy NW of the pier down wind and tide. The next long leg across to Tanners, east of Lymington, was where the race was won or lost, as the ebb was by now well away. From there the fleet was hard on the wind back towards the Island to Harwoods buoy before beating down to the start line, where the race was shortened. *Zinnia* held her own against the much larger opposition of *Thalia* and *Eleanor Mary* (the larger) and finished first, both over the line and on handicap. Her sister ship *Foxhound*, Mark Woodhouse's new pride and joy, was not far behind and was second on corrected time. Throughout the race the weather improved, the breeze filled in and eventually the sun came out. 55 boats finished the course within the time limit. Thanks must go to our new Race Officer Christopher Waddington and the Royal Solent Yacht Club who gave assistance. David Cade had hoped to help by providing his motor boat *Vagabond* as our committee boat but his illness prevented this. However it was good to see him bring *Vagabond* out to watch the race. By the time

everyone got back into the harbour the sun was out and things ashore were going with a swing. On the water the Harwoods Trophy, best dressed boat and crew, and the Mayor's Cup, the best turned out boat, were being judged. The Harwoods Trophy went to *Young Alert* and *Nightfall* won the Mayor's Cup.

At the prize giving, as well as the race trophies and those listed above, *Charlotte Jane* won the fastest passage from Chichester on corrected time - the Black Pig Trophy. The Harbour Commissioners' Trophy for arrival time was won by *Out of the Blue*. Supper was served afterwards together with a free glass of wine courtesy of Badger Brewery. There was still plenty to do, with another excellent dance band, the Dance Preachers, and the bar open to 11.45 p.m. on the Quay. Some were gluttons for punishment and partied on into the night on the boats.

Sunday morning was wet, windy and unpleasant; such a shame as there was still plenty organised and going on in the town. Reefs and oilskins were the order of the day for the sail home.

A BIG thank you to Pat Lester and her committee for making it such a special event once again. To all the sponsors; the main ones being:- Isle of Wight County Council, Wight Leisure, Wightlink Ferries, Badger Brewery, Harwoods Chandlers, Yarmouth Marine Services, Watermark Event Management and Classic Boat. Thanks also to those behind the scenes, especially George and Brenda Jago who ran the OGA stand and the Royal Solent Yacht Club for their help with the race.



YOGAFF fleet passes *Lord Nelson*

Photo: Stephen Price

69 Wylie Road, Hoo,
Rochester, Kent ME3 9EG

George Jago Esq.

22 May 2002

Dear Editor

'CLASSICS'

For quite some time now I have been puzzled as to what a 'Classic' yacht is. From my Oxford dictionary I read - "Classic - a&n - of the first class, of allowed excellence; of the standard ancient Latin & Greek authors, art, or culture; of Latin & Greek antiquity; in the n style, simple, harmonious, proportioned and finished, (of romantic) having literary associations....."

Reading the May issue of "Eastcoaster", and in particular the events notices, we find -

The season has started for Gaffers, Smacks and Classics; Southwold Smack & Classic Boat Regatta; Ipswich Smacks, Barges & Classics; Jubilee Regatta, Gaffers & Classics; Felgate Points, Gaffers/Classics; East Coast Classics, Classic Bermudans, Sail a Classic, Smack & Classic Boat Rally; Politburo - Classic Bermudans are welcome to join the OGA.

From the list above it's clear that gaffers and smacks do not seem to meet the criteria to be "Classics" under the Oxford dictionary definition. Have we now become second rate? Have we been relegated? Has our Association (after all it does bear our name) already been taken over by the "Classic" Bermudans? I fear the skids are under.

Good sailing

Yours sincerely

Ray Rush

31 May 2002

Dear Editor

Very many thanks for the June Log - as interesting as ever. I should have waited a week before writing my earlier letter because I feel that the thought you have left with us in your editorial needs a reply -

"What is wrong with the OGA trying to do its bit by raising a register of traditional Bermudan Boats?"

Answer - everything. We have peaks not points and I feel that all our efforts should be focused on gaff rig - the name of our Association and our Log.

A more pertinent question surely would be what is wrong with the owners of traditional Bermudan boats doing their bit by raising a register of their craft? It absolutely baffles me as to -

a) why a long established Association representing gaff rig should want to take on extra duties by representing Bermudan boats and

b) why, if traditional Bermudan boat owners feel the need for an Association, they cannot establish their own, using the OGA as a role model if that suits their needs.

It seems to me that we are nosey neighbours being concerned as to the way next doors kids are

being reared. As the Solent Area Secretary has reported, we lost our identity. Hear! Hear!

Best wishes

Ray Rush

George Jago

Dear George

I am writing to say thank you. The welcome you and your good lady gave to us new members of the OGA at Yarmouth could not have been warmer.

It was good to make some new friends at the Festival. In the past I have often found that many organisations expect you to be around some time before you are truly welcome - not so with the Old Gaffers I am pleased to say.

Having been out on the moorings rather than in the harbour itself, we missed out on some of the fun, but thankfully once ashore many of the members made us feel welcome and part of the whole thing. This approach to new members can only be good for the future of the Association and we are pleased to be a part of it.

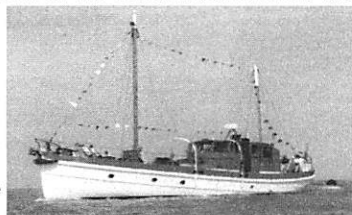
Kind regards

Yours sincerely

Stephen Price & Crew

Signora

Signora
Photo: Stephen Price



Grove Farm House, Little Bealings
Woodbridge, Suffolk IP13 6LT

The Editor
Gaffers Log

20 June 2002

Dear Sir

I note in your editorial a suggestion that the OGA might consider a "Lloyd's Yacht List" type of register to encompass Bermudian boats.

Heritage Afloat is looking closely at the business of creating a similar type of register but to include all the heritage vessels in the country. This will have the aim of codifying and forming a Lloyd's type register of all such vessels - from dinghies up to ocean liners - for the information of all and to bring power to the 'old boat' fraternity in its fight for recognition while also building a defence against the ever pressing bureaucrats.

I fancy that HA, with its all enveloping responsibility, might be a better start point for such an activity than the closely focussed OGA. The OGA has done sterling work creating the 'old boat' scene but such a move as you suggest might dismay its loyal membership by diluting its founders' clear aims.

Yours sincerely

the Small Boat Gathering at Derwentwater, 30 August to 2 September, will be in the December Log.

Sue Farrer

SOLENT

YARMOUTH OLD GAFFERS FESTIVAL (YOGAFF) 7/9 JUNE 2002

This sixth festival, which had even more interest than previous years, was restricted to fully paid up members of the OGA. We accepted 120 entrants with 105 actually attending. Thanks to those who could not make it who let us know; it made things easier for both us and the Harbour Staff. For the last 3 years this has been the best attended event in the Solent Calendar. As always Yarmouth Harbour was very welcoming, Bryn, Bernie and the team arranging the mooring for us, to give the town a splendid sight once we got out all our flags. Unfortunately the weather was not so co-



The turning Mark

Photo: Alison Cade

operative, however the winds were not too strong, allowing most a reasonable trip to the event. By 8 p.m. on Thursday over 30 boats had been registered and most of the crews had repaired to Joe and Pat Lester's for a brilliant barbecue and get together.

