

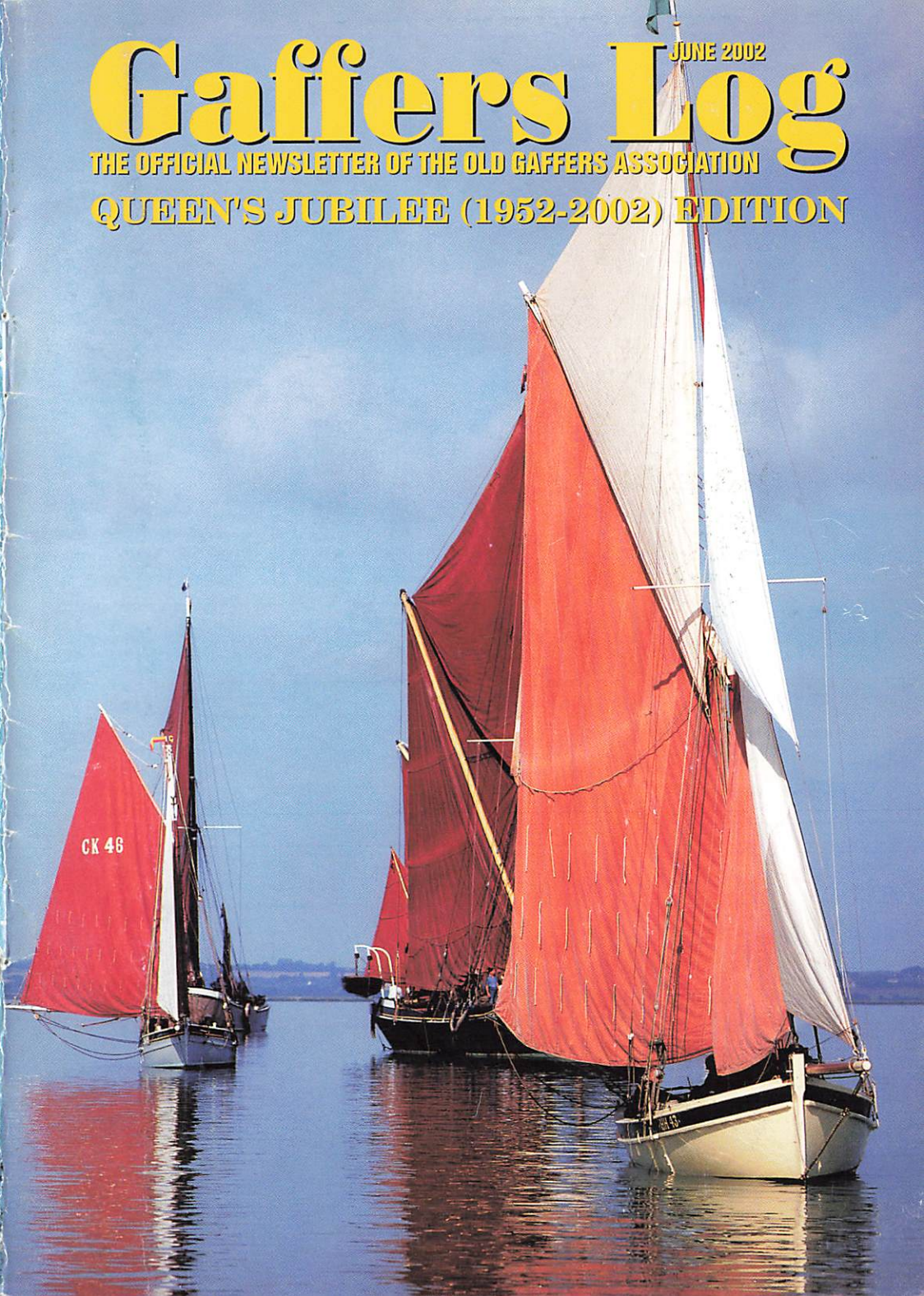


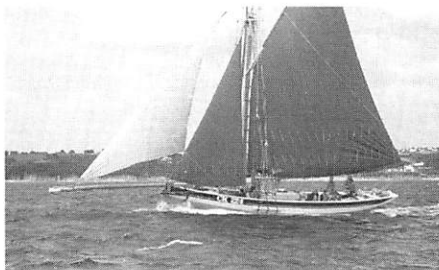
Gaffers Log

JUNE 2002

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION

QUEEN'S JUBILEE (1952-2002) EDITION





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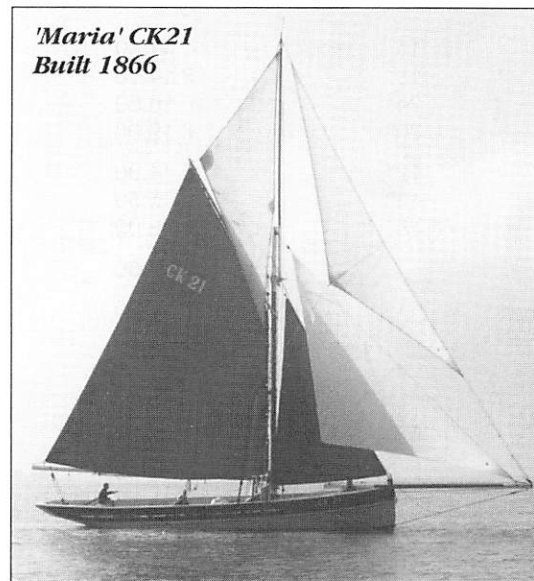
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ASSOCIATION STOCK LIST

		UK	Overseas
Burgees	15"	£ 11.50	£ 12.00
	18"	£ 14.00	£ 14.50
	24"	£ 16.50	£ 17.00
	30"	£ 19.00	£ 19.50
Membership Flags	12"	£ 14.00	£ 14.50
	15"	£ 15.50	£ 16.00
	18"	£ 18.00	£ 18.50
Ties (multi-motif)		£ 7.50	£ 8.00
Brooches - new design		£ 4.00	£ 4.50
Cap Badges	2" x 1.5"	£ 8.50	£ 9.00
Sweatshirts	M,L,XL,XXL	£ 15.00	£ 16.00
Polo Shirts	M,L,XL,XXL	£ 15.00	£ 16.00
New line - Smocks	L, XL, XXL	£ 20.00	£ 21.00

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

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

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

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Truro, Cornwall. TR3 7PR
Tel: 01872 863096

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85340 Olonne sur Mer, France.

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Heswall, Wirral. L60 6RW
Tel: 0151 342 2158

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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:

Position vacant

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 : Start of Colne Match 2000, by Tony Pickering

Back cover : *La Granvillaise*, IFOS 2001, by Robin Ford

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 KETCH "MORNA"

LOA 61.5ft, LOD 48.5ft, LWL 38ft, Beam 11.5ft, Draft 6.5ft, 22 tons TM.

Designed Peter S Dickie, Built A M Dickie & Sons, Tarbert, Argyll, 1920. Pitch pine on oak, iron fastenings. Oregon pine deck, 1150 sq. ft sail area. Loads of spare gear. Price dependant on amount of gear included but a bargain at less than £25,000. More information on website: <http://www.morna.argyllnet.co.uk>

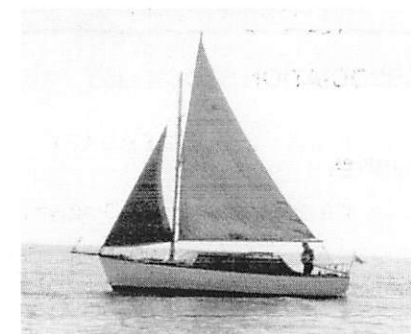
Contact: John Pinkerton, e-mail: mornaforsale@argyllnet.co.uk

DAUNTLESS GUNTER RIGGED SAILING CRUISER

LOA 24ft, Beam 8ft 6in, Draft 1ft 6in (plate up)

Built 1964 Canvey Island, Essex. 4 berths, cooker, toilet, echo sounder, autopilot, 10hp Sole diesel engine. Decks, cabin sides, keel and centre-board casing have all been professionally replaced. Lying Walton on the Naze, Essex. Price £6,000 (this is less than cost of restoration).

Contact: Peter Booty, tel: 01277 222114.



SURPLUS SAIL

Unused flying jib with 1x19 stainless wire luff by SKB in Bainbridge cream Dacron. Luff 43ft 2in. Leech 25ft 9in, Foot 24ft. Originally cut in 1996 for a pilot cutter at a cost of £921, but unused. Best offers.

Contact: Michael Jones, tel: 01386 840046, mobile 07768 403070, e-mail: michaelrjones@zoom.co.uk

WANTED

Clinker lugsail tender, about 9/10ft length

Contact: Graeme Peart, tel: 01328 830135 or e-mail: jgpeart@aol.com

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



LUGGER "DOVEY TRYST"

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

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

Contact: H R Cartwright, tel: 01970 832428.

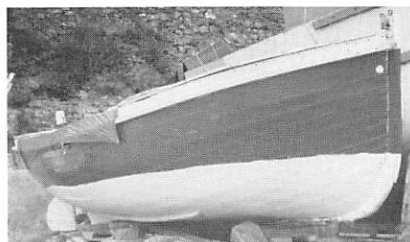


BERMUDIAN CENTREBOARD CUTTER "QUINTET"

Length 33ft 4in, Beam 9ft 6in, Draft 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.



RIVER LAUNCH "GALATIA"

Length 20ft, Beam 7ft 6in.

Built 1930, restored over long period of time. Larch on oak, all internal strengthening solid oak. Brit marine 1450 cc petrol engine, outboard bracket. Wheel or tiller steering. Ashore Torbay, Devon. Price £2,000 o.n.o.

Contact: Mike Gallop, tel: 01179 507938, or mobile 07960 447713.

The Queen's Golden Jubilee

The President, Officers and Members of the Old Gaffers Association would like to offer their sincere congratulations to Her Majesty Queen Elizabeth II on the occasion of her Golden Jubilee.



The Royal Dragon *Bluebottle* D192 was presented to the then Princess Elizabeth and the Duke of Edinburgh, as a wedding gift, by the Island Sailing Club. She was built by Camper & Nicholson at Gosport, Hants. and was launched on 10 July 1948, with the official no. 182722.

The above photograph was taken in 1953, the year of the Queen's Coronation, after a season when *Bluebottle* won 17 firsts, 10 seconds and 7 thirds, in 58 starts.

Bluebottle can now be seen on display at the new Maritime Museum in Falmouth, which was recently opened by the Queen on her Jubilee Tour.

The pioneering spirit which launched the OGA and has preserved Gaff Rig for the foreseeable future, was a bold step. Over the years we have grown and part of this growing process has meant that within the broad bands of our Association, we appeal to many different types of traditional boat owners.

Ever since we started, we have maintained an archive which, as the years go by, has become even more important to this country's maritime heritage. This is especially relevant now, with the demise of 'Lloyd's List of Yachts' and 'Part One Registration' no more than a miserable piece of plastic covered A4 paper, all previous records having been destroyed in the transition process. The loss of these two items of maritime history needs to be filled with some other form of records. What is wrong with the OGA trying to do its bit by raising a register of traditional Bermudian boats? I leave this thought with you.

I first started by thinking about what I was doing in 1953; then Charlie Stock's book "Sailing for Fun" has always appealed to me; and thirdly there is Sara Harding's J&J 16 footer *Nadine*. In 1953, *Nadine* was owned by the father of a good friend of mine, but he only managed to use it once or twice a year. There were four of us friends, all Scouts, including the one whose father owned the boat. We were allowed to sail *Nadine* and sail her we did - for years. The Thames Estuary is a fine schooling ground to be let loose in and to learn about tides and weather. Life in those days was full of promise and we did not appear to have a care in the world. We never had any money - our requirements were a bike, a packet of sandwiches, a bottle of drink, a set of old oilskins and the use of the boat. We sailed and sailed and learnt a bit! The high points were our all day sails, from early morning, like the local cockle boats, out on the ebb, back that evening when the tide once again covered the flats. Our 'Cape Horn' was the circumnavigation of the Isle of Sheppey from Southend in two tides, by just sailing and rowing, through the old Kingsferry Bridge, which was a challenge taken up more than once.

That was fifty years ago. Charlie is so right, and *Nadine* still goes on. Fifty years on you realise what a lucky start you had, in more ways than one. The satisfaction of sailing for sailing's sake is fun and we need to pass this on wherever possible.

Copy date for next Log is 1st August 2002

George Jago - Editor

Welcome Aboard

- BC** Mr G I Mayes OBE, Launcherley House Launcherley, Nr Wells, Som. BA5 1QJ, 4098
OSTARA
- CNW** Mr J Hetherington, 7 Oak Street, Glossop, Derbyshire SK13 7AP, 4092
WINDFLOWER
- CP** Ms F Thomas, Royal Crescent Lodge, Royal Crescent Mews, Brighton BN2 1AW, 4093
- DEV** Mr R Barton, 42A Sussex Square, Brighton, E. Sussex BN2 1GE, 4087
CARRIE OF CAMARET

FOR SALE

GAFF CUTTER "HANNAH OF ROCK"

LOA 29ft (inc. bowsprit), Beam 8ft, Draft 5ft (lifting keel)

Cornish Crabber sail no. 3, designed Roger Dongray, built Westerly Boats circa 1974, marine ply construction. Furling foresails. 4 berths. Inventory includes VHF, echo sounder, Garmin GPS. 9 hp Volvo Penta diesel. Bombard inflatable dinghy and Yanmar 2hp o/board. Lying Poole (marina berthed).
Price reduced to £12,000 o.n.o.

Contact: Tony Wainwright, tel: 01929 555288



OPEN GUERNSEY FISHING BOAT

Length 17ft 10in + bowsprit, Beam 6ft 11in, Draft 2ft 10 in.

Built 1996 on lines of a very old local vessel (that is now alas beyond repair). Strip planked pitch pine on iroko. Beta 13hp twin diesel. Price £3,500.