Friday dawned dull with the threat of showers. Such a huge shame as the Town Festival Committee put a vast amount of work into the organisation of all the shoreside events. In addition Pam Rhodes, of 'Songs

of Praise' fame and a leading light in the RNLI was, at the last moment, unable to open the event. Radio Solent came to the rescue and with the help of Denis Skillicorn and an "on air" link, things took off together with lots of balloons at midday. The Badger Brewery bar opened in the marque on the Quay and a host of street performers began their acts around the town. There were craft fairs in the square, Punch and Judy shows and music all around the place - jazz, shanties, pan pipes and loads more.

That afternoon a fun race to Totland had been arranged. Competitors had to time themselves past Black Rock Buoy, sail to Totland, pick up an object and return to Yarmouth, timing themselves back past Black Rock. The winners were Sam and Maggie Bayliss in *Brilleau*, with George Beckett in *Young Alert* in second place. Totland Parish Council arranged the Totland end of things and presented a super piece of Alum Bay Glass, the Totland Tot, as 1st

prize. In the early evening most gathered in the Royal Solent to complete the registration process, collecting "goodie bags" full of useful booklets and a free bottle of wine donated by a local grower, Rosemary Vineyard. Later many were to be seen dancing the night away on the quay to the Accelerators - an excellent band..

First thing Saturday it was calm but fortunately wind was forecast. As we left the harbour for the race there was very little

Plans are in hand for the 2003 Classics. Tide times would suggest a likely date of 25 June.

Jon Wainwright

CONWY & NORTH WALES

ABERMENAI WEEKEND - 4 MAY 2002

Astonishment - a Bank Holiday weekend and the weather forecast was dry and sunny with northerly winds, ideal weather for the first of the season's OGA and friends Anglesey cruise. Two skippers, Mike on *Elenior* from Port Penrhyn and Barry and Ave on *Puffin Bach* from Conwy, had expressed an interest in joining *Sea Fever* on the jaunt to Abermenai. Abermenai is a picturesque, but isolated, anchorage at the end of a long line of sand dunes opposite Fort Belan, at the southern entrance to the Menai Strait. It is well sheltered from all but strong north easterly winds.

Mike had left on an earlier tide, so *Puffin Bach* and *Sea Fever* ran down on the afternoon ebb, through the Swellies and past Caernarfon in bright, but cool, sunshine. We arrived at Abermenai at just after 18.00. Mike was already anchored in the pool and when *Puffin Bach* and *Sea Fever* were rafted up he joined us on board and the party began. Barry was soon ordered ashore to start the barbecue, a role to which he is eminently suited, Ave had arranged the food and drink, Mike rowed us ashore, and the serious eating and drinking then began. We watched a fabulous sunset from the top of the sand dunes, backed by the mountains of Snowdonia reflecting a myriad of crimson and pink colours, a spectacular mythical backdrop to one of nature's best vistas. Then it was back down to the fire, where Barry had prepared barbecued bananas stuffed with chocolate and covered with cream. Eventually, we navigated our way back to the boats by way of the stars, through a phosphorescent sea. Magic.

The next day, we made our way out over Caernarfon Bar to Llanddwyn Island, then on to Pen y Parc, again rafting up close to the deserted beach, sheltering under the cliffs from the gentle offshore breeze. Once settled, we carried on the party aboard *Puffin*

Bach. Tonight's speciality, an hors d'oeuvres to die for, olives stuffed with anchovies.

Monday started slowly at about 10.00. The offshore wind was starting to increase and by midday it was a northerly force 6. *Puffin Bach* and *Sea Fever* set off with reduced sail under the lee of the land, reaching Caernarfon Bar at the first of the flood. Once we were over the bar the wind headed us and we proceeded under iron topsail. As we passed Caernarfon, the weather moderated and it became less of a thrash to windward. A late lunch was participated in when we reached the moorings at *HMS Indefatigable*. We eventually made Port Penrhyn dock by 18.00. *Elenior*, with her deeper draft, came over the bar close to high water and arrived back at Port Penrhyn 15 minutes after us.

Many thanks to Mike, Barry and Ave for helping to make a party and a special thanks to Ave for the exotic and lavish hospitality afforded us over the weekend. Let us hope the weather is kind to us for the next proposed gathering at Porth Wen on 29 June. Now where did I put those bananas?

Stuart Nicholls

Sea Fever

To date, Stuart has not sent us a report of the weekend at Porth Wen, although I have heard that unfortunately strong winds prevented them from leaving Port Penrhyn and a large group arranged a meal at a local hostelry!! Report to follow, I hope, if they can remember what happened!

Arrangements are being made to again visit the RNLI Lifeboat Station at Holyhead and to go out to sea on the offshore lifeboat. This will take place on 27 October, when the weather will probably be rough off the stacks, as it was last time! What a brilliant morning we all had, followed by an amazing lunch at the residence of Angus and Doreen, who live minutes from the station. If you are interested, please let me know as soon as possible as we are limited to 12 on the lifeboat.

A full report of the Nobby, Gaffers and Classics Race at Conwy on 11 August and

Michael Burn - Secretary, Heritage Afloat

Apologies Michael, my intention, which has been misunderstood, was simply to increase the depth and breadth of the OGA Archive as a 'source of research information'. Editor.

'Tops'ls', 4 Thistley Close, Goldhanger
Maldon, Essex CM9 8AU

George Jago

Newsletter Editor

6 July 2002

Dear George

East Coast Classics

Again many thanks to Brian Hammett and Jon Wainwright and their team of helpers for the organisation and hard work to make this year's East Coast Classics a most enjoyable fortnight, with the additional bonus of marvellous weather.

One small gripe - for small boat owners some of the start times of passage races were unreasonable, when maximum use has to be made of the tide. (Answer - get a bigger boat!)

The two Dicks (Phillips & Baker)

Mudskipper

Lime Kiln Quay, Woodbridge
Suffolk IP12 1BD

17 July 2002

Dear George

The B Word

Predictable? At the AGM in January, a working group was appointed to look at the basis for establishing a Bermudan register, to report back by Midsummer's Day. The days are now shortening. Hard to tell whether the appointed mountains have been in labour, but I haven't heard a squeak, let alone seen a mouse. Without inside knowledge of the process, I could guess that the hesitation centres on the definition of craft suitable for inclusion, preferably on a "rational" basis. If that is the case, it seems to me to miss the point. If it is not the case, why the delay?

The gaff register is open to craft with a gaff rig - whatever their age, provenance, material, appearance or owner. Some of these craft embody perhaps the most lasting achievement of the OGA, namely the preservation in working order of craft which may otherwise have rotted away, together with the skills needed to maintain and operate them. In creating and maintaining records of these boats the OGA has earned itself a place at the top table of historic maritime associations. Beyond that, the raised profile of gaff rig will doubtless have encouraged the newer breed of gaffers (Crabbers, Drascombes, et al), a disparate bunch for which the OGA has provided a ready-made home. There is no doubt that their involvement in the association and its events has been good for the OGA and gaff rig.