Contact: Steve Morris, tel. 01481 720359.

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

USING GPS by Conrad Dixon - Revised by Geoff Hales

Reviewed by George Jago

GPS, produced by various manufacturers, is an instrument we have all become familiar with over the last few years. Now this everyday piece of equipment, as with other navigation aids, attracts a number of navigators to put pen to paper, or its modern equivalent, illustrating how they get the best from their equipment and the pitfalls that can occur.

For what is not a large book, its scope is quite impressive. It ranges from how GPS basically works, general principles to remember, plus a typical example of how to use it in the chapter entitled 'Going Places'. All through the book there are a number of very sensible comments such as - GPS will not save you having to learn to navigate!

This is a useful book in both size and information, practical and simple to understand.

Published in paperback by Adlard Coles Nautical, an imprint of A&C Black, London, ISBN 0 7136 5835 5, price £12.99.

Using GPS



Conrad Dixon • Revised by Geoff Hales

Third edition

THE UNLIKELY VOYAGE OF JACK DE CROW**A Mirror Odyssey from North Wales to the Black Sea - by A J Mackinnon**

Reviewed by George Jago

Sandy Mackinnon was born in Australia in 1963. He spent his childhood between England and Australia, travelling as a small boy with his family on the last P&O liners to sail between the two countries, a factor to which he attributes his life-long love of maritime travel.

In 1998 he set off in a Mirror dinghy from the North Shropshire school where he had been teaching English for six years, sailed off on what was supposed to be a one week jaunt down the River Severn, and a year later found himself sailing out into the Black Sea. The whole journey was accomplished simply by rowing and sailing an open Mirror dinghy, and took him across three thousand miles of rivers, canals and open sea and through eleven countries, including war-torn Yugoslavia at a time of crisis.

The resulting book is a blend of high adventure laced with comedy, and is at times thoughtful and lyrical where the author's poetic education and day dream turn of mind shine through.

Published in paperback by Seafarer Books, 102 Redwald Road, Rendlesham, Woodbridge, Suffolk IP12 2TE, tel: 01394 420789, fax: 01394 461314, ISBN 0 95381 805 5, price £12.95.

EC

Mr M Evans, 33 Bridge Road, Alveley, Bridgnorth, Salop. WV15 6JN, 4080 *FREYA*
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Mr D Barton, Apartment 7, Belgravia House, 65 Thorpe Road, Peterborough PE3 6DF, 4102 *SULA OF MALDON*

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Mr A Kirkham, The Brambles, Knapton, Norfolk NR28 0AD, 4101 *MARY JO*

NI

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Mr G O'Neill, 20 High Street, Cushendall, N Ireland BT44 0NB, 4096 *PEPONI*

NW

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SOL

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Mrs A Chivers, 119 Clover Bank, Kings Worthy, Winchester, Hants SO23 7TP, 4097 *OUT OF THE BLUE*

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Mr S Sullivan, 6 South Grove, Lymington, Hants SO41 3SW, 4090 *INISHEEN*

Ms H S P Thomas, 36 Lyncombe Hill, Bath, Somerset BA2 4PH, 4083 *HECATE*

Mr & Mrs I C Wilson, New House, 65 Cupernham Lane, Romsey, Hants SO51 7LE, 4105 *HISUI*

NOTICE BOARD

1. **THE PRESIDENT**, David Cade, has, since the AGM in January 2002, undergone an extended course of treatment and is now on the mend. However, as before, the Editor is temporarily doing his best to act for David in his absence.

2. **WELCOME** to two new Area Secretaries - Sara Harding, MNK Area, and Mary Bentham, DB Area. Please see page 1 of the Log for their contact details. Our sincere thanks go to the two retiring Area Secretaries, Lena Reekie, MNK and Willie Murphy, DB for their past services

3. **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.**

4. **EURO ACCOUNT** - The Association is currently investigating the requirements 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.

5. **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.

6. **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.

7. **BERMUDA RIG COMMITTEE** - This committee will consist of - Mike Burn, Dick Dawson, John Ungley and Paul Wright, under the Chairmanship of the President and supported by the Secretary.

8. **BRASS BOAT PLAQUES** - These are **now available to OGA members only** from Moray Macphail at Classic Marine. You must quote your OGA Boat number, obtainable from Nick Miller (Boat Archivist), before placing an order. The plaques will be produced in batches of 10 and members will be invoiced for payment. The cost of each plaque will be approximately £7.50. Moray's contact numbers and addresses can be found on the front inside cover. See March 2002 Log, page 10, for more details.

9. **CAPE HORN TROPHY** - Area Secretaries are asked to look at the aims and requirements for being awarded this Trophy on pages 17/18 of the March 2002 Log and be prepared to nominate one or more members from their Area, complete with your reasons. Nominations required by 31 October 2002. The Trophy will be presented at the Association AGM in January 2003.

10. **EDITOR TO RETIRE** - This is a timely reminder that the March 2003 issue of Gaffers Log will be the current Editor's last production. Offers of a successor are required.

11. **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 the OGA stand to a limited number of Shows each year. This is an ideal opportunity for a retired couple. Other volunteers are also required to assist in this task. It is good fun - we know - we have done it! Please contact the Secretary.

Omission - Bookshelf - March 2002

The review of **PILOTS, Volume 1 - The World of Pilotage under Sail and Oar** - Edited by Tom Cunliffe.

In producing the publishing details we omitted to say that this book is available through Chatham Publishing, 61 Frith Street, London W1V 5TA. All other details are correct. The Editor apologises to Chatham Publishing for this omission.

SAILING JUST FOR FUN by A C Stock

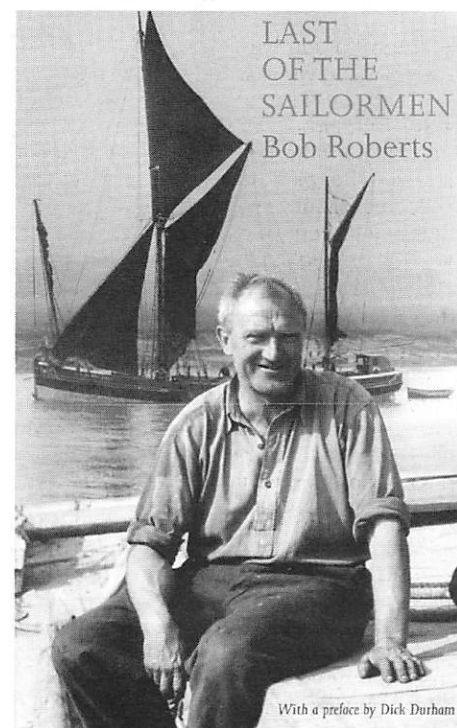
Originally reviewed by George Jago in the September 1998 Gaffers Log.

By popular demand, a new edition of this book has been published by Seafarer Books and copies are now available from them at 102 Redwald Road, Rendlesham, Woodbridge, Suffolk IP12 2TE. Price £10.

LAST OF THE SAILORMEN by Bob Roberts - a new edition - introduced by Dick Durham.

Reviewed by Richard Walsh

With the last freight carried under sail alone just 30 years or so ago, far more than half the population of this once seafaring island nation will have been around in the age of commercial sail. The last survivor was of course the ubiquitous Thames sailing barge, that workhorse of the coastal trade which shunned the competition of the railways for over 100 years, and the motor lorry for only a little less.



Through the couple of dozen survivors of this once 3,000 strong fleet many hundreds, no thousands of people have spent a day or more on a charter barge. But if these modern day 'passengers' think they have experienced the Sailor's way of life, they must think again. Bob Roberts' book on the closing years of the sailing coaster brings home to the reader, via the author's easy prose, the reality of that hard, unforgiving and often dangerous existence. A light charter barge in the summer months is a far cry from a winter gale, deep laden to the iron band, decks awash, thrashing to windward to gain some shelter where to ride out nature's fury. No radio, no GPS, no radar, no engine, just a strong affinity with their barge and their environment, the Sailors made their way with wind and tide from place to place, paid by the freight, windbound earning nothing, just the man, boy and dog of the spritsail barge's folklore.

It's all here to read, with always a hint of humour underlying even the most hazardous of the situations recounted. Read this book and spare a thought for that special breed of seafarers when you next see a barge underway; in reality it was a different world.

Published in paperback by Seafarer Books, 102 Redwald Road, Rendlesham, Woodbridge, Suffolk IP12 2TE, tel: 01394 420789, fax: 01394 461314, ISBN 0 95381 804 7, price £8.95 + £1.05 p&p.

boats. The partially decked fleets travelled as far south as Limerick and Tralee and north to Sligo.

After experiencing a major decline at the beginning of the 21st Century the Galway Hooker has seen a revival since the 1970s with many old boats restored and new boats constructed.

This article is based on Scott, R.J. 1996. *The Galway Hookers: Working Sailboats of Galway Bay*.

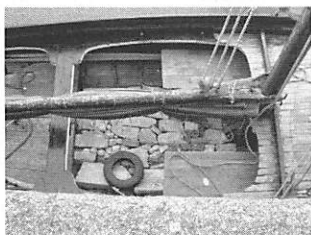
By Fiona Hook

An evening sail on a Galway Hooker — Kinvara, Co. Clare, Ireland

On a recent trip to Ireland, Bruce and I had the opportunity to go for an evening sail on a Galway Hooker in Galway Bay.

We chanced on a sign advertising two hour sails on a Galway Hooker while travelling through Kinvara, a beautiful seaside town to the south of Galway City.

We noted that there were three Hookers in the port and a well cared for Manx Nobbie. The largest hooker *An Traonach* was secured at the end of the stone pier so we assumed that she was it, although the sight of the ballast caused us a moment of concern.



Galway Hooker interior

The next day we arrived at the pier to meet with the skipper Mehall at 5:00 pm. The tide was still coming in and the Hooker was stuck in the mud. By 6:30 pm the skipper had arrived and we discovered that we were the only passengers and he the only crew for the large and beamy 38ft Hooker. We climbed down to the deck and proceeded to assist the skipper in hauling the main, staysail and jib, while still secured to the pier, facing into another boat with the wind

placing us on a broad reach! We then let go with instructions shouted to me, now the skipper, to bear away avoiding the boat in front, the boats tied opposite on the other side of the u-shaped pier and the rocks behind us! With a lot of swearing in a heavy Irish accent (his not mine) we managed with the aid of a hastily thrown anchor to swivel the boat out of the pier and tack up the inlet into Galway Bay. With Bruce and Mehall up f'ward working the jib and staysail I settled down to steering with some quite heavy weather helm and marvelling at the size of the main towering above me.

We were then treated to a three hour sail in 10 knots of wind with the sun setting to the west over the entrance of the bay, absolutely magic. The shoreline was dotted with small white washed cottages and the odd ruined castle tower. Basking seals inhabited the rocks in the centre of the inlet, who leaped into the water with a splash at the approach of the boat.

The return to port was no less exciting with the wind dying we ghosted into the pier with all sails up on a broad reach, the weight of the boat ensured that we came in too fast and with the aid of some American tourists a line from the pier brought us up short with the bowsprit just missing the boat secured to the pier in front (again accompanied with a lot of swearing). What an adrenalin rush!

This sail was perhaps one of the highlights of our trip to Ireland and would highly recommend it to any OGA member travelling in Ireland. There are a number of Hooker charter companies operating in Ireland, with some offering day sails and overnight trips. Some contact details are as follows: Galway Hooker Trips (Kinvara) - 087 231 1779; The Truelight (Carna, Connemara) - www.truelight.ie.

During a pint of Guinness and a chat with Mehall in the Pier Pub he mentioned that there is an Annual Kinvara Hooker festival - Cruinniú na mBád / the Gathering of Boats - held every year in August, with over 20 hookers sailing it would be a sight to see! (for more information see www.kinvara.com).

Fiona Hook - Asst. Newsletter Editor

12. **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.

13. **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..

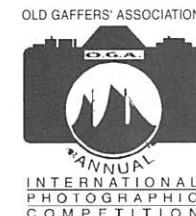
14. **F&GP COMMITTEE** - a meeting was held on 12 April 2002. All Area Secretaries have been sent a copy of the minutes.

OGA PHOTO COMPETITION 2002



Peter and Alison's HONORA

Photo: Alan Aston



The OGA Annual Photo Competition this year was not as well supported as previously. There were only 9 entrants this year with a total picture entry of 25. Never the less, the standard of entry was high and the judges had a job to pick out the winning pictures. Joe McAvoy, the Hon. Sec. of Carrickfergus Sailing Club; Bob Hamilton, professional news photographer; and Irene Aston, one of the NI Gaffers, decided the winners.

1st and 3rd in the Best Gaff class were beautiful studies from Tony Pickering - this man knows how to make boats look good. 1st was the bawley *Jacqueline* at the start of the Colne Match 2000 and 3rd was a picture of smacks *Ellen* and *Primrose* and prawnier *Ploughboy* taken on the River Blackwater. 2nd in the Gaff class was a picture taken by Alan Aston earlier this year of my own boat *Honora* in Belfast Lough.

1st in the Best Sailing class was a lovely picture of the French Bisquine *La Granvillaise*, taken at IFOS last year by Robin Ford. 2nd and 3rd went to Stephen Clarkson for his two very different photographs - an action one of the gaffer *Eda Fransen* on the Classic Malts Cruise, the other of his daughter Amy at the wheel of the oldest surviving Bristol Channel Pilot Cutter, *Madcap*.

I would like to thank all of the gaffers who entered pictures in this year's competition and encourage all of you to enter into the spirit of the thing for next year. The prize money of £250 will be split amongst the winners in the form of vouchers for photographic equipment. Next year you could get your hands on some of it if you take some pictures. It is one of the best ways to promote gaff rig - take pictures of pretty boats.