On that basis, the Bermudan register should be open to craft with a Bermudan rig - whatever their age, provenance, material, appearance or owner. As with the gaffers, some of these craft will form part of our maritime heritage, and the infrastructure of the gaffers used to good effect to capture that with an authority far greater than an individual or class association. Sure, there will be a number of less historic boats, but I don't think that is too much cause for concern. The guys with the smart white Jenneteaucoody wouldn't be seen dead with a bunch of scruffy individualists anyway. The

track record from combined events - Shotley, East Coast Classics, IFOS, for example - is very encouraging and they are enriched by the variety.

But the OGA is fine as it is, I hear you cry. I'm not so sure. Membership is more or less static in number terms, most of the old boats which can be restored have been, the "second wave" of plastic gaffers has more or less run its course (think how many of the producers have gone bust - lots, or how many new boats have been introduced over the last decade - not many) and attempts to develop the rig are met with ambivalence at best. Added to that the burden of running the organisation seems to fall on the same few (and increasingly ageing) shoulders year after year.

But we'll be like any other boat club! Not starting with the existing membership, we won't. In any event, I don't think we are going to be trampled to death by hordes of romantic Bermudan sailors all of a sudden. We may even have to go out and get them! Besides, the experience of events where OGA members have been alongside Bermudan boat owners indicates that common ground is pretty extensive.

But it is not in the aims of the Association! Times change, and so should an organisation's aims, particularly since many of the original ones have been substantially achieved. It is probably sensible, though not in my view absolutely necessary, to establish a distinct register. Different classes of membership would be a bad idea.

So we should - now - take the chance to enhance the Association by inviting owners of Bermudan boats to join. It would increase the pool of help to run it, increase the number of participants in events - whether racing or not, and provide the opportunity to extend further the authority of the Association on historic craft.

Anyway, if we don't provide a home, somebody else will.

Moray MacPhail

SNIPPETS

'IMPLEMENTATION OF DIRECTIVE ON SEAFARERS WORKING TIME AND MEDICAL CERTIFICATION (1999/63/EC).'

A bit of a mouthful is that title! This Regulation is aimed mainly at the larger vessel though it will have some impact on the larger vessels in our Association. It will also affect those of us who 'work' their vessel, possibly on charter. Vessels will, from early September of 2002, have to comply with the provisions of this new item of Regulation, which as its name suggests is about the hours seafarers work and their medical fitness to carry out that work. The OGA has been a consultee on this new Regulation and been able to comment as appropriate.

PASSAGE PLANS.

A rather good article by Libby Purves in the July (2002) issue of Yachting Monthly pokes fun at the prospect of having to do Passage Plans for every passage we make. Sadly it is now a fact and comes from SOLAS (Safety of Life at Sea) Chapter V which deals with the requirements of Safety of Navigation. Although vessels of less than 150 Gross Registered Tonnes are exempted from the regulations the Maritime and Coastguard Agency (MCA) has the power to exempt them from, it still leaves a number of compulsory SOLAS regulations that ALL leisure boaters will still have to comply with. One of these is the one that concerns Passage Plans. From July of 2002 a requirement came into force that anyone making a passage is now required to have a Passage Plan.

NOTE: Having spoken with MCA, a practical explanation of this regulation will be available at the London Boat Show. Editor.

Robert Holden - External Liaison

crowding the shallows. *Bona, Ariel, Clytie, Victoria, Deva, Moonstone, Maryll, Gromit* all held to the North Shore while *Vashti, Ma Solitude, Peggy* and the others kept south. Greatest shock was when *Peggy* tore past *Vashti*, despite the latter's spinnaker, and led the fleet to Shotley Spit. Then it was beating all the way to Ipswich, but even then it took *Vashti* until Levington to get by the nobby. The race finished just short of Orwell Bridge. *Vashti* took line honours, *Ma Solitude*, second across, won on handicap, whilst *Airlie* took third. *Victoria* was first work boat, *Peggy* first prawner. The fleet then went in to Ipswich Wet Dock, mooring at Ipswich Haven Marina.

IPSWICH REGATTA 29-30 JUNE

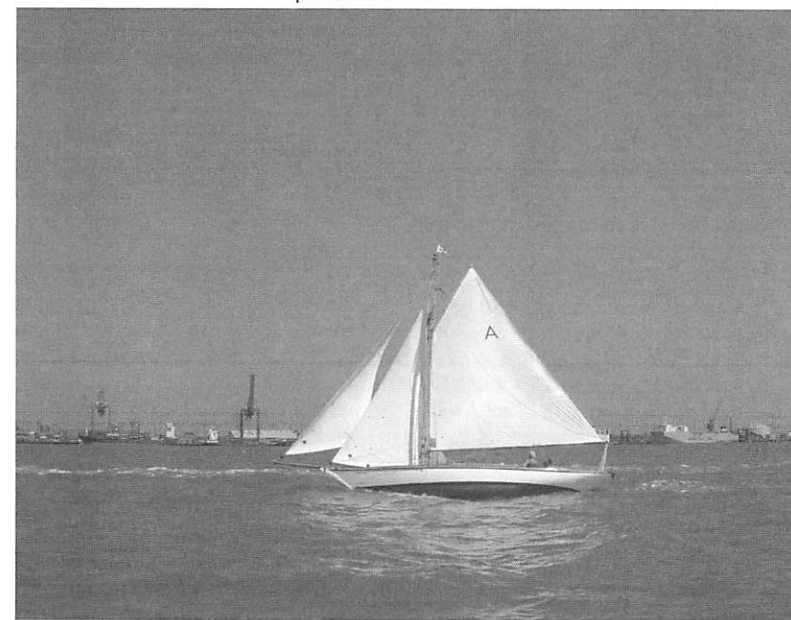
The racing had been hard going for many, but the company were all up for more fun. We had some superb rowing races, in various classes, male and female. Sarah won the All Comers Female, whilst *Vashti* Racer took the Male. We also had coxless pairs rowing, male and female, and such was the demand we had to have heats for both sexes. The finals were very hotly contested. In the smack boat sailing *Gone for a Burton* (which was also the ferry to the Greasy Spoon Cafe) took line honours, with *Patemoster* winning on handicap. Whichever way you looked at it *Lettuce*

was second. The games finished with mixed dinghy football. There was some very suspect play from the skipper of the Horse and Hound team, but she was not red-carded and stayed in the dock to score the only goal.

So ended the longest festival of sail and song

we have ever had on the East Coast (as far as I know). Some would say it must have been too long, but it wasn't, and everyone had enjoyed a wonderful and unusual holiday on the not so fashionable East Coast - the enthusiasm of the participants spoke for itself. There was one almighty task in working out the final results and all the prizes, but some how we managed. In probably one of the not very good summers of the decade, we had completed a very complex programme, not just of racing, but lining up all the facilities and gathering places, all with big logistical implications. It had been a tremendous team effort by an enthusiastic committee and equally enthusiastic participants.

The Victor Ludorum in Absentia prize went to *Airlie*, sailed by Robert Berk. She is a tremendous craft with unbeatable all round performance.



Airlie, winner of Victor Ludorum prize

Photo: Mike Robertson

It is difficult to know where to start the thanks for all the help we received from organisations, clubs, firms, individuals - Seafarer Books, Classic Boat, Watercraft, Harbour Marine Southwold, Adnams Brewery and Waveney District Council were just some of the outside supporters.

many of the tax-payer funded vessels refusing permission to lie alongside. Small wonder then that *Vashti* took on the Royal Navy with a well aimed bucket of water! The Yacht Club was over booked too, despite having been warned that we would be coming last June. Some skills were shown in berthing normally unhandy gaffers in confined spaces.

ORE & ALDE RALLY 24-25 JUNE

There were some very early starts made to catch the flood tide down to Orford Haven. Fortunately, with a lot of urging by the committee, the wind went north of west and gave us a relatively sheltered passage south. This was a major worry in the planning, with the prevailing winds normally on the nose. Many boats anchored off Havergate Island for the barbecue off Dove Point on the shingle. The fleet started to build up again with new entries, such as *Elfreda*, *Bydand* and *Quinque*. The location for the barbecue and the sunset were absolute magic. The OGA instrumentalists struck up to back up some fine singing. Brian Tower and Sarah Adie gave some beautiful solo renditions.

Whilst many attempted to make the Jolly Sailor at Orford more jolly next day, a contingent set off up the Alde towards Iken and Snape. Only *Bydand* made the quay at Snape, while *Maryll* anchored at Iken and sent a landing party onward. In the evening we adjourned to the Aldeburgh Yacht Club, which had been opened specially for the gaffers and enjoyed a fine meal. They kindly provided a ferry service in the evening as well. Thank you Aldeburgh Y C.

SCANDINAVIAN SEAWAYS PASSAGE RACE TO RAMSHOLT 25 JUNE

After punching the young flood to Orford Haven, the fleet raced along the coast to Woodbridge Haven, then over the Deben bar up to the Ramsholt Arms. The wind was light and from the South, but the tide was fair. *Ma Solitude* led the way, followed a long way astern by *Maryll*. *Ma Solitude* won easily, followed by *Airlie* and *Molly Cobbler*. There were good performances from *Destina* and *Vashti* as well. The Ramsholt Arms had

laid on a special meal for us in a marquee, which was another pleasurable evening.

HARWICH HAVEN PRESIDENT'S RACE TO LEVINGTON 26 JUNE

There was a fairly fresh breeze blowing from the south west, and the tide was about to go to the ebb and it was quite a beat to get down the coast and make a position where we could cross the shipping lane. The Haven Ports Yacht Club kindly finished the race for us and, to be expected in the conditions, *Ma Solitude* was first. *Airlie* was second, followed by another up-wind boat, *Vashti*. *Peggy* was first prawner, just beating police boat *Victoria*. The Old Gaffers seemed to get their second wind for the social in the marquee, especially when Mario and John turned up on the off-chance!

MISTLEY PURSUIT RACE

Paul Wright worked out all the start times for this now very popular event. It was a reach down the Orwell and a beat up the Stour. The tacking affected many of the boats badly, but it was still an exciting finish at Ballast Hill in the brisk westerly. *Airlie* was first by a short head from *Victoria*, followed by *Ma Solitude*, *Vashti*, *Peggy* and *Deva*. The fleet then moored alongside Mistley Quay, attracting a lot of local attention. We went into the Thorn Hotel, where arrangements had been made for lunch. Whilst alongside, food for the barbecue was unloaded from a refrigerated van on to *Stadats* then the fleet slowly departed. We moored at Wrabness for the evening social at Paul Webster's beach residence. We had sold over 100 tickets for the barbecue. The day had been very well organised by PTK and his cohorts.

TWO RIVERS RACE 28 JUNE

There was no lack of stamina for this race, despite the partying, racing and cruising we had been enduring over the last two weeks! A Harwich fishing boat thought he would set an illicit net in the channel early in the morning, only to find forty gaffers suddenly setting sail and manoeuvring for the start off Wrabness Beacon! It was a brisk breeze again, but that did not deter the setting of the largest kites on board, with vessels

"IRENE" continued

by Dick Morris

The trades blew us fast and furious to Colon, Panama in five days and it rained almost solidly for two of them. Colon is a shambles - it is dirty, smelly, nearly derelict and downright dangerous. A small supermarket would have three guards with well worn sawn-off shot guns and it is best to travel by taxi, as the driver then escorts you to the door of wherever and back to the car. The streets are filthy and old cars, or their remnants, lay around all over the place. The once famous haunt of cruising yachts, the Panama Canal Yacht Club is shabby, down at heel and not very efficient, but the bar is a good place to organise help through the canal. It is mandatory that each yacht has a minimum of 4 line handlers, plus a Captain and costs 500 US\$ for up to 50ft, plus a returnable deposit if you don't bend the lock gates or sink. After helping others, they helped us, but it was still a mess with cancellations spoiling the plans and then, when within an hour of the last locks (at 11.30hrs) we were left on the anchor until 10.30 next day to carry on. Despite a licence to cruise Panama, no-one is allowed ashore or to leave the anchorage. Some of us sneaked a look and were duly impressed with real jungle - easy to see how De Lessops had some problems digging the 'cut'. **We eventually got into the Pacific - something I had wanted and worked towards for a great many years. It remained only to do some sailing in it.**

We lay in the Flamenco anchorage for a few days, topped up stores and water and set off for Galapagos. We drifted and ghosted before getting a gentle breeze that took us to Galapagos



Lock on Panama Canal

Photo: unknown

after 26 days, doing 2,000 miles to cover 960. It was worth it. Despite Ecuador's 'administration', Galapagos was fascinating. The mixture of wildlife and ecology is unique and we were lucky not only to have been there but to have met up with a Belgian couple on their yacht *Remora* and an Australian couple on their yacht *Mumtaz*. We had to buy a park licence at 100\$ a head and book in (120\$ + 30\$ for a fumigation certificate, even though we weren't fumigated) but when we teamed up with the Belgians and Australians we got a good discount for a couple of trips to other islands. Tourism is very restricted and very expensive. We went from Agora, the main town on the island of Santa Cruz, to Floreana, an island that has only 70 inhabitants, electricity for only 5 hours a day, no telephones, and water for half an hour twice a week. The ecology mixture is just as extreme - penguins, seals, flamingoes, frigate birds, pelicans, tortoises, iguanas and Darwin's finches in mixed settings of rocks, lava fields and lush green vegetation, and wild fruit such as oranges, limes, lemons, grapefruit, passion fruit, guavas, coconuts and bananas. We walked much of the island with our Belgian friends and then left for the island of Isabella to meet up with the Australians in the port of Villamil. The main bay is sheltered by an arm of lava rock which at low tide has pools in it, in which reef sharks, so confident that there are no predators, bask until the tide makes again. The seals play in the wake of the dinghy and laze on the dock. By chance, we met some English people now living in Quito and on holiday and they kindly treated all of us to lunch at their small hotel and then joined us aboard *Irene* for afternoon tea.

Next day we went to meet the truck which was to take us to the mountains where we would use borrowed horses to take us on to the lava fields and 'fumaroles'. The horses were rough coated ponies, broken to the saddle but in no way trained to a regular gait. Bridles were just old rope kept well back behind their teeth and the saddles were 'crux timber' type that would have been recognised by Drake. It was misty and rained - the coldest we had been since leaving England - until ten minutes after leaving the horses tied to a convenient tree. In that ten minutes walk we went from mist, rain and greenery into the most desolate black and brown baked lava fields, the reflected heat coming up as if it were blown by a fan - except there was not a breath of wind. Another hour's walk along a barely broken path across lava tubes and humps of cinder-like once molten rock took us up to the 'Fumaroles' - holes in the lava where hot fumes wafted up to disturb the already heavy heat haze. Before many minutes we had gone from freezing cold and soaking wet, to warm, to hot, to hot and dry, and finally to wet with sweat. Our ride back was clearer and we could see some of the lava at the bottom of the second largest whole crater in the world!