Peter Lyons

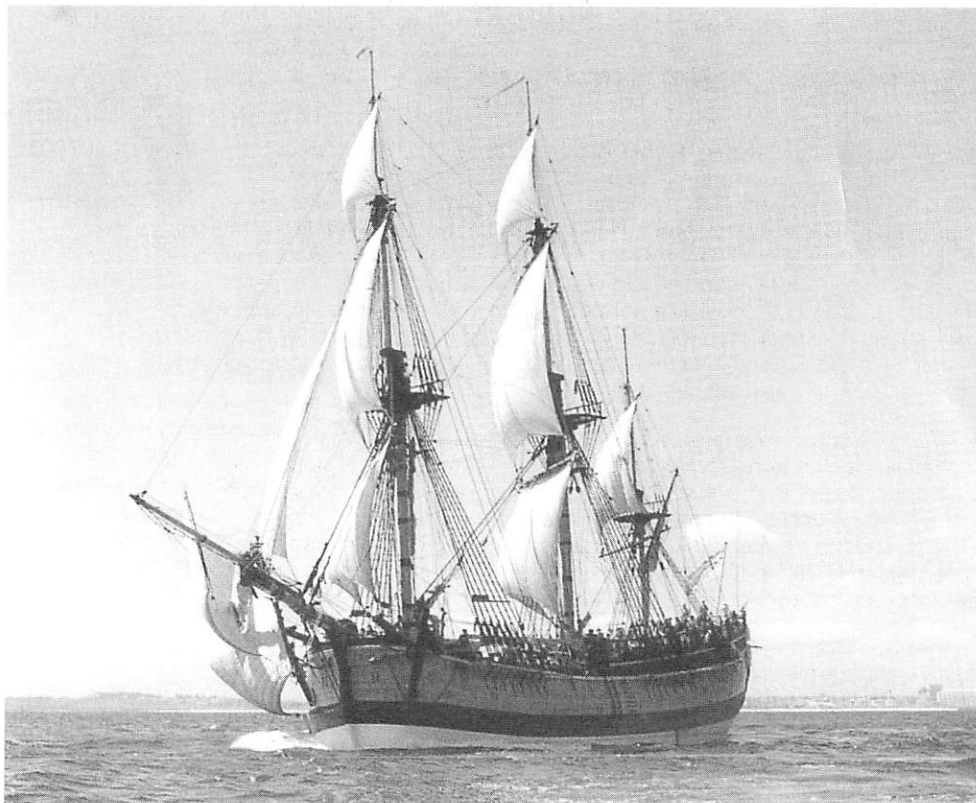
Looking after HM Bark Endeavour

or some fresh insights into the role of the Bosun's Mate

"In justice to the officers and the whole crew, I must say they have gone through the fatigues and dangers of the whole voyage with that cheerfulness and alertness that will always do honour to British Seamen, and I have satisfaction to say that I have not lost one man by sickness on the whole voyage".

Captain James Cook

Admiralty Records C.Vol.22



ENDEAVOUR

Photo: Rod McLeod

Before departing on her Cape Horn voyage back to her spiritual home in Whitby, *HM Bark Endeavour* replica completed a circumnavigation of Australia anti-clockwise from Sydney to Fremantle, with side trips to Indonesia. During the course of the voyage, there was a complete re-enactment of James Cook's original voyage, for a BBC documentary, in which the crew dressed as in Captain Cook's time, ate 18th century 'vittals', cooked on a wood stove and used 18th century plumbing facilities, all in the name of authenticity. The diet of rolled oats, gruel, dried goat's meat, dried peas, sauerkraut (lots of it), fruit, fish, water and sourdough did wonders for weight loss in the crew members, but not a diet for the faint hearted. However, cooking over a wood stove in 30°C tropical heat with 90% humidity, all in the confines of a wooden tween deck, elevated the role of the ship's cook to the status of Sainthood!

Sunday morning dawned and after a champagne breakfast *Wind-A-Way* and *Mayflower* went out for a sail. The crews of *Oriel* and *Karina*, who had been caught by the low tide, had a lovely time on shore catching up with other Gaffers who dropped in for a chat. *Swallow* arrived at midday and it was great to see the two Drascombe Luggers (*Wind-A-Way* and *Swallow*) racing each other across Mangles Bay. Everyone had such a lovely relaxed time that we would like to make the event more regular. Mike was awarded the OGA Australia Day Perpetual Trophy for 'endurance', having sailed from Crawley all the way to the TCYC. The weekend went too quickly, with *Oriel* and *Swallow* sailing back to Mounts Bay on the Monday morning. *Karina* also went for a sail to see them off. After losing the wind and motoring most of the way, *Swallow* finally got to sail from East Fremantle on a sea breeze.

HMAS PERTH MEMORIAL REGATTA

Unbounded enthusiasm by the Nedlands Yacht Club towards including the Old Gaffers Association in this annual regatta was the hallmark of the event for us. After having anchored off the beach and been ferried ashore to listen to the pipe band of Fremantle Sailing Club, the speeches and to fill in nomination forms, there were unfortunately only 5 OGA boats to face the starter. The Old Gaffers were first off, starting with the cruiser fleet. *Wind-A-Way* and *Oriel* were soon left far behind, *Bicton Bell*, *Sunbeam* and *Christina*, with the remaining six fleets of the regatta, working their way past us on the first windward leg. Taking three hours to finish is far too long, especially on a hot afternoon when everyone else may be seen at the clubhouse enjoying refreshments an hour or more before you cross the finish line! Handicap results gave *Bicton Bell*, *Christina* and *Oriel* as trophy recipients.

Mike Igglesden - Newsletter Editor

THE GALWAY HOOKER

The Galway Hooker was developed in the 18th century primarily for fishing but also as a transport vessel (for livestock, limestone and turf) on the West Coast of Ireland. It

has been suggested that the origins of the Galway Hooker lie in the Netherlands or Norway, however, by the 1790s the boat had been sufficiently developed by the Galway fisherman to be considered a unique type.

The hooker was primarily used for line and hook fishing and a number of different hull shapes were developed with the hooker specifications to accommodate different tasks and budgets.

Bád Mór was cutter rigged and ranged in size from 35' to 44' LOA.

Leath Bád was also cutter rigged and a little smaller at about 32' LOA.

Gleoiteog was cutter rigged with a smaller hull 24-28' LOA.

Púcán was lug rigged with a jib, 24-28' LOA.

The boats were usually built from larch, oak and beech covered with a creosote/coal tar mix. The hooker hull shape has been lyrically described by R.J. Scott as having a "sharp clean entrance, deceptively under the apple-cheeked buoyant forequarter, considerable tumble-home or belly of up to 12 inches each side, a beautiful run starting almost amidships, and sweeping up to the raked transom ... there was hardly a flat plank in her".



Galway Hooker TRUELIGHT
Photo: www.truelight.ie

The hull was decked from stem to mast beam and a small cuddy was used for sleeping and cooking. The cooking was done on an open turf fire on a stone hearth. Ballast comprised flat local stones

arranged amidships.

The majority of the hulls were constructed in Claddagh, Galway with fishermen in Connemara primarily using second-hand Claddagh boats. Fisheries records indicate that in 1836 a total of 105 open boats and 80 rowboats were based in Claddagh. In the Connemara region (Spiddal to Killary) the fleet comprised one fully decked, 111 half-decked, 316 open and 1236 rowing



In the lock on the way to a Dutch Rally

Photo: George Jago

WESTERN AUSTRALIA

"Of all the living creatures upon land and sea, it is ships alone that cannot be taken in by barren pretences, that will not put up with bad art from their masters" Josef Conrad.

I believe Mr Conrad hit the nail on the head when he wrote these words. A well founded vessel breathes an air of confidence to those who sail upon her. Through the roughest of seas, in the darkest of nights, in the most harrowing of gales, a well designed, well built, well rigged and properly handled vessel will get her crew through to their desired destination. If any of these factors are missing, then trouble, if not disaster, looms on the horizon. This is equally true for the round-the-world voyager as it is for the occasional weekend sailor. As most of us know through experience, sea water and wind can be pretty unforgiving, negligence

is eventually punished severely and folly is contemptuously cast adrift. A completed voyage therefore brings a great sense of fulfilment and achievement; be it to Rottnest Island and back, or a circumnavigation of Australia. I hope all of us, in our own individual ways, are experiencing the many pleasures that sailing can bring.

Chris Bowman - President, OGA of WA AUSTRALIA DAY WEEKEND

The Australia Day weekend at the hard stand TCYC Point Peron was enjoyed by a small but happy band of Gaffers. Six OGA boats visited Point Peron, with *Oriel* and *Marco Polo* sailing from Perth. Saturday afternoon saw the boats, their crews and visitors slowing arriving. The evening BBQ saw John Dilley serenading us with some classical guitar and Clive Jarman let loose with his tin whistle and a sea shanty or two.

When *Endeavour* arrived in Fremantle early December 2001, I was asked by Captain Blake to be Co-ordinate Ship Keeper, refit volunteers and any other task which seemed to come under the heading of someone else. My first action call was relayed by my son Andrew, Carpenter's Mate on board, requesting some divers to inspect the stern and cut away a tangle of floats she had gathered coming down the West coast at night and running over lines of cray pots in heavy weather. Fortunately, as I was already part of the official welcome boat from Challenger T.A.F.E., Maritime Image, we relayed the call to the T.A.F.E. dive vessel *Birkin*, which had a full compliment of 3 Master Divers and 12 Clearance Diver trainees on board. *Birkin* came racing over from Rottnest Island with a bone in her teeth, like some avenging angel, and was alongside *Endeavour* with divers in the water in 25 minutes. The Master Divers cut away 50 metres of craypot line and 20 floats, which were tangled round the false keel and propeller. When she was alongside in Victoria Quay, Fremantle, we were able to supply 12 very experienced ship keepers, including 3 ex-trawler skippers, to relieve the whole of the permanent crew for their first night ashore.

From the first night, we were able to supply 10 or 12 ship keepers from 1900hrs to 0700hrs and despite the huge range in ages and work background, there was a full complement of people on watch every night, including Xmas and New Year, until she set sail on her voyage of destiny. All the ship keepers loved the experience of keeping watch, and sleeping in a hammock or spare cabin on board, and square rig, and many came back several times. This is a job I would recommend all Old Gaffers and their families to experience and the range of volunteers that you meet is enormous. We had artists, belly dancers, bikies, farmers, sailmakers, teachers, nurses, circus performers, students, police, firemen and professional singers, a motley crew if ever there was one! All had one thing in common, a love of *Endeavour* and the spell she weaves over all those who got to know her.

Working as Bosun's Mate on the day sails and twilight sails was certainly a varied experience, including loading and reaming out the cannon after a mock battle, looking after 4 year old Lewis, the Relief Bosun's son, and keeping a weather eye on a group of over enthusiastic helpful passengers. The finish of the BBC film took place alongside in Fremantle, out in Gage Roads, and a memorable sight after a day's shooting was to see "Mr Banks", "Dr Solander" and "James Cook" in full costume on the quayside eating pizza and knocking back ice cold cans of Emu bitter.

Before her epic voyage, *Endeavour* went into dry dock for a week and co-ordinating all the refit volunteers became a logistics nightmare because of changing priorities in the dock. It was at this time I remembered well my Grandfather's advice - he was ex-Bosun of the *Wanderer*, John Masfield's beloved square rigger - the advice was "Keep your trap shut and your bowels open and you'll go to heaven. Any other way and you have a problem". I never ceased to be amazed at the number of young volunteers who scrubbed heads and decks, tarred rigging and shifted stores with a great sense of enjoyment whilst having long gaps between meals and 'smokos'. Especially when I recall that the definition of a volunteer was someone who had misunderstood the question!

On the final pre-voyage day, a 60 year old cask full of James Talijancich liqueur was tailed on board by 20 crew on tackles from the cockpit of a vintage launch lying alongside. This liqueur has weathered Cape Horn safely and will be hand bottled in Whitby for use at the launch of the BBC documentary in September. I was able to get some business friends to donate food stores and one wonderful 80 year old lady gave me twelve jars of Cumquat marmalade for the Captain, who is a 'marmalade aficionado'. In fact, over the past five years, we have had a 'marmalade trail' going, where I've been able to get a few jars from each foreign port taken on board when *Endeavour* docked. I think getting some special local berry jam in the Falkland Islands was definitely the highlight of the 'marmalade trail'.

When *Endeavour* arrives in Whitby about the 21st June 2002, Captain Blake would like to hand over the Cape Horn Trophy to the President and Editor of the Old Gaffers at a suitable ceremony on board ship. My hope is that on her arrival, all the Old Gaffers and friends will support *Endeavour's* journey round the UK in what ever way they can and I'm certain they would have some wonderful memories for their efforts.

I would like to thank the many Old Gaffers I've met, for their generous spirit and friendship. Health permitting, it won't be too many tides before I return to the UK. William Wordsworth, to me, has the most appropriate say on the travels of *HM Bark Endeavour* replica -

*Where lies the land to which yon ship must go?
Fresh as a lark mounting at break of day
Festively she puts forth in trim array;
Is she for tropic or sun or polar snow?
Of the Old Sea some reverential fear
Is with me at their farewell, joyous Bark!*

Patrick Reid - OGA of Western Australia

SNIPPETS

Navigation Lights

The RYA inform us that there are increasing reports of vessels under sail that are not showing the correct lights at night. They remind us that it is the responsibility of the owner and/or the skipper to ensure that the correct lights are displayed. Showing incorrect lights is illegal and confusing to other vessels. If you sail or motor at night, make sure that you comply with the current requirements of 'The International Regulations for Preventing Collisions at Sea'.

Safety Radio Monitoring by the Coastguard

The Maritime and Coastguard Agency gives notice that the coastguard ceased keeping a listening watch on MF 2182 on 31st May 2002. On VHF they will also cease to maintain a listening watch from 31st January 2005 and instead will only operate a 'loudspeaker watch'. This is still a little way off but by then most distress traffic is expected to be dealt with via the Global Maritime Distress and Safety System (GMDSS).