Our one month permit ran out and we could go for a sail again - this time to the Marquesas. Once out of the lee of the island we started to reach/run quite fast all the way to Atuona, Hiva Oa, 3,200 miles in 22 days. We had only been there a day when someone from another boat told us that our Belgian friends on *Remora* had sent a Mayday, but they had no details. We later found out that their EPIRB had malfunctioned and caused a plane to be sent from Tahiti (1,000 miles away) when they did not have a problem. They now did have a problem in that it was reported to relatives in Belgium as well as to newspapers, etc. and it cost a fortune in telephone calls to clear everything up. Over 3 months later, the manufacturers of the faulty EPIRB had still not returned it.

Atuona, our first anchorage, was lovely. It is a small bay enclosed by a short harbour wall which does not quite stop the rollers running in. The rollers bounce off the head of the bay and make the boats ride over their anchors, so stern anchors are a must. The hillsides are lush and rich with fruit, the natives friendly and generous and the whole atmosphere is one of a lovely peaceful garden. All the locals keep beautiful gardens full of potted flowers and well tended fruit trees. In the Caribbean, gardens grow old cars and begging is a sort of national sport, but in French Polynesia no one begs and even the smallest child will greet you with a beaming smile and a polite 'Bonjour' or 'Ka ocha' - the Marquesian greeting. These simple and charming civilities proved the norm for the entirety of French Polynesia. From place to

Solitude, *Airlie*, *Clytie* and *Destina*. Harbour Marine Services kindly provided the prizes. A special prize was awarded to *Doreen C* as the smallest boat and first square rigger!

SOLE BAY RACE 20 JUNE

Despite the long passage the day before, the classics were up at the crack of dawn in order to leave the harbour on the flood and wait in Dunwich Bay for the start. A special competition was run for the best declared breakfast, which was won jointly by *Doreen C*, *Paternoster* and *Plum*. The wind of course did not do as predicted by the Met. Office, it actually went completely the opposite way! However the fleet did magnificently in the conditions, dealing with a light offshore breeze and a strong ebb tide. Whilst the fast boats got round very quickly while there was still a breeze to push them over an ebb, the smaller or slower vessels got caught with a dying breeze on the run, fighting the fierce ebb. *Sunbeam* took line honours, *Bona* won on handicap, with *Destina* third. There were good performances from *Gromit*, *Vashti* and *Deva*. There was a lot of determination shown by the tail enders, particularly *Sunlight* and *Excelsior*. A new cup was presented by the Waveney District Council, and Adnams came in with a huge number of prizes, including an Adnams mug for everyone with a fair quantity of beer to put in it! This event received quite a lot of publicity and was shown on television. The evening was spent at the Southwold Sailing Club, a new development. All the beer was sold, as was the barbecue, making it quite a successful night for the club - I think they will have us back!

We were grateful for SSC providing the start boat and racing marks.

Friday was regatta day, and we had the traditional blindfold rowing race up and down the Blyth. *Ammonite* took line honours but *Sunlight* won on handicap. On shore there was a Concours d'Elegance, which was won by *Katrine*. There was a tug of war between the OGA and the Rest of the World, which was too indecisive for the judges, although some said the OGA cheated better. The day ended with a superb evening with John Ward and Mario Price. These guys get it just right every time!

LOWESTOFT PASSAGE RACE 22 JUNE

It was not quite as early a start for the Lowestoft Passage Race in aid of the Nancy Oldfield Trust, but we had to leave before the ebb set in. It was a brisk start in a fresh breeze and north going current and it was clearly going to be a fast race, with *Ma Solitude* and *Vashti* fighting for the lead. It was also *Maggie May*'s finest race, catching *Maryll* on the line. *Victoria* won on handicap, *Maggie May* second, *Cara Cara* third. There were also good performances from *Airlie* and *Gromit*. There were problems in berthing,



Victoria, winner Lowestoft Passage Race

Photo: Mike Robertson

exercises done in shortening sail - scandalising, tricing, etc. *Bona* could hardly hold her speed back. It was a superb sight, which made the colour centrefold of the local newspaper. After turning at Alresford, the fleet sailed back to Brightlingsea where there was a Concours d'Elegance, which was won by the Tosher *Molly Cobbler*, owned by Bernard Patrick. Her prize was a huge pennant donated by James Lawrence Sailmakers.

TENDRING COAST PASSAGE RACE 17 JUNE

It was a beautiful sunny day for this event, which involved a race where individuals decided what time to start and took their own finish times and then presented a skipper's declaration. The course was to Pye End, at the start of the channel into the Walton Backwaters. Those who left early had the benefit of the tide, but rather fitful winds. Those who left later had a better sea breeze, but had to punch flood tide. *Vashti* exploited this to the maximum by motoring to the Colne Bar, then having a spinnaker run to the finish. Second was *Maryll* who used the last of the ebb to beat out to Colne Bar, whereupon she

caught the sea breeze to give a fine reach up the coast. Third was her stable mate *Deva*, who had been beset by calms earlier. The evening finished with a barbecue on Stone Point.

HARWICH RALLY 18 JUNE

The next morning vessels made a brisk passage to Harwich Ha'penny Pier, where they tied up along the new pontoons provided by the Haven Authority for visiting yachts. We all adjourned to the Alma for a lunch time pint. By half past one the Adnams had run out, by two the IPA had gone, by three there was no beer of any description. We had warned them!