Weather Forecasts

The MCA has responded to the wishes of yachtsmen (and women) and changed the Inshore Waters Forecast to include a 24 hour outlook. This change was implemented on 8th April 2002. We now have a 12 Hour Forecast with a 24 hour outlook covering the 16 areas around the UK giving wind, weather and visibility. The Coastguard has since received complaints that the forecasts are given only a limited time to run and are asking for 24 hour forecast with a 24 hour outlook. We await developments on this.

Robert Holden



VERVINE BLOSSOM and AN LADY MOR

Photo: Neal Eastham

THE NETHERLANDS

Some VKSJ events taking place this year are -

8 June Races in front of the coast in IJmuiden.

21/ 23 June Anniversary - starting in Edam.

13/ 14 July Touring on the IJsselmeer or Waddenzee.

6/ 8 Sept Haarlemse Vaardagen, no sailing just drinking I guess!

13/15 Sept Closing the season in Hoorn.

12 October Races in front of the coast in IJmuiden.

Telephone Jack Leisink, President VKSJ on: 0031(0)384772078 if you would like to take part either in your own boat or on a Dutch Classic.

course and were certified, so what's new. I, as one of the certified would recommend this course to all of you.

On March 22 we went to Carrickfergus SC to listen to a talk by Bob Harper about his and his wife Christine's 5-year adventure sailing around the world. Christine was unfortunately ill, and didn't make the evening, but Bob told a brilliant tale about something that most of us wouldn't even contemplate. If you get a chance to hear it some time, don't miss it. Thanks to Bob and to Carrickfergus SC for the great evening.

Summer Programme

By the time you read this we shall already have had our **Opening Weekend, May 3/6**, and our Lough Erne **Small Boat Rally, 17/18/19 May**. Peter and Pat Kennedy did sterling work on this event and as I write, 23 gaffers have enrolled and paid their money up front for this weekend.

Bangor Traditional Sail, 21/23 June. Everything is going well for this our 6th year in Bangor. We have made some changes to proceedings this year. We are moving from the marquee to McMillens, this avoids complications with licences and so on. We will have our own rooms within the pub, for the 2 evenings and our skippers briefings. We are having our brass plaques, again sponsored by Crest Nicholson. The Flagship Centre has again sponsored a special prize which will be for the person or persons who have made that special effort to make Bangor a success. So far we have over 50 entries, including a 90ft Schooner and a visitor from Holland. If you have not entered yet, get your entry by email or snail mail to me as soon as you can.

Hooker Weekend, 28/30 June. Again about 30 entries in for this, knowing the Portaferry mob it should be a good weekend.

Peel Festival, 3/7 July. I have no further word about Peel, perhaps they will send me news soon.

Ardglass, 23/25 August. Ardglass is in hand, preparations are underway, details will follow in due course.

Portrush Traditional Boat Rally,

31 August/1 September. Robin Ruddock tells me that all gaffers are welcome. If you can't bring your boat bring yourself along to Portandhu for mighty craic, especially on the Saturday evening when there will be a supper and a session. For more details contact Robin on 02870 823871

Peter Lyons - Area President

DUBLIN BAY

A chara

Well after standing down for 18 months as Secretary of Dublin Bay Area, I now find myself President and Mary my wife as Secretary. Thanks very much to Willie Murphy for standing in as Secretary and keeping things ticking over. His new floating home, the 66ft trawler *Excalibur* is now near completion.

We have just had the inquest on a disaster on the River Liffey where a 34ft yacht was in collision with a freighter and four people lost their lives, in a night time collision in a navigation channel. So folks, keep it safe and remember always to have at least two people on deck when leaving port and don't take chances.

Everything is in place for the BLOOMSDAY CLASSIC BOAT WEEKEND - Friday 14/ Sunday 16 June in the 'Royal St George' in Dun Laoghaire. Our DUBLIN BAY COMMODORE'S RACE is the following Saturday, 22 June, in conjunction with Poolbeg Boat Club's weekend Festival, Friday 21/ Sunday 23 June. All are welcome and good craic guaranteed. Contact myself or Tom Magennis, tel. Dublin (353 1)2855835.

The *Lady Mor* is just about ready to be lifted back in the water for another season, but I doubt if she will be going too far this season as Ben McDonagh is going away in June to sail the North West Passage with some of our foremost sailors and OGA members. I expect a full report for the Log will be available by the end of the year.

Safe sailing.

Mick Bentham - Area President

2 Galmpton Farmhouse
Galmpton, Brixham TQ5 0NP

George Jago, Editor

10 February 2002

Dear George

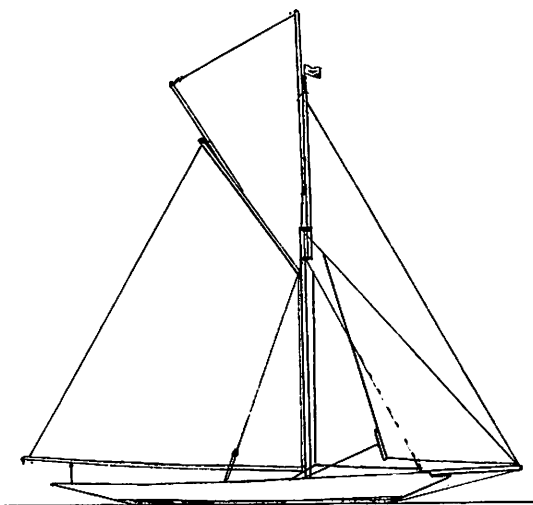
Enclosed is a copy of a sketch that I made some years ago of the ten rater *Ysault* of 1892, taken from Volume II of the "Badminton Library of Sport-Yachting", published in 1894.

Note the club at the clew of the jib. In forty years of keeping my eye open I have never come across any reference to this spar, only a photograph of the *Ysault*, one of the *Dora*, ten rater of 1891 in the "Badminton" Volume I, and a photograph of *Vigilant*, cup defender of 1893 in Volume II; also of *Gloriana* of 1891 in Douglas Phillips-Burt's "The History of Yachting".

Perhaps some member of the OGA can give me some information on this reclusive spar?

Yours sincerely

Ian Cornish



C/o 129 West Hill Road
Bournemouth BH2 5PH

18 February 2002

Dear Mr Jago

I am writing to you at the suggestion of Nick Miller, the Archivist. The subject is boats built by Harry Feltham, one of which I own - *Mallard*, 22 foot. I believe that 4 craft are in the OGA including *Grebe* and *Bullfrog*.

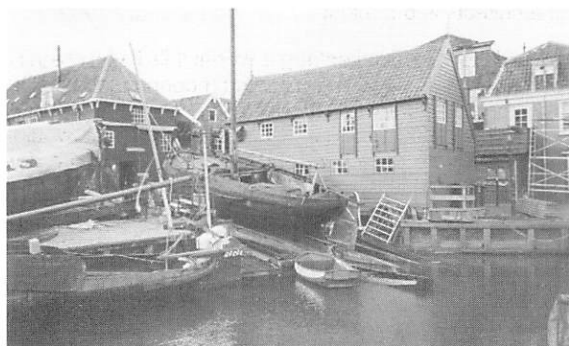
Mallard is dandy-rigged: twin headsails, gaff mainsail and triangular mizzen. But as some alterations were made in earlier ownership I wish to improve several things, increasing the ballast as well as the sail area. It would help me a great deal to have views on height of mast - perhaps it should be from 18 to 22 feet do you think - and where best to place internal ballast. Would you help me?

Your sincerely

F Bland

NOTE: We are prepared to pass on technical details to assist enquiries such as the one above, but we will not pass on any personal details from the archive unless particular agreement is obtained for such an exchange. The Editor.

Dear George,



Repair yard, Spakenburg

Photo: Jon Wainwright

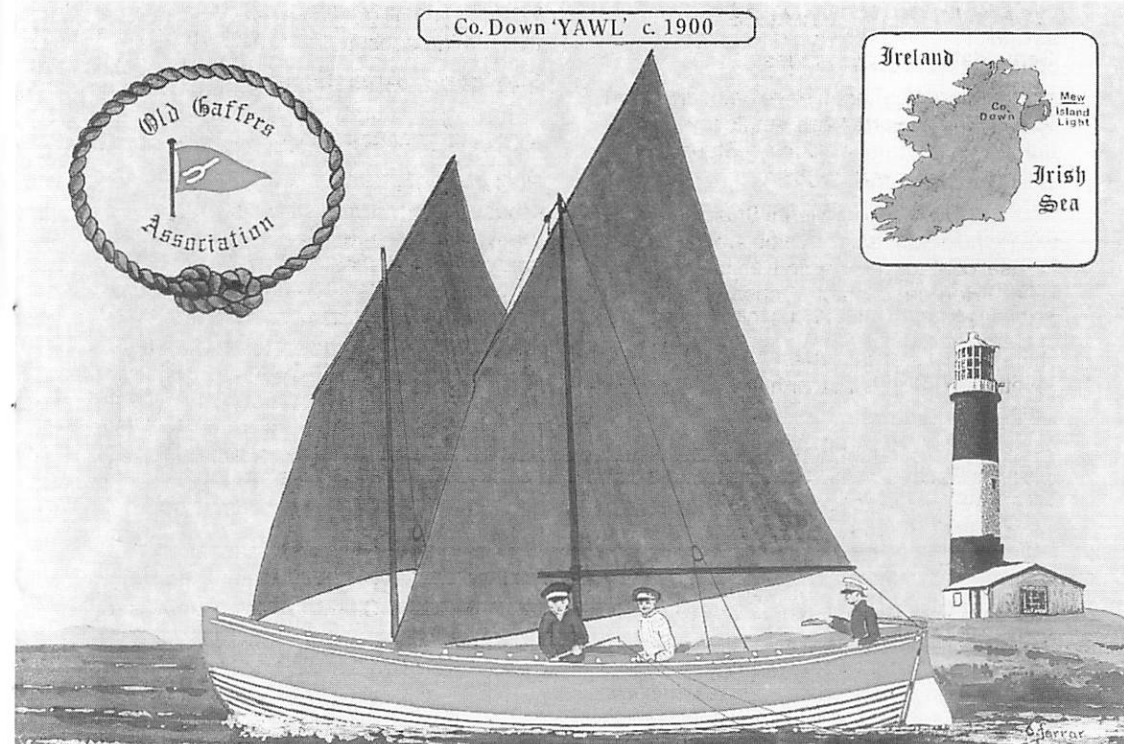
If there is an award for the most appropriate letter, could it go to Colin Stroud. Too often we forget how off-putting negative comment is to the majority of our membership. Whilst I don't want to be accused of "Only being here for the beer", we need to remember that the success of the OGA is down to our generally cheerful nature!

Anyway, to boats and gaff for a change! As some of you know I have been sailing on the IJsselmeer this winter. The chance to go to the many delightful harbours without being crowded out has been good. The traditional gaff scene is huge by comparison with say the Thames Estuary, which is the equivalent area. I would estimate there are about 500 big charter vessels - klippers and tjalks. The size of the vessels, the scale of operation makes our little Thames Barge operation look very puny. We go on about Hythe Quay in Maldon, but in Enkhuizen, they have recently completed a quay for about 120 charter ships, each of which is on average twice a Thames barge. Sailing out there in the period up to Christmas was fascinating at times. Most of the yachts were laid up, so the scene was something out of last century, with schooners, ketches, brigantines going about in all directions in such numbers. The klipper races they tend to hold end of season with professional crew rather than charterers.

There are lots of other types of gaff rigged vessels further down the scale, some of which are raced even harder and more macho than our smacks. But the type of vessel which fascinates me most is the Botter. Having studied English and East Coast smacks for many years, I can work out how things evolved. A lot of our vessels developed for similar types of restricted shoal water follow the classic English Gaff Cutter sail plan - big bowsprit, big flying jib, useless staysail, long boomed main, and by the end of their evolution they were copies of Victorian yachts. Now the botter seemed to go in a totally different direction. I have seen 1930's films of working bidders beating to windward, and they appeared to have developed many features of modern rigs. The mast is nearly amidships, and they set what can only be described as a masthead genoa, with a big overlap. To make the thing more manageable they had it partly on a track like a smack or barge, and only the overlapping part is sheeted in. What amazed me most was the cut that was achieved. Modern masthead rigs seem to have to be so taught that the boat leaks. Yet the botter normally has no shrouds, only a bar forestay, but the set can be perfect. Did they know something about hollow luffs perhaps which our traditional sailmakers did not (and still do not in many cases!) - I would be interested in their views, or any intelligence from Dutch Members. Looking at the slot between main and staysail, it was near Vashti perfect. Another issue which I have only just found out about is matter of "drift" between luff of mainsail and the back of the mast. At a VKSJ talk I went to, they had this top notch designer (he developed the wing keel etc for Australia in the America's Cup) giving a talk. I may have lost

Port View, New Road
Mistley, Essex CO11 2AE

28 March 2002



Co. Down YAWLS were double ended clinker-built boats after the tradition of the Viking Longships. Up to 32' in length they were used for Longline Fishing and Pilot Work. The two dipping Lug Sails were characteristic of these Yawls.

with varnishing brushes and Stephen Clarkson is suffering from varnisher's elbow. I hope that all of you can make an appearance at some of our events that we run throughout the season, there is a list in this Gaffers Log.

News Reports

Our winter programme started on 12 January with our annual visit to the Cruising Association for the OGA AGM. There were no earth shattering decisions taken at the AGM, but the Bermudan Register was considered at length, and a decision will be taken by June of this year. It was good to meet with the gaffers from other regions, and although I have to report that David Cade has been unwell for a time, he was in attendance and in full flight. I wished him well on your behalf.

We continued on 25th January with the

resurrection of our Blocked Trophy Quiz with Newtownards Sailing Club (NSC). About 20 gaffers and the same from NSC had a good night in a new look clubhouse. NSC won by 1 point from the Gaffers, and they took the Blocked Trophy. A date for next year has already been agreed.

Paddy Barry came from Dublin and told us about The Irish Northwest Passage Expedition 2001 on 8 February at RNIYC. The evening started with a fork supper. We filled the dining room with 110 people who had come to hear Paddy's illustrated talk. I would like to thank Alan Aston for the work that he put into the organisation of this event, the biggest turnout that NIOGA have had for a talk yet. Thanks also to RNIYC for the use of the clubhouse facilities.

On 9 February an RYA First Aid Course, was held in RNIYC. 10 Gaffers completed the

CONWY & NORTH WALES

Some dates for your diaries -

Two Sailing Weekends have been arranged for 29 June at Porth Wen, Anglesey, and 20 July at Porth Dinllaen. Contact Stuart & Julie Nicholls, tel: 01248 353887.

Again, we believe the Menai Straits fortnight will include Gaff racing. If you are interested please contact, in the first instance, Tony Mead, Harbour Master, Conwy, tel: 01492 596253 or Scot Metcalfe, tel: 01248 352513.

Saturday 10 August - Area Annual General Meeting - 18.00hrs at North Wales Cruising Club.

Sunday 11 August - Nobby, Gaffers & Classics Race, Conwy. Contact Tony Mead, as above, or me for more information and an application form.

30 August/2 September - Small Boat Gathering, Derwentwater Marina. Contact Pete & Sue Farrer, tel: 01270 874174.

Wishing you all good and safe sailing during the coming season.

Sue Farrer - Area Secretary

NORTHERN IRELAND

Hi Gaffers, If this year keeps going the way it has started, it should be a cracker of a year. Alison and I have already had 3 enjoyable days afloat. A beautiful sunny sail to the Copelands in company with *Golden Nomad* and *Wee Lizzie*, and we were blown from Bangor to Carrick last Saturday and blown from Carrick to Bangor on Sunday. That is a rare feat, to have the wind from behind on both days. I hear that lots of work is going on around the country, getting gaffers ready for the season. *Mandarin* is being worked on in Carrick, *Wee Maggie* is in the water. Nigel Snell has been seen on the slip at Bangor with antifouling brushes. *Yknot* is getting closer to the water every day. Stephen Clark has even been seen



A MISTY MORNING ON THE CONWY

"Have you seen Pete Farrer?"

Photo: unknown

something in the translation, but a point made was that the area of sail immediately behind the mast is in turbulence and a waste of time. So the botter has a laced luff, not hoops and sets the sail a good 60cms/2 ft or more abaft the mast. So have the British been paying for mast hoops and 10% more sail than they needed to have done for years! I would be interested to hear views from sailmakers and naval architects in our midst.

Incidentally a visit to the little town of Spakenburg is worthwhile if you are in Holland. There must be about 40 bidders wintered there, in specially allocated mooring places. There's a traditional boat yard which has been restored and services these boats. It was marvellous to watch big hunks of oak being whacked into these amazing ships. Our Essex smackies would eat their hearts out to have such a facility. They ought to go over and see how things are done properly by helpful authorities, perhaps dragging Maldon and Tendring District Councils by the throat with them!

Jon Wainwright



Winter at Spakenburg

Photo: Jon Wainwright

79 Kingsway Park
Kingsbridge, Devon TQ7 1UD

Dear George

The Things People Say or Every Picture Tells a Story

Quotes from the March 2002 Gaffers Log.....Comments from me!

Re. Bermudians

"Their decks leak and their garboards give trouble from time to time as with the rest of us".
The Editor of the Gaffers Log.

Not me George! Like hundreds (and one day the majority) of OGA members owning "Tupperware" gaffers, they are as chalk is to cheese!

The Association AGM

"Two preoccupations governed the OGA, the gaff rig and the preservation of old boats".
The President of the Solent Area.

Sorry George! One preoccupation, the Promotion and Preservation of the Gaff Rig (as we used to declare!). Preserving old gaffers is a very commendable subordinate but not preserving old boats with any rig or no rig at all (i.e. an engine, which is where we will end up!). That's for the Wooden Boat Club.

The Solent Area Report re. the Portsmouth Festival

"As a group we were pretty small fry in the overall picture and despite the President's best endeavours, we lost our identity". The Secretary of the Solent Area.

Get used to it Geoff! When we have wasted our limited talents and resources on sorting out what a "classic Bermudian" or a "traditional motor boat" is and have unnecessarily inflated our membership with non-gaffers, we shall certainly have lost the OGA's identity, for ever. All for a bit of ethos and thirty pieces of silver!

Dave Keller

Alma House, 60 Harwich Road
Mistley, Essex CO11 1LL

The Editor Gaffers Log

Dear Sir

It would appear that the debate concerning the introduction of a classic boat register has been resolved and that our triangular cousins are to be allowed to join us, a good thing in my opinion. There remains however the vexed question of what constitutes a "classic". There are of course almost as many points of view as there are people arguing. To help resolve this issue may I suggest this simple check list for owners - any boat to score 50 points should be considered for inclusion in the forthcoming register.

- | | |
|--|----|
| 1. When you try to raise sail, bits of wood move too. | 50 |
| 2. The boat next to you in the marina has twice the accommodation on the same waterline length. | 25 |
| 3. If you look over the back of your boat you cannot see the waterline without leaning so far out you fall in. | 20 |
| 4. You think lifelines are a good idea but they would clutter her lines so. | 15 |
| 5. Sheer is a quality of your boat rather than the deck ornaments sunbathing wear. | 15 |
| 6. The skipper of the other boat says yours is nice even if his is twice the size. | 10 |
| 7. The material from which your boat is constructed once had roots and leaves. | 30 |
| 8. The man who designed your boat used a pen and paper. | 15 |
| 9. You know and fully understand the meaning of the word garboard. | 25 |
| 10. Your auxiliary is - a) made from wood, b) in the dinghy, c) a charity provided by others. | 20 |
| 11. Those who sail with you appreciate that a little bilge water is necessary for the proper storage of beer. | 35 |

I realise that this list is not exhaustive but I think that it could be a useful guide.

Yours sincerely

Rik Graham



Brixham Fishing Fleet pre - 1914

Photo: unknown

Brixham trawler fleet re-emerged in 1997 to race again for the King George V Trophy. Slowly but surely these grand old vessels are being brought back to life and six are expected to compete this year - *Leader* (1892), *Pilgrim* (1895), *Keewaydin* (1913), *Kenya Jacaranda* (1923), *Provident* (1924) and *Vigilance* (1926). There is a steadily growing fleet of other trading/fishing vessels and those expected to compete this year include the Looe Luggers *Our Boys* (1904), *Our Daddy* (1921) and *Ibis* (1933). Also expected are *Diana Joan* (1904), *Guiding Star* (1907), *Golden Vanity* (1910) and *Britannia* (1915). Many smaller vessels are expected to attend, to remind us of our rich maritime history, based on Brixham and other fishing ports.

This year's race is again organised by Devon Area OGA. For further details please contact

Mike Lucas - Area President OGA, tel: 07974 365750, e-mail: mike@mikelucasyachting.co.uk

CORNWALL

The Annual General Meeting and get together of the Cornwall Area took place on 3 May at the 'Punch Bowl and Ladle', Penelewey. The main event under discussion was the forthcoming Annual Area Race to be held as part of the Falmouth Classics Weekend.

The Race will be held in the Carrick Roads starting at 12 noon on Sunday 11 August. The Reception and Prize-giving will be held at Falmouth Watersports Centre from 7pm onwards. All members, whether participating in the race or not, are cordially welcomed. Notice of the race and entry forms have already been sent to local area members. If you have been inadvertently omitted from the list or will be visiting Falmouth for the Classics Weekend, please contact the Area Secretary - Mike Collins, tel. 01872 863096 and request details.

Frank Argall - Area President

judging will take place for the Mayor's Trophy for the best turned out gaffer and for the best "Gaffers Rig". For the latter, crews are invited to dress in a style characteristic of their particular boat, and it is hoped this year that they will be able to put a Jubilee slant on it. On Saturday evening there will be the prizegiving on the quayside, followed by the crew's supper in a separate marquee.

The programme of entertainment will continue into Sunday when free berthing ends.

As in previous years there will be a race for the Black Pig Trophy for boats making the passage from Chichester Harbour: time yourself out past the Chichester Bar Beacon and in at Yarmouth past the port hand fairway buoy.

We have received a number of enquiries from people looking for crewing jobs for Saturday's race. If you expect to have a berth available, and are prepared to take an extra hand or two, could you please indicate so on the application form.

Volunteers would also be welcome to help man the OGA stand to take some of the pressure off George and Brenda Jago and Alison Cade. If you can spare an hour or two over the weekend, please let me know.

Three Creeks Race, 10/11 August

A weekend's jaunt visiting Ashlett, Newtown and Wootton Creeks, with a bit of relaxed competition thrown in and a barbecue at Newtown on Saturday evening. Contact me if you are interested in joining the dozen or so gaffers who normally take part.

Bursledon Regatta, 24 August

Now starts with a dance, normally to a jazz band, on the Friday evening at the Elephant Boatyard, followed by a relatively short race on the Saturday morning. It's a fun weekend and it would be nice to see a few more than the usual 15ish Gaffer entries. Why not leave your boat on the Hamble ready for the Annual Race and Rally the following weekend? There will be watersports in the afternoon and a barbecue, dinghy torchlight procession and fireworks in the evening. Race entry forms can be obtained from John

Selby, the Sailing Secretary, on 01489 572795.

Annual Race and Rally, 30 August/1 September

We revert to the traditional formula for this year's event. Meet at the Cowes Corinthian Yacht Club on the Friday evening, race from the Island Sailing Club line on Saturday and assemble at the Elephant Boatyard in the evening for a barbecue, prizegiving and musical entertainment. Details in the July Area Newsletter.

Marchwood Rally, 21/22 September and Yarmouth Rally & Centenary Chase Pursuit Race, 28/29 September - details in next Log.

Here's to some good sailing in 2002.

Geoff Skinner - Area Secretary

DEVON

Brixham Heritage Festival Rally & Race for Sailing Trawlers & Gaff-Rig Vessels - Saturday 1 June 2002

Working trawler races have been sailed off Brixham since the early 1800's. In 1919 *Sunny Isle* (owner Captain Jones) was the first winner of the King George V Perpetual Challenge Trophy, presented by the King in 1914. Lord Churston presided over the earlier events and in his letter to King George V, he sent the good wishes of the fishermen of Brixham and personal reassurance that 'the gift will ever be held as a link between the Port of Brixham and the Throne'.

Following this auspicious approval by Royalty, the local trawlers competed each year until 1939, when war broke out. *Valerian* (model in Brixham YC) was particularly successful, with *Vigilance* (winner 1933) and *Torbay Lass*, now *Kenya Jacaranda* (winner 1936), also successful in this racing event. Since the war years, racing has lapsed and as sailing trawlers became commercially outdated, the fleet disappeared.

However, through the efforts of local skipper Toni Knights and with the involvement of several local restoration projects, the

12 Avenue Marchal Joffre
78400 Chatou, France

19 April 2002

Old Gaffers Association

Dear Sir

I have received information today from M. Jean Claude Frouard of 'Fédération Manche Normandie' about events in Normandy which 'vieux gréements' (gaff/ sprit/ gunter/ square rig) vessels are invited to attend. M. Frouard does not speak English so he has invited me to spread the invitation to owners of traditional vessels in the UK. We hope you will find space to mention these events in your Log.

CAEN 'La Fête du Port' will take place in the Bassin St Pierre in the heart of Caen (at the head of the ship canal to Ouistreham). Programme is as follows:

Friday 6 September - arrival of visiting traditional vessels, nautical displays and games in the Bassin St Pierre. Opening ceremony and aperitifs offered by local shopkeepers on Quai Vendeuvre.

Saturday 7 and Sunday 8 September - Demonstrations of manoueuvering traditional vessels, rigging work, etc., sculling race, mast climbing competition, rowing races, swimming match, to name but part of the programme. Attending yachts will be given the usual warm welcome. Boats pre-registered will be given free berths for the weekend of the festival and for the 'period necessary' to ensure a safe arrival and departure. Free stand space is available to non-profit making organisations. Free use of slipway and crane (max 6 tonnes). Free car and trailer parking for pre-registered participants and free crews dinner on Saturday evening in a marquee on Quai Caffarelli and concert in Place Courtonne.

Applications to attend were supposed to be received by 30 April!! Please contact Lesley Sourbe for a registration form from Caen City Council, which is hosting this event - tel: 00 33 2 31 30 45 70, fax: 00 33 2 31 30 45 38, e-mail: sri@ville-caen.fr

LE TREPORT - 13/14 July (Bastille Day). For a pre-registration form please apply to - M. Dany Laurent, Fédération Manche Normandie, Maison des Gens de la Mer, 44 Rue Voltaire, 76600 Le Havre, France.

ST VALERY EN CAUX - 14/15 August. For a pre-registration form please apply to - M. Jean Claude Frouard, Fédération Manche, 27 Rue des Amiraux, 75018 Paris, France. Tel. evenings (French only spoken) 00 33 1 42 52 31 17.

The conditions attached to the latter two events are likely to be similar to the event in Caen. If you come without being pre-registered, you will of course be welcome, but will not necessarily be able to benefit from the 'advantages' mentioned above.

I hope this is of interest.

Yours sincerely
Richard Judd (*Sybil of Wivenhoe*, Colchester smack)



Fête des vieux gréements

Postcard

THE PIONEER TRUST

All photos accompanying this article are credited to Mervyn Maggs

Pioneer, the 70ft Colchester Skillingier currently being rebuilt near Maldon, is progressing well. The hull is finished and the decks will be started by the time you read this article. The boat has recently been weighed to enable the Naval architects, David Cannell & Associates, to calculate her stability for the MCA, something that seems to trip up many older craft. A forge has been set up and Alex Risk, who works for the Trust, is turning out some very fine and authentic looking ironwork. Particularly good are the rudder hangings on the new rudder.



↑ Planked up - fairing the hull

← Deck structure



YOGAFF 2001

Photo: George Jago

registered entrants.