SOUTHWOLD PASSAGE RACE 19 JUNE

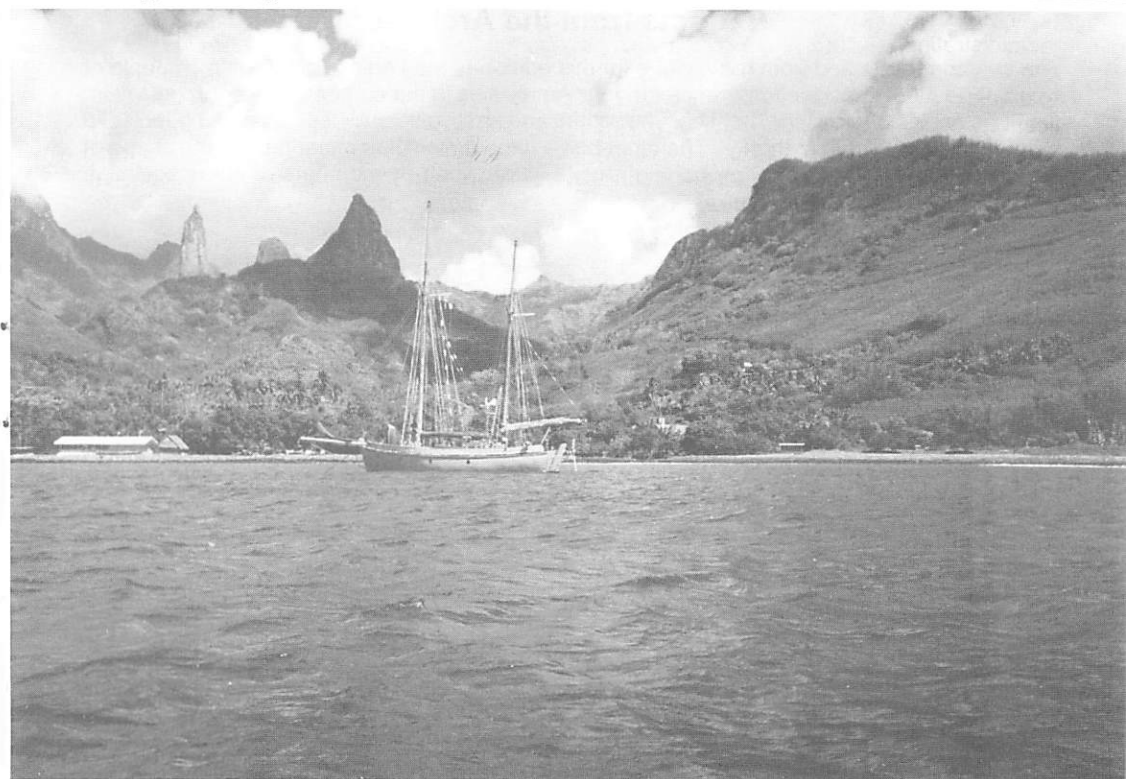
Quite a few boats who had not been to Brightlingsea joined us at this point. The wind fell light after the start, causing some problems with crossing the shipping lane. Some decided to call it a day and motor. However the front runners like *Vashti*, *Ma Solitude* and *Bona* held to sail with their light weather kites. *Doreen C* and *Avola* set square sails, prompting thoughts of a Square Rig Points Series. However as the tide

changed to the flood, the wind picked up to a romping southerly. *Vashti*, despite her big draft, decided to cut into the shallows off Aldeburgh, tracking *Bona's* wake, who was trying to lure her still closer ashore. The tiny *Cara Cara* setting her spinnaker made tremendous progress over the tide. *Cara Cara* won the Passage Race on handicap, *Vashti* taking line honours. *Bona* was first smack, *Deva* first work boat/smack yacht and sterling performances were given by *Ma*



Vashti, winner of Tendring Coast Passage Race

Photo: Mike Robertson



Irene in Haka Hetau Bay, Marquesas Islands

Photo: Dick Morris

place and anchorage to anchorage, the scenery grew more spectacular, rising to a sort of crescendo at the island of Ua Pou. Here the spectacular rocky outcrops had become tall finger-like pinnacles reaching for the sky from lush tropical woods, which were, as elsewhere full of fruit trees. In our three months in the Marquesas we did not buy any fruit and yet nearly lived off - coconuts, bananas, limes, lemons, oranges, breadfruit, grapefruit, mangoes, papayas, pineapples, avocados, etc. - all picked for ourselves or freely given to us.

In Anaho Bay, Nuku Hiva, the locals were offered a road but they turned it down, and when the hillsides are full of goats, pigs and fruit and the bay has nearly as much fish as water, who needs a road. We were very careful of what fish we ate - Ciguatera is in the reef fish and local knowledge is required to know which fish is toxic. Our care was due to the fact that the locals eat it all (heads, fins, tails as well) but they don't mind getting ill. As it is a cumulative poison, you don't know when one small fish is too much until it is too late. We sailed in the company of our Belgian friends and did a lot of walking to ancient and archaeological sites and to lovely bays and beaches which we had to ourselves. The only drawback is the 'No-No', a tiny insect which bites, not in ones and twos of mosquito order, but in patches of 10 to 100 small bites. But the inconvenience paled to insignificance beside the sheer beauty of the islands and the sense of tranquillity they impart. Our 3 month permit soon ran out, so rather than dash past the rest of the islands to miss the cyclone season, we decided to go to Hawaii for a few months and then return to Polynesia for a few more South Pacific Islands.

Extracts from the Archive

The two boats selected from the archive for this edition of the Log are different in a couple of ways. The most important difference for your Archivist is in the content of their Archive files. One has copies of drawings, her lines, her outfit, and her profile and deck plan. All good solid material of impeccable authority. The other has a hand drawn plan of her profile, the shape of her section and a note of her probable history. All provided by members of our association who wished to support our aims.



Ilalla

Photo: M. Dowell

Ilalla, boat number 1420, is now a half decked open boat, although her records state that she was fitted with a lid over the surviving coamings. She is a Shetland model, 20 foot long, and 6 foot 3 inch beam, double ended with nine clinker strakes a side on heavy sawn oak frames. Her owner thought that she was built to fish until finding pictures of racing Shetland boats; her build date after 1960 and her raking stem tends to confirm that she was built for the very active racing fleet that still compete in the Shetlands. There are two racing traditions in the Shetlands, the oldest form set large dipping lugs, rigged with features that date back to square sails, on a mast stepped amidships, whilst the newer, but still old tradition set a Bermudan (originally gunter) mainsail and big jib on a bowsprit, with the mast gate in the forward thwart. *Ilalla* is now a gaff cutter, with the mast in a tabernacle on her deck. She was sailed down into Wales before being fitted with an inboard, a Stuart Turner, which is a testament to the capabilities of the Shetland Model. She was sold away to a Gloucester owner who took her to Salcombe in Devon, we would like to hear any news of her.

Because of the size of fleet the normal start line off Batemans Tower had to be relocated to outside the Colne entrance, with a committee boat start, very ably performed by the Harbour Authority's *Dracula*. There was a firm breeze from the North West, giving a really dramatic start with 65 gaffers going at more than hull speed towards Colne Bar. Particularly impressive was the nobby *Peggy*, as she tore through the fleet to join the front runners - *Ethel Alice*, *Noorderzon* and *Spellbound*. Twenty minutes later the Classic Bermudans joined in, with the ex Admiral's Cup *Clarion of Wight* giving the other racer *Vashti* a run for her money.

The new course joined the traditional OGA course at the Knoll, and the fleet romped its way towards the Wallet Spitway leeward mark. The broad reaching in the strong winds really made the smacks fly, such as *Dorothy*, *Transcur*, *Primrose*, *Quiz*, *Ellen* and *Mary*. Many of the smaller boats showed they could keep up too, the Harrison Butler *Fleetwing* and the Police Boat *Victoria* together with *Cara Cara* and *Letty May* showing they could tough it out with the best of them. The long reach across to Jaywick Outfall gave skippers a chance to test their skill in handling a cross tide, before the beat back to Colne Bar. Those who stood inshore found smoother water which suited them better, especially the smaller boats. However it was not long before the fleet was rounding Colne Bar again, ready for the broad reach to Inner Bench Head. The wind showed no sign of letting up, there were some really quite interesting squalls. A close fetch to Bench Head, then away to roar home to the finish line.

Tom Bolton Cup winner *Peggy*

Photo: Mike Robertson

Line Honours and first on handicap went to Mark Butler in *Spellbound*, hotly pursued by the mighty Dutch pilot cutter *Noorderzon*. Third, and first boat over fifty years old taking the East Coast Old Gaffers Trophy, was the Kentish smack *Ethel Alice*, followed by *Airlie* in fourth place. *Peggy* was fifth and took the Tom Bolton Cup for the first ex fishing vessel. *Clarion of Wight* took line honours in the Bermudans but was beaten by *Ma Solitude*, *Vashti* and *Vali* on handicap. Prize giving was held in a marquee outside the club, kindly provided by the Town Council, with the Mayor presenting the prizes. Later on we were joined by Mario Price and John Ward and had a rousing sing song.