We are again urged by Pat Lester to arrive on Thursday and to join in a (bring your own) barbecue which she and Joe will be hosting at Ivy Cottage. Those who made it last year will recall this as a splendid start to the weekend. I understand that Pat has recently been granted the Freedom of Yarmouth, the first time such an honour has been awarded for many a year. I am sure that everyone will agree that it is well deserved, although Pat would be the last one to take any credit for what she has done for the Festival. One of the privileges is, apparently, the right to drive one's sheep across Yarmouth Bridge....

The souvenir pennants have been designed this year to reflect the Jubilee celebrations, and it is hoped that when vessels dress overall for the grand opening, and for the remainder of the weekend, the bunting may

also pick this up as a theme. I gather, incidentally, that Yarmouth will be celebrating the Jubilee the previous, Bank Holiday, weekend with much festivity when all will be equally welcome (but no free berthing, unfortunately).

The formal opening will be performed at noon on Friday 7 June by Pam Rhodes of 'Songs of Praise' fame, and a staunch supporter of the RNLI. In the evening there will be shoreside bands and entertainment which will continue throughout the weekend. There is, I am told, no truth in the rumour that Pam Rhodes will be leading the singing aboard *Young Alert* on Friday evening, although many would agree that it would bring a long lost air of reverence to events.

There will be the normal race around the West Solent cans on Saturday morning with a commentary about the boats as they return to harbour. During the early afternoon

Sara Harding on 01795 535279 or Robert Holden on 01843 582997.

For **August Bank Holiday** our MNK Area is returning to Sandwich for the **Annual Rally**. Besides what is on offer from the OGA our visit coincides with the Sandwich Festival, a strong waterfront event with much going on throughout the 3 days of the holiday, the last day having a full evening's Jazz Music on The Green next to The Quay. Other events include a raft race with much pelting of the participants and much drenching of the onlookers (pelts) from the rafts. Those able to stay for the jazz will form part of a huge audience that last year completely filled the area around the quay and the nearby parkland. There are no entry requirements for this event other than to just turn up. For those coming by sea, navigation instructions, if required, are available from Robert Holden - Tel No. as above.

Robert Holden - Area President

SOLENT

The summer sailing season is rapidly catching up on us and I for one will be stretched to launch much before the Yarmouth Festival, but that I shall do - perhaps the best incentive we could have to get on with fitting out.

The AGM and supper at Warsash Sailing Club on 9 February again attracted record numbers. The AGM itself passed off without especial event, although it was the first meeting in many years that Association President David Cade was unable to attend, sadly through ill health. Those present asked that we write to David offering their best wishes for a speedy recovery, which we have been only too pleased to do. George Jago, Editor of the Log, accompanied by his wife Brenda, represented David and gave the meeting an update on the Bermudan Register initiative, since reported in the Log.

Hilton Matthews has stood down after many years as Race Officer. In thanking him for all his efforts, George Beckett observed that Hilton seemed to have the knack of always setting the best course for the prevailing

conditions. We look forward to seeing Hilton afloat with his children in his new Morecambe Bay Prawner.

Tom Cunliffe, our Commodore for the year, and consequently an honorary member of the Area Committee for 2001/02, has taken an active interest in the running of the area and we are grateful for his input.

We were pleased to be joined by a number of guests for the evening: Pat and Joe Lester representing the Yarmouth Festival Committee, Mike and Sheila Richardson, Mike being sole surviving founder member of the OGA, and Nick Skeates, who had to sing for his supper. And very well he did too, capturing the mood of the evening splendidly, and taking us on an illustrated whirlwind cruise around the world in 30 minutes flat.

For the third year running now we have restricted the draw to a single prize of a reasonably substantial nature. This year it was a set of code flags which was won by no less than Mike Richardson. After the event Mike wrote to thank us for an enjoyable evening and, not having anything to fly them from, has kindly offered the flags back to be auctioned off on a suitable occasion. We have, of course, gratefully accepted the offer and envisage auctioning them at the Annual Race and Rally Prizegiving at the end of August. As this will be at the Elephant Boatyard, we hope that Mike will be able to present them.

Turning to the forthcoming season:

Yarmouth Old Gaffers Festival, 7/9 June

Thanks to all those who returned the slips to indicate their intention to attend the Festival - this has been a great help to the organisers in planning the event. The Festival is now even more popular than the Annual Race and Rally. Registration, when you will receive details of all the weekend's events, will be at the Royal Solent Yacht Club on Thursday and Friday evenings from 1800hrs to 2000hrs. If you arrive after Friday you may collect your information pack from *Lone Wolf* or the OGA stand on the Quay. Free moorings will be available from Thursday until Sunday for the first 100

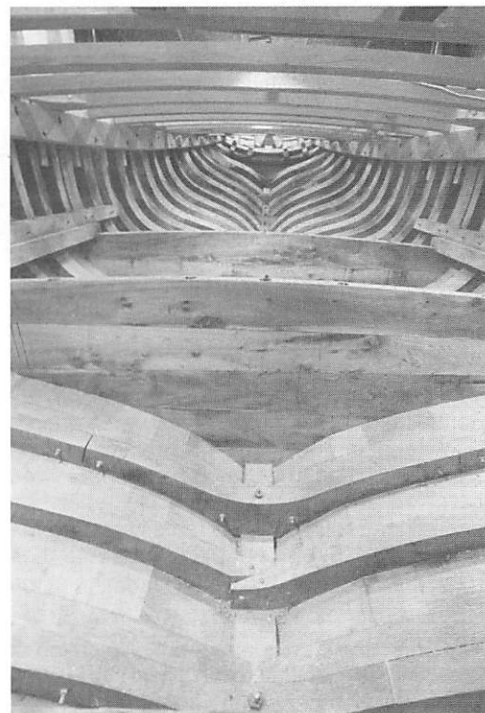
Work is still on schedule and launching is expected to take place in September at Brightlingsea. Fitting out and rigging will take place over the winter. James Dines, of Downs Road Boatyard, has been awarded the job of installing the plumbing and electrical systems. Sea trials will be undertaken next summer.

It has been a busy winter for all at Scripps Farm. Apart from the practical advances made to the boat, there have been a number of local events held to raise both awareness of the Trust and money. Most successful of these was an exhibition held at The Minories in Colchester by well known artist James Dodds. Jamie was a boat builder before he became an artist and has always had a fascination for the female form - provided it is boat shaped! He displayed several works featuring the *Pioneer* under construction and the Trust were able to put on a show of photos and information about the *Pioneer*. Jamie has also donated two superb linocuts over the last year for the Trust to raffle, raising nearly £1,000. Several slide shows have been held for local societies by Trustee Charles Harker and boat builder Brian Kennell, which have also been very successful.

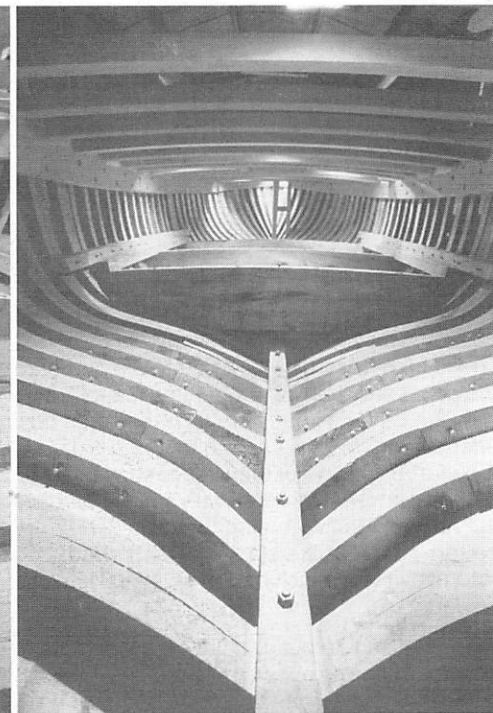
There will be an open day again this year, the third one to be held, and it is hoped to be even more successful than last year's, which had several hundred visitors and over £1,000 was raised for the Trust.

This will be in late June or early July, the precise date will be announced locally, on the website: www.pioneersailingtrust.org.uk, or can be obtained by calling Rupert Marks on tel: 01621 893830.

Brian Kennell



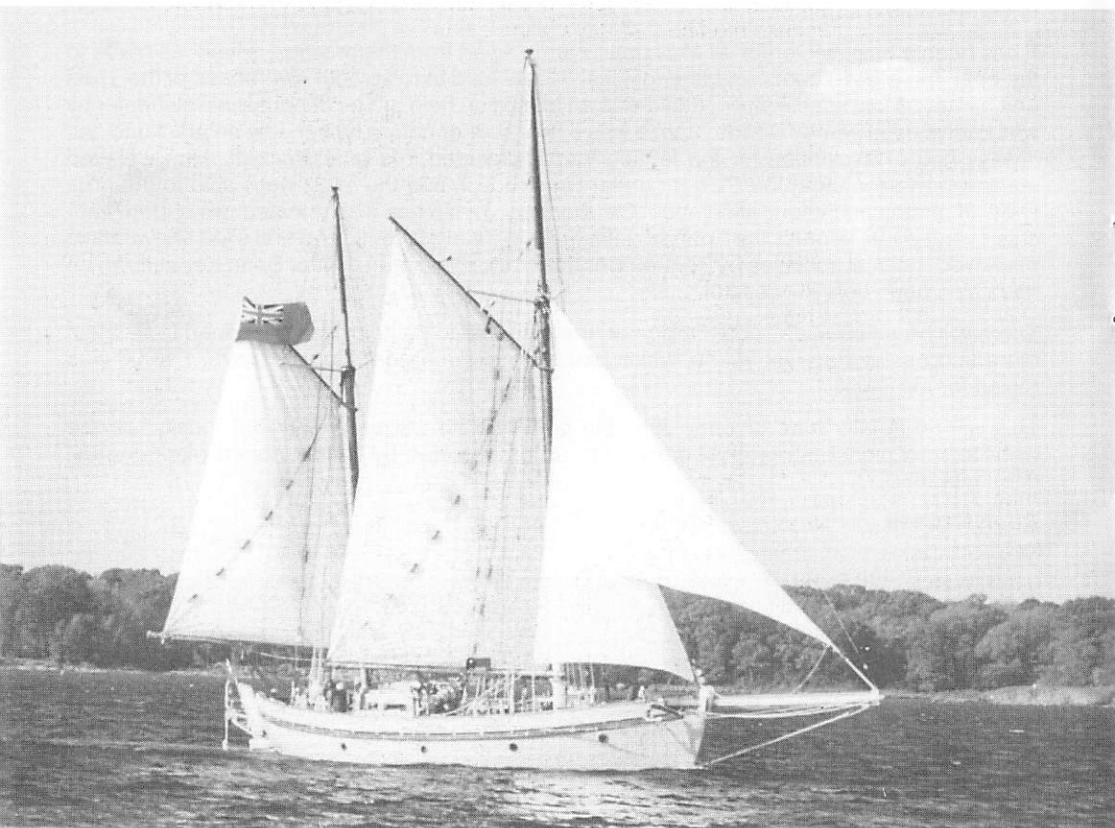
Interior looking aft



Interior looking forward

"IRENE" continued

by Dick Morris



Leaving West River, Maryland, U.S.A.

Photo: unknown

Pat went home to England for a couple of weeks and I found a cure for the engine at a place called Galesville, near Annapolis on the West River, a sail of 60 miles. It was a superb day. I used the rubber dinghy with the 2hp outboard and lashed it alongside to give me way to clear the creek and then set everything to topsails for a fast reach to the entrance of West River. By now the batteries had failed too, so I was down to the lead line and beating slowly in when a fleet of small yachts came out. I fetched up and got the gear down, only to find that I was on the start/finish line of the Wednesday night races. I apologised to all who passed (nearly 40 of them) and was greeted with smiling thanks for breaking the monotony, and cold beer when they rafted round me after the race. This sort of genuine greeting and generosity started the pattern of our entire stay. We soon had a social calendar, inviting people aboard and their return invitations included everything from use of the pool to use of a car and shopping at the discount club.

I took the engine out, but it took a long time to get cured. We had to move on. We called at several places on our way out of Chesapeake Bay, waiting in Norfolk, Virginia, while a hurricane blew itself out some way to the south, the effects on our weather being very unpredictable. Our first week at sea was so calm we could not even stay pointed at Bermuda, so since the

Maldon for high water. While that is happening down river, there will be dinghy races in the upper river plus various other activities in the vicinity of Hythe Quay. For example plastic duck racing, Sea Scouts canoeing, model barge and yacht racing, an event for motor cruisers and competitions to keep all the landlubbers happy.

The website, Eastcoastclassics.co.uk, is going from strength to strength, with not only up to date information and reports, but also a rogues gallery of committee members with their contact details. The committee is actually being organised in a different manner this year, with individuals or groups being given "ownership" of particular events or parts of events such as the East Coast Classics. Others will act in a co-ordinating role on overall matters.

Jon Wainwright - Area Secretary

SPECIAL NOTICE

BRIGHTLINGSEA & COLNE FESTIVAL OF SAIL - 14/17 June 2002

Brightlingsea Town Council, Colne Yacht Club, the Harbour Commissioners and all of Brightlingsea would like to extend a warm and friendly welcome to the OGA for the weekend of 14/17 June. We hope everyone enjoys their visit to the full. The harbour will be closed to commercial traffic so the boats can anchor in their traditional positions in the creek. The annual East Coast Old Gaffers Race will take place on Saturday 15th with a hog roast in a dockside marquee afterwards. On Sunday 16th a gentle sail up the river Colne as far as Wivenhoe is planned. The sight of so many Gaffers, Smacks and Classic boats on the Colne should be quite a nostalgic spectacular.

More info. from the Co-ordinator - Colin Willett, The Geedons, Regent Rd., Brightlingsea CO7 0NL, Tel/Fax: 01206 304428.

MEDWAY & NORTH KENT

The Medway and North Kent Area of the OGA held it's Annual General Meeting on 5th April at the Queenborough Yacht Club. All Officers were up for re-election and we

report that the new committee comprises Robert Holden (Area President), Sara Harding (Secretary - replacing Lena Reekie who asked to be able to stand down after so many years as Secretary), Simon Harding (Treasurer) and Lena Reekie and John Cann (Committee Members). The event was better attended than some of recent years. After the business was over we were all able to indulge ourselves in a little bit of feasting and boozing.



Sara Harding's NADINE

Photo: Robert Holden

The MNK Annual Race is on for 15th June and we expect a good turn out, with the change of race course to start in the East Swale and finish at Queenborough - prize giving in Queenborough Yacht Club. This is only the second weekend after the long Jubilee Weekend earlier in the month, so there will be plenty of time to brush up your race winning skills. Entry is open to all - including traditional Bermudians, who will be provided with a different prize - so lets make it a good one this year. The entry forms will be sent out in early June for those registered with the MNK Area but for those 'out of area' who fancy a bit of honest combat, entry application can be made by telephoning

to Lowestoft and back, including gems such as Southwold, finishing at Ipswich Wet Dock at the end of June. Although I have already received a number of entries via the website to do the whole fortnight, I **do stress** that you can just do one or two of the days for a reduced entry fee, if that's all you can manage. The Classics is really a series of individual events in different locations, just mark which ones you want to do on the entry form. These entry forms and all details are obtainable from me or from our website (see below).

Mid July, weekend 13/14, we have the **Arthur Ransome Weekend** at Walton and Frinton Yacht Club, principally for the open boats, although there will be a rally for cruisers/ mother-ships as well. I know those from other Areas worry about mud and shoals on the East Coast, but here is an opportunity for those who can trail to meet up with other gaffers. The Backwaters are very safe, there is ample provision for parking and launching of vessels, the clubhouse is very friendly, there are plenty of places to stay in B&B or camping, and Tessa is a marvellous host and organiser. It is an event for families with children. To

register, please complete the entry form and together with a cheque for £5, made payable to the OGA (and any donation), send to: Tessa Mackenzie, 2 Sugar Mill Cottages, Ulting, Maldon, Essex CM9 6QY. Any queries, please leave message on 01245 382058.

Our next event is the **August Bank Holiday Weekend Rally**. Because we are not having our main race in July, we are planning to have racing at this event, as we used to in the past. Location and details are still being worked upon at the moment, more information in the next Eastcoaster.

The racing finishes with the Maldon Town Regatta and **Old Gaffers Anniversary Rally** in September. This event follows the successful format of recent Maldon's, but there will be several added features - the new local committee have been working hard! The 70 enthusiastic members in January elected a new committee of 10 who have been meeting monthly since then to work out a lively programme of events for 28th September. Four classes will be racing from the Nass End Beacon (West Mersea) to Osea Island with a parade of sail into



Brightlingsea Regatta 1927

Photo: unknown

Gulf Stream was taking us north and east, we crossed it and held to the south side, as in theory southerly winds are rare at this time of year. We had a week of them, mostly gales! We covered 1180 miles to make 700 and took 15 days to do it. We only split two seams in the sail and broke one jib tack line. *Irene* looked after us well - a good comfortable old boat arriving in good order suits me fine - 15 days is irrelevant.

Bermuda is good to yachts. There are no harbour charges and when the cruise ships are away or any empty dock space is available, yachts can lay alongside free. To add to the pleasure, retired Dock Master Bernie Oatley looks after everyone, even to newspapers and home-made cake. I looked up some friends I made there 30 years ago and *Irene* is now a life member of the Cruising Club of Bermuda. Next stop St Maarten, in the Caribbean - 1400 miles - 1 gale, 1 day of calm and 12 days of lovely sailing. The real highlight of this passage was our whale. We had seen them at a distance, but this one was 'ours'. It spent over 4½ hours going round and under us, at times less than 20ft away, in the most spectacular way. For a creature of 35 ft long it was amazingly supple and totally controlled. We were very impressed. St Maarten was convenient for Pat's friend Marion to join us for a week and we used the opportunity to go to



Norfolk, Virginia to Bermuda - the start of a dusting

Photo: Dick Morris

St Eustatius (Statia), one of our nicer islands. The walk to the top of the volcano is not paved or guard railed, not even clearly sign-posted, but more worth the effort for all those things. After leaving Marion back at St Maarten we set off back down the islands to visit some that we had missed on the way north.

Guadeloupe and Martinique are so totally French as to be staggering. They have the best roads, schools, houses and well laid out towns of the entire West Indies - a credit to France.

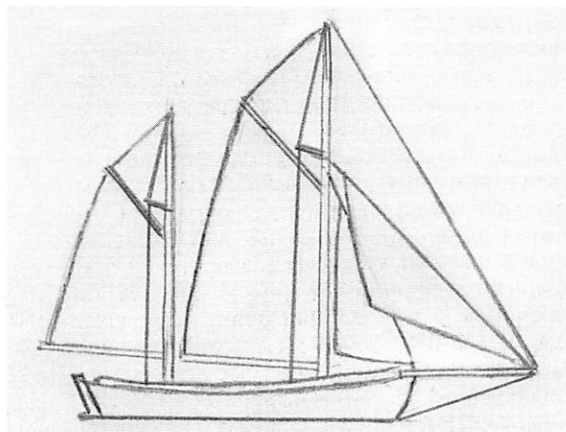
We carried on south, eventually putting into our favourite port of Charlotteville, Tobago. We had no detailed chart, just a road map, and it was dark when we got in, so it was a case of a quick count up of the street lamps, round up, drop anchor and get the sails down. We took the bus to Scarborough to sign in and it was Carnival. It is always noisy and colourful, but for Carnival there are as many speakers as people and with body paint (and there are a lot of big bodies) the colours were by the acre. Next stop Chaguaramus, Trinidad, for a well earned haul out. We dropped anchor only 100 yds from the schooner *Floryn*, who took our home berth at West Wick, North Farnbridge, Essex, and left a year after us. Two weeks ashore saw *Irene* looking smart again and another week to settle all back in place gave us a good start for Venezuela.

An overnight sail took us to Corupano, Venezuela - just an open bay with a jetty. Despite a fully authorised cruising licence, we still had to book in with the Captain of the Port, Customs, Immigration and Police. In town was not unlike Spain over 30 years ago, but more run down. Electric and telephone cables draped like lianas in great sagging bunches from poles or the occasional bracket nailed to a house or shop front. The roads had enormous gutters which formed a sort of hump back where roads crossed and all vehicles travel slowly or leave bits behind! In one office there were 5

officers at desks, one of whom had started our paper work, when a small man with a wooden case appeared and paused at the door. They all looked up, put down their pens and beckoned him in - he was the boot boy, and we sat patiently while he cleaned everyone's boots (luckily we were in clean sandals), they paid him, he left, and the paper work was resumed. The main difference between here and Spain was that here there was no feeling of being totally safe. In Corupano, we were warned by the authorities never to leave the boat or the dinghy unattended.

Bonaire came next - clean, organised and Dutch. It has a very narrow reef right round the island and no one anchors on it, but there are very good cheap moorings. Our mooring was in 25ft of water and, when the breeze came offshore, the heel of our keel was in over 75 ft of water - crystal clear of course. Apart from the oil refinery (one of the biggest in the world) the main industry, other than tourism, is salt and there are great hills of it ready for shipping. Town was small, neat, clean and pleasant and we were made welcome by two Dutchmen whose home port is Hellevoetsluis, a port well known to us.

On again, this time to Curacao and the anchorage in Spanish Water. The entrance reminded me very much of that into the Deben, in Suffolk, except that it was warm and the shore was covered in palm trees. Once over the narrow bar, a narrow river leads into a flooded volcano crater. It is nearly always very windy - nice and cool, and the wind generator works hard. We took a bus to Willemstad, the main town, were politely booked in and had a demonstration of the floating bridge. This is a string of pontoons carrying the wooden road and, when a ship needs to pass, one end is cast off and a small tug swings the whole lot alongside the quay - simple and effective - Dutch. The floating market was also of interest - 50/60 foot boats lay along the dockside, beam to beam and selling everything from pottery to fish and vegetables. Aruba was different again, except for the wind. This really is a tourist island of the highest order - shops, bars, restaurants, hotels and casinos on a grand scale. Not to our taste. Next stop Panama.



IRENE rigged to Tops'ls

Sketch: Dick Morris

It was a night for presentations. Jack Leisink, President of the Dutch VKSJ presented the President of the OGA with a copy of their illustrated Handbook "Klassieke Scherpe Jachten in Nederland". George Jago thanked Jack and accepted the gift on behalf of David Cade, who had aimed to be there but was unwell at the time. OGA member Roy Hart, owner of the ex America's Cup Challenger *Victory* presented the RBYC with a framed photograph of *Victory* taken during the America's Cup celebrations at Cowes last year. Our 'Godfather', Ray Austen, complete with dark glasses, then spoke about how to win races on the Crouch - this being done for Jon Wainwright's benefit. Jon was then presented with a pair of authentic Mafia style sunglasses.

And so to our speaker - we had great pleasure in welcoming Richard Walsh, who gave us a hilarious and lighthearted talk on the last days of Thames Barges in trade and

the early years of charter barges. I am sure nobody wanted Richard to finish, even though the bar was still open. And so the evening was starting to draw to a close, but there was still time to get some serious drinking done and as the Club had a barrel of "Spitfire" in just for the gaffers, we couldn't go until it was finished.

Trevor & Fred Rawlinson

2002 EAST COAST ROUND UP

By the time you read this we will have already had the Brandy Hole and Foulness Rally. Some of us have also competed in the London Frostbite Race, helping the Cruising Association win the coveted Brass Monkey Trophy. However there is a lot of the summer season to go!

The East Coast Classics, starting on 15 June, commences with the East Coast Area Old Gaffers Race, this time at Brightlingsea. We then go on to cover virtually all the ports



OGA Anniversary Rally 2001

Photo: Jon Wainwright

NORTH EAST

By the time you receive this newsletter, we shall probably have had our first meeting of the year at Ullswater on the weekend of the 1st/2nd June. I will send a report and photographs for the next issue of Gaffers Log.

Plans are well advanced for some members of the North East OGA Area to attend the Arthur Ransome Weekend at Walton Backwaters in July, so we hope to meet some East Coast OGA members then.

Richard Montgomery - Area Secretary

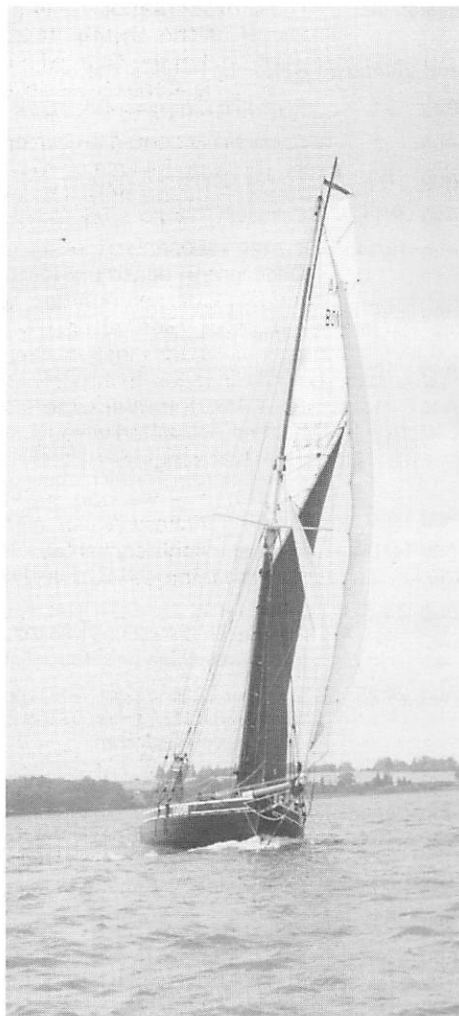
EAST COAST

WINTER MEET - ROYAL BURNHAM YACHT CLUB - Saturday 2 March 2002

The first event in the East Coast calendar was our annual get-together and Dinner at the Royal Burnham Yacht Club (RBYC). This year it was to be combined with a meeting between the Dutch VKSJ and some members of the OGA Committee.

Saturday morning it was arranged to show our visitors around R J Prior's Boatyard, where a wide range of wooden boat repair work was studied, right up to the building of a modern day Dragon hull. We were very kindly shown round by Robin Prior, to whom we are most grateful. It was then back to the RBYC for lunch. I had just got my toasted sandwich when up the Crouch River at a great rate of knots came *Bona*, with Ian Smith and crew Jane Rule and Sue Garcia. Although this trio are regulars to our Winter Meet, they usually travel great distances by road, but this year decided to arrive by water. The afternoon was taken up with official business, whilst us mere mortals stayed in the bar chatting and looking out for Lena Reekie sailing up from Faversham via the Havengore.

Eighty eight of us sat down to dinner, being one of the largest numbers we have had. We were very privileged to have the RB Commodore, Judy Payne James and her husband, Dr Jason Payne James present, even though Jason had only just arrived from the States that afternoon. In her speech,



BONA

Photo: unknown

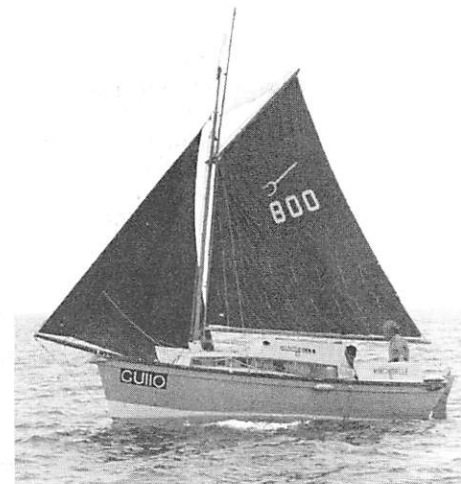
the Commodore welcomed the Gaffers to the Club and spoke about the Queen's Jubilee Regatta on the 1-4 June and how she would love to see a number of gaff and classic boats racing at this Regatta. More information about this in the Eastcoaster. It will be a fun weekend and all the courses for Gaffers will be set by us. Ray Austen, our Crouch Mafia Godfather offered the Royal Toast - Brian Hammett, EC Area President, thanked the Commodore and the RB for their hospitality.