Our thanks go to the Colne Yacht Club and the Brightlingsea Harbour Authority. Bearing in mind it was the first time they had hosted the gaffers, it was a very good effort indeed, and has tremendous potential for the future.

PARADE OF SAIL UP THE COLNE 16 JUNE

The plan for this was the fleet to keep in station behind the lead boat, *Deva*. The fleet did very well, and there were all sorts of

with their respective crews, to the Walton Backwaters. On the Saturday we launched as the flood tide came in and started to beat down the creek against the wind and tide. Short tacking against wind and tide is not a Whammel boat's best feature. Within a hundred yards, both Whammels had made the first of many meetings with the famous Essex mud, from trying to over-extend a tack! Eventually, we reached the start line and chased off after the pack of Jewels, Scows and Gaffers. The course led us to Arthur Ransome's 'Secret Water', round Horsey island, across the Wade, past Titchmarsh marina and finished in front of Walton & Frinton Yacht Club. After the race we enjoyed a meal outside the club and talked to Brian Hammett about Arthur Ransome, over a glass or two.



Richard and his winning pennant

Witch and gathering 'jewels' from deserted islands under the relentless Essex sun. We chased *Nancy Blackett* for a clue - to find she was the answer!

Our thanks go to Tessa and Stewart for organising this splendid event and to Walton & Frinton Yacht Club for hosting it. Thanks too are due to those local sailing families who allowed various Swallows and Amazons to pitch tents in their gardens.

Richard Montgomery

Peter Scott

EAST COAST

CLASSICS FORTNIGHT 2002 - This was probably the longest event ever staged by the OGA, starting from Friday 14 June in

Brightlingsea until 30 June leaving Ipswich. Of course it was not just a single event, there are several major components such as the East Coast Old Gaffers Race, the Sole Bay Festival, and several smaller rallies. Whilst an amazing 35 vessels did the whole fortnight, the fleet was much higher on occasions, such as the East Coast Race with approximately 70 entries. 86 different classic vessels took part in some part of the festival.

Photo: Jeremy Coles

EAST COAST RACE 15 JUNE

This year the East Coast Race relocated to Brightlingsea, where we were hosted by the Colne YC and Brightlingsea Harbour. An excellent job was made of the mooring, many of the gaffers grouped together to make a fine sight in the harbour. Entries were up again, especially in the larger vessels' fleet.

Our second selection is also a converted open clinker boat, but is one that was originally built to work.

Snoopy, boat no 2506, was built as a Class C lifeboat by the Rotterdam Drydock Company in 1938, of teak on oak. Class C lifeboats were transom sterned boats carried by fishing craft and coasters. Her owner converted her with style and panache. Her drawings show a nicely laid deck, her cabin coaming runs round in an unbroken curve, and her full width cockpit has coamings that curve in to meet the cabin sides, and run aft to form part of a pretty lute stern, of the style that is more normally seen on state barges. This extended her length from 5.5m out to 6.25m. Her beam of 2.1m, with a beam to length ratio of over 3 provides space for an inboard engine and all of the facilities needed for a cruising yacht. The pretty transom on the lute, and the curves in her coamings would be gilding the lily on most boats, but the drawings in the archive show that they create a harmonious whole. Her owner who converted her shows an eye for style that is applied to all the boats from Holland, and is rarely copied effectively elsewhere.

Nick Miller



Snoopy

Photo: unknown

BOOKSHELF

A HISTORY OF FAVERSHAM & OARE CREEKS AND THE FAVERSHAM NAVIGATION by Frank Taylor

Reviewed by Julian Mannering

Faversham, on the north Kent coast, just off the East Swale, was a significant port for hundreds of years. The Romans sailed there, while later it became a Cinque Port and then played a significant part in the great East Anglian wool trade. Henry Hatch, a local businessman, was the driving force behind many improvements to the port in the 1500s. These early aspects of its history have been well covered and written about over the years, and this new book really begins in the 1840s when the Faversham Navigation Commission was formed with the view to making improvements to the creek which would allow the port to compete with nearby Whitstable, which had had the advantage of a railway link some ten years earlier. The New Cut, which by-passed two bends towards the head of the creek, was completed in 1843 and thereafter the little port flourished for a hundred years.

The magnificent collection of photographs in this book, along with detailed captions and a succinct text, tell the story of that hundred years along with the period of decline after the

Second World War. The last commercial vessel visited the port in 1989 and now the creek, home to a handful of Thames barges, smacks and yachts, lies gently silting up, returning to a state which may soon resemble a much earlier guise; and meanwhile, as I sit and write this review, the last remaining industrial buildings on Brent's Reach are being demolished to make way for the housing which will soon dominate the upper reaches. For some this may represent progress, for others a loss, but all can be grateful to Frank Taylor and the Society for Sailing Barge Research for putting together this study of the creek during its glory years when vibrant commerce made Faversham a thriving port. The stories of the tugs, the constant battle against silting, the barge building, the cargoes and the men who delivered and unloaded them, the quays and yards, are all here. The topography of the creek and the nearby Swale are also well covered and there are a number of well-drawn maps.

Over one hundred photographs, many of them printed over the whole A4 page, make this book a most evocative read and the place names which continually crop up - Powder Monkey Bay, Crab Island, Skiff Reach, Ash Dock, Bulldog Quay, Brickbat Reach, Hollowshore - conjure up a long and enthralling history. And there is no shortage of intriguing anecdote. We learn that soft mud at the gas works berths could create such a force of suction that, when the tide returned, a barge could be held down till the water covered the decks. One solution was for the master to climb the mast and strike the main masthead with a maul resulting in a shockwave that broke the suction.

This book exhibits so well the allure of local history, gives context to the estuaries and creeks which we visit in our small craft, and helps us understand and appreciate the skills and hard work which dominated the lives of earlier generations. For any East Coast sailor it will be an enjoyable and valuable addition to his ship's library, but anyone with a spark of romance for ships and ways in other days can simply enjoy the collection of beautifully printed photographs and, at £9.95, it's a snip.

Published in paperback by Chaffcutter Books, ISBN 0 9532422 3 4, price £9.95.

CHIT CHAT TO THE RESCUE by Carole Frances Hughes

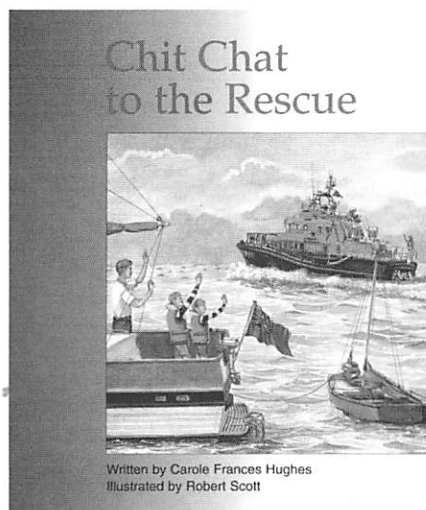
Reviewed by Claudia & James Crickmere

Sailing books for children are rare, and this is one of two instructional stories based on Chit Chat, a Mirror dinghy who is able to speak to the children who sail her. The book was given to James, aged 9, to read. James, brought up on Swallows and Amazons stories like most sailing children, found the story a bit short and would have enjoyed more detail, but he did like the idea of learning as you go. This is James' report:

"The best bit was the talking boat. It was useful to have meanings for the difficult words and things to tell you more about sailing. I liked the pictures, especially the chart, though I wanted a longer story."

The author has also written two books about a talking Optimist dinghy called Winchat, and James, who is an Oppie sailor, said he would like to read those. The stories would suit children from six years old, especially those who are just learning to sail. It's a great idea - why should adults have the monopoly on sailing books!

Published in paperback by Opus Book Publishing Ltd., ISBN 1-898574-23-5, price £5.25.



Peter & Gabrielle Scott with the trophy on *Endeavour*

Photo: Editor

down to Howtown. Unfortunately, we missed a rendezvous with Peter Scott, who consequently sailed the full length of Ullswater and back. This voyage of some seven hours took place in monsoon conditions with thunder and lightning overhead. Near Pooley Bridge, a capsized dinghy sailor requested that Peter and Jeremy rescue his young teenage daughter who was suffering from panic and exposure. They took her to the shore, reflecting that a traditional gaffer was safer in these conditions than a hi-tech racing dinghy. Peter Scott and Jeremy Coles won the NE-OGA Gaffers Pot for this rescue.

ENDEAVOUR VISIT, WHITBY - 21 JUNE 2002

Having sailed out from Whitby in *Martha Joy II* to greet *Endeavour* on her first visit, it was a pleasure for Peter and Gabrielle Scott to join George and Brenda Jago as the official OGA welcoming party on her second visit on 21st June 2002. We were invited into the spacious Great Cabin to accept the Cape Horn Trophy, sent by Patrick Reid of OGA Western Australia. Captain Chris Blake presented the trophy, one of *HM Bark*

Endeavour's mounted wooden belaying pins, to George Jago. George thanked Captain Blake and responded by presenting the Captain with an OGA tie and some Tiptree (Essex) marmalade (see *June Log* page 9). He also presented a carving set to *Endeavour* from the OGA of WA. The OGA party were then taken for a conducted tour of the ship, meeting crew members from age 72 downwards. The 72 year old apparently hails from Durham City and intends to join the OGA

HM Bark Endeavour is a well thought out mix of 18th and 20th century technology. She is equipped with diesel engines, bowthrusters, computers, radio and a large de-salination plant - which highlights the extraordinary feats of James Cook, who had none of these and was making the charts as he went along!

SWALLOWS & AMAZONS WEEKEND, WALTON & FRINTON YC - 13/14 July 2002

As mentioned in earlier editions of the Log, we decided this year to have an 'away match'. Peter Scott and Richard Montgomery made the long journey south

SCOTLAND

In the hope of helping to get the Scottish area of the OGA going again, I have offered to take on the duties of Area Secretary.

My own history of sailing was an introduction by my father in a GP14 at Tichnabruich many years ago, owning and sailing a Folkboat for a number of years and buying my present boat in 1988. She is a motor sailer built by Dickies of Tarbert to a McCallum design and first registered in 1911. Originally named the *Lady Jean*, she was renamed the *Lady Sophie* in 1936 in Ireland and has kept this name since then. Most of my time was spent refurbishing her and, following a failed mooring and sinking in 1995, repeating a lot of the work until she again took to the water in 1998.

My sailing since then has been in the Firth of Forth, but hopefully will now take in other areas. With the reopening of the Forth and Clyde Canal, we have an opportunity to use

this as a means of getting together and possibly organising a Scottish OGA event next year. With this in mind, I will be writing to all Scottish OGA members asking for ideas and looking to propose a get together later this season. I am intending to attend the Anstruther Cruising Muster on 31st August and this could provide a first venue.

Norman Mikkelsen

Please see page 1 of Log for address & tel. no. Editor.

NORTH EAST

ULLSWATER MEETING - 1/2 JUNE 2002

Numbers were down this year due to competition from the Jubilee weekend, the World Cup and poor weather conditions for much of the weekend. Fresh and gusty conditions made for exciting sailing even when reefed. Richard Montgomery and Adrian Denye visited Aira Force, then sailed



Lady Sophie at her re-launching in 1998

Photo: Norman Mikkelsen

OGA AND OTHER TRADITIONAL EVENTS

2002

- Aug 28/Sep 1 Royal Dart Y C Regatta, Dartmouth, S. Devon. Charles Holden, tel: 01803 834323.
- Aug 30/Sep 1 SOLENT AREA ANNUAL OGA RACE & RALLY, The Solent. Geoff Skinner, tel: 023 8040 3155.
- Aug 30/Sep 1 OGA SMALL BOAT REGATTA, Derwentwater, Cumbria. Sue & Pete Farrer, tel/fax: 01270 874174
- Aug 31/Sep 1 Sea Fever 2002, Sea Shanty Festival, Hull Marina, Kingston upon Hull, Humberside. Tel: 01482 615726, fax: 01482 615721, e-mail: Barbara.Macniven@hullcc.gov.uk
- Aug 31/Sep 1 Portrush Traditional Boat Rally, N Ireland. Robin Ruddock, tel: 02870 823 871.
- Sept 14/15 Clyde Corinthian YC Classic & Wooden Boat Weekend, Firth of Clyde, Scotland Laurence Jacobsen, tel: 0141 638 2985, e-mail: mcnaireng@btconnect.com Web: <http://homepages.rya-online.net/whisca/ccyc.htm>
- Sept 21/22 OGA MARCHWOOD RALLY, Southampton. Geoff Skinner, as above.
- Sept 28 OGA ANNIVERSARY RALLY & MALDON TOWN REGATTA, Jon Wainwright, tel: 01206 393537/396066.
- Sept 28 OGA END OF SEASON RALLY, River Dart, S. Devon. Charles Holden, as above.
- Sept 28/29 CENTENARY CHASE, Yarmouth, Isle of Wight. Geoff Skinner, as above.

2003

- Jan 11 ASSOCIATION ANNUAL GENERAL MEETING, CA House, London.
- 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. Kirsten Canning, tel: 020 8312 6545, e-mail: kcanning@nmm.ac.uk.
- May 23/26 International Festival of the Sea, Leith, Edinburgh. Info@festivalofthesea.co.uk.

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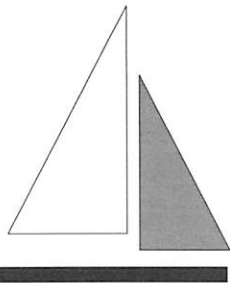
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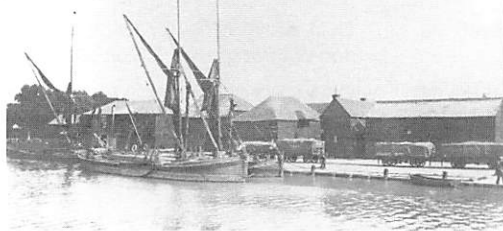
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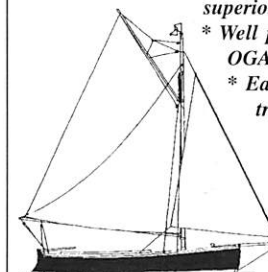
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