OGA BOAT ARCHIVE

In addition to the two boats selected for this quarter's extract, we have a question. The owners of *Nora Creina* wrote to ask about the history of their boat's name. A trawl through the Internet suggests that she is one of a series of craft named after an old Irish song, possibly dating from the 18th century. Does anyone with an interest in music know the song, know anything of its history, or about the heroine *Norah Creina*? Please drop me a line or e-mail at: nick@4lowther.freemove.co.uk if you can help.

HIRONDELLE

The cover picture on the first Log of 1979 is the biggest small gaffer on the Register at 1.75 tons displacement on 14 foot 6 inches load water line. She is *Hirondelle*, built in Guernsey by John Le Lacheur, La Fontenelle, St. Peters, in 1904 as a pot and line fishing boat. She is typical of the boats from the Channel Islands - high freeboard, transom sterned and full-bodied. She started with two masts, one right in the bow and one right aft on the transom to leave the boat clear for working her gear. Some were lug rigged whilst others set a loose footed gaff sail. Her longevity and her displacement are due to scantlings that would suit a thirty footer, with 7/8th inch planking on sawn 2"x2" timbers at 9" spacing. After earning her living until 1967, she was refitted with new topsides, deck and cabin and returned to sail with a sloop rig.



HIRONDELLE

Photo: unknown

FIREFLY

The yawl pictured on the cover of the fourth Log of 1984 is *Firefly*, a cruising auxiliary with four historical strands in her pedigree. She was built in 1922 by J W Brooke and Co. of Lowestoft. Brooke set up a boat building business to market his designs of petrol engines, building motor launches in order to sell the engines. The yard went on to build MFVs, coasters, fast motor yachts, small warships and many other specialist craft, only limited by the width of the opening under the swing bridge between Lake Lothing and the sea. As with many British shipyards, nationalisation finished it off. *Firefly* was fitted with a two cylinder Brooke engine with reverse gear hooked up by belt drive to a separate dynamo. *Firefly's* lines were drawn by Albert Strange, with a lovely long counter balanced by a graceful curving stem. These lines were then modified by Dr. Harrison Butler, who reduced her draft and designed a yawl rig, both changes to suit cruising on the Broads as well as at sea. Truly a pedigree to



FIREFLY

Photo: Colloryan

kill for. Even her original spars were historically important as they were made by the method patented by Messrs. McGruer. The McGruer family of yacht and boat builders developed a method of sawing spruce with the annular rings at 45 degrees to the veneer. These veneers could be rolled into tubes to provide light and strong hollow spars. In addition to yacht spars, the factory that the McGruers set up manufactured spars for the Navy, for derrick poles, boat booms, etc. The whole made a very elegant yacht of 35 foot on a 24 foot water line, with 7 foot 10 inches beam and 3 foot 6 inches draught.

Nick Miller

TALL SHIPS RESTORATION COMPANY LTD - Press Release MERSEA OYSTER SMACK "GEORGE & ALICE" CK76 Restored

The Company has completed its first major restoration project, the hull rebuild of West Mersea Oyster Smack *George & Alice*. She will shortly leave the Gloucester Shipyard of Tommi Nielsen & Co Ltd and return to her home waters on the East Coast for completion and refitting. Her new owner, London based architect Sir Richard MacCormac, intends to keep and sail her in the Essex rivers.



GEORGE & ALICE Restoration Team and dog

Photo: Gloucestershire Picture Agency

George & Alice was built by Aldous of Brightlingsea in 1909 for West Mersea Oysterman George Stoker and his wife Alice. George worked the Mersea and Blackwater oyster beds with her for many years, together with his son, until World War two. Sadly, George's son never returned from the war, but George refused to believe he was lost and would not sell the smack. The East Coast floods of 1953 washed her up on to the saltings and she was eventually sold. That well known Brightlingsea fisherman "Mac" MacGregor worked and raced her for many years, finally selling her for restoration when fishing fell on hard times. *George & Alice* went to Devon, where she was reframed in oak by Colin Shepherd and from there the Tall Ships Restoration Company took her to Gloucester. The hull rebuild has included totally replanking the smack in larch, bronze fastened, and a traditional quarter-sawn Douglas fir deck with oak beams and hatch coamings.

- July 27/Aug 3 Lemn Tradition (Lake Geneva Tradition). Montreux-Vevey Tourisme, Grand Place 29. CH-1800 Vevey. Tel. 41 21 962 84 71/72, e-mail: patrick.henry@mvtourism.ch
- July 28/Aug 2 Salcombe Regatta, Salcombe, S. Devon. Charles Holden, as above.
- Aug 2/6 Plymouth Classics. Tel: 01752 880724/01822 854680.
- Aug 3 Swale Match, Kent (Barges, Smacks & Gaffers). Sara Harding, as above.
- Aug 7/9 Fowey Classics, Cornwall. Tel: 01726 833186, e-mail: steveyelland833@yahoo.co.uk
- Aug 9/11 Falmouth Classics. Tel: 01326 373613, e-mail: classics@pofsa.org
- Aug 10/11 THREE CREEKS RACE, Solent area, visiting Ashlett, Newtown and Wootton creeks. Geoff Skinner, tel: 023 80403155, e-mail: gc.skinner@virgin.net
- Aug 11 CORNWALL AREA OGA RACE, part of above event. Mike Collins, tel: 01872 863096, e-mail: princeregenthouse@tinyworld.co.uk
- Aug 10 Dittisham Regatta, S. Devon. Charles Holden, as above.
- Aug 11 CNW AREA NOBBIES, GAFFERS & CLASSICS RACE, as part of Conwy River Festival (Aug 3/11) Conwy, N. Wales. Tony Mead, tel: 01492 596253, fax: 01492 585222 e-mail: harbwr.conwy.harbour@conwy.gov.uk, Web: www.conwyriverfestival.org
- Aug 12/17 Gaffers Races as part of N. Devon Y C Open Week. Alan Hidden, tel: 01237 474744.
- Aug 14/15 Festival at St Valery En Caux, Normandy, France. M. Jean Claude Frouard, Fédération Manche, 27 Rue des Amiraux, 75018 Paris, France
- Aug 23/25 ARDGLASS TRADITIONAL REGATTA, Ardglass, N. Ireland Alan Aston, tel: 028 904 26497, e-mail: gafferaston@hotmail.com Web: www.oldgaffersassociation.org/ardglass.html
- Aug 24/25 McGruer Classic Boat Weekend, Gareloch, Scotland. Fraser Noble, tel: 01436 831313, fax: 07768 217054, e-mail: enquires@rncyc.fsnet.co.uk, Web: www.rncyc.com
- Aug 24 Bursledon Regatta, River Hamble, Hants. Geoff Skinner, as above.
- Aug 24/26 MNK OGA RALLY, Sandwich, Kent. Sara Harding, as above.
- Aug 24/26 WALTON & WOOLVERSTONE OGA RALLY, Jon Wainwright, as above.
- Aug 28/Sep 1 Royal Dart Y C Regatta, Dartmouth, S. Devon. Charles Holden, as above.
- Aug 30/Sep 1 SOLENT AREA ANNUAL OGA RACE & RALLY, Solent. Geoff Skinner, as above.
- 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, as above
- 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.

- June 21 Southwold Regatta
- June 22 Lowestoft Fish Fayre
- June 23 Passage to Orford Haven
- June 24 Ore and Alde Cruise/Rally
- June 25 Scandinavian Seaways Passage Race to Deben/ Deben Rally
- June 26 President's Race to Levington
- June 27 Thorn Two Rivers Race to Mistley, Rally at Mistley Quay & Wrabness Beach Party
- June 28 Passage Race to Ipswich
- June 29/30 Ipswich Wet Dock Rally (joint event with Ipswich Maritime Trust). Grand Prizegiving. Contact for all East Coast Classics events: Jon Wainwright, tel. 01206 393537/396066, e-mail: JRWainwright@cs.com
- June 16 Gaffers Race as part of Mersey River Festival, Liverpool. Tom Middlebrook, as above.
- June 21/23 BANGOR TRADITIONAL SAIL, Bangor, N. Ireland. Peter Lyons, tel: 028 9145 3099, or Web: www.oldgaffersassociation.org/bangor.html
- June 22 DUBLIN BAY AREA OGA RACE, part of Poolbeg Boat Club Festival Weekend. Tim Magennis, tel: 353 1 2855835, or Mick Benthams, tel: 353 1 8476279.
- June 22 DEVON AREA OGA RACE & RALLY, Start Bay, S. Devon. Charles Holden, as above.
- From June 28 Oceans of Discovery - new exhibition, National Maritime Museum, Greenwich, London. Tel: 020 8312 6745/6545/6790, or Web: www.nmm.ac.uk
- June 28/30 Galway Hookers & Traditional Boats Regatta, Portaferry, N. Ireland. John McAlea, tel: 028 4272 9532, e-mail: melldi@supanet.com
- June 28/30 Portpatrick Boat Festival, Stranraer, Scotland. Jean Ross, tel/fax: 01776 810717, e-mail: info@portpatrickevents.php247.net
- June 29 Stoke Gabriel Regatta, Stoke Gabriel, S. Devon. Charles Holden, as above.
- June 29/30 OGA SAILING WEEKEND, Porth Wen, Anglesey. Stuart & Julie Nicholls, tel: 01248 353887
- June 29/30 Scottish Traditional Boat Festival, Portsoy, Scotland. Mike Dixon, tel: 01224 323498.
- July 3/7 Manx Traditional Boat Festival 2002, Peel, Isle of Man. Roger Willis, tel: 01624 844098, fax: 01624 844462, e-mail: info@manxtradboatfest.com
- July 13 Gaffers Race as part of Dee Sailing Club Regatta. Tom Middlebrook, as above.
- July 13/14 ARTHUR RANSOME WEEKEND, Walton Backwaters, Essex. Tessa Mackenzie, 2 Sugar Mill Cottages, Ulting, Maldon, Essex CM9 6QY, or leave message on 01245 382058.
- July 13/14 Festival at Le Tréport, Normandy, France. M. Dany Laurent, Fédération Manche Normandie, Maison des Gens de la Mer, 44 Rue Voltaire, 76600 Le Havre, France.
- July 14 Gaffers Race as part of West Kirby Sailing Club Regatta. Tom Middlebrook, as above.
- July 20/21 OGA SAILING WEEKEND, Porth Dinllaen, N Wales. Contact Stuart & Julie Nicholls, as above.
- July 25/29 Douarnenez 2002. Tel: 02 98 92 29 29, e-mail: douarnenez2002@wanadoo.fr
- July 25/Aug 25 Baltic Sail 2002 - Norrköping, Karlskrona, Rostock, Gdansk, Helsingør, Travemünde. Web: www.balticsail.org

OGA AND OTHER TRADITIONAL EVENTS in 2002

- June 1 BRIXHAM FESTIVAL, Brixham, S. Devon. Charles Holden, tel: 01803 834323.
- June 1 Gaffers Race as part of West Cheshire Sailing Club Regatta. Tom Middlebrook, tel: 0151 652 9744 (home), 0151 236 4696 (office), fax: 0151 255 1086, e-mail: tom@jtmiddlebrook.co.uk
- June 1/2 NE AREA OGA RALLY, Glenridding, Ullswater, Cumbria. Richard Montgomery, tel: 01325 333051, fax: 01325 332355.
- June 1/4 OGA CROUCH RALLY (part of RBYC Jubilee), River Crouch, Essex. Denise & Trevor Rawlinson, tel: 01621 783969.
- June 1/9 3rd Great Glen Raid, Scotland. Tel: 33 297 57 94 00, e-mail: albacore.chm@wanadoo.fr
- June 2 Gaffers Race as part of Wallasey (Cheshire) Y C Regatta. Tom Middlebrook, as above.
- June 7/9 YARMOUTH OLD GAFFERS FESTIVAL, Yarmouth, Isle of Wight. Pat Lester, tel. 01983 760117.
- June 8/9 Salcombe Festival, Salcombe, S. Devon. Charles Holden, as above.
- June 14/16 Bloomsday Classic Boat Regatta, Dublin, Eire. Mick Benthams, tel. 353 1 8476279.
- June 15 MNK AREA OGA ANNUAL RACE, River Medway, Kent. Sara Harding, tel: 01795 535279.
- June 15/30 OGA EAST COAST CLASSICS as follows (provisional):-
- June 15 EAST COAST AREA OLD GAFFERS RACE, Brightlingsea, Essex
- June 16 Brightlingsea Weekend
- June 17 Passage Race, Brightlingsea to Walton
- June 18 Cruise to Harwich
- June 19 HMS Southwold Passage Race
- June 20 Adnams Sole Bay Race

Continued on page 26

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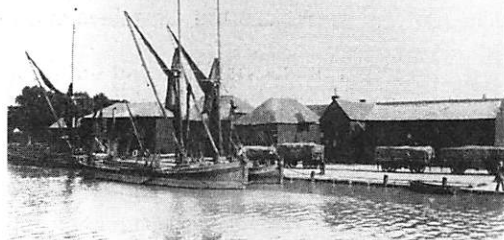
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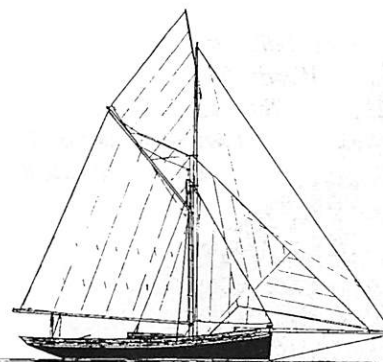
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