

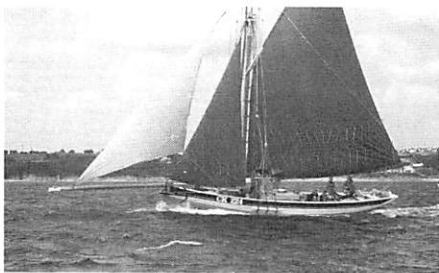


Gaffers Log

MARCH 2002

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION





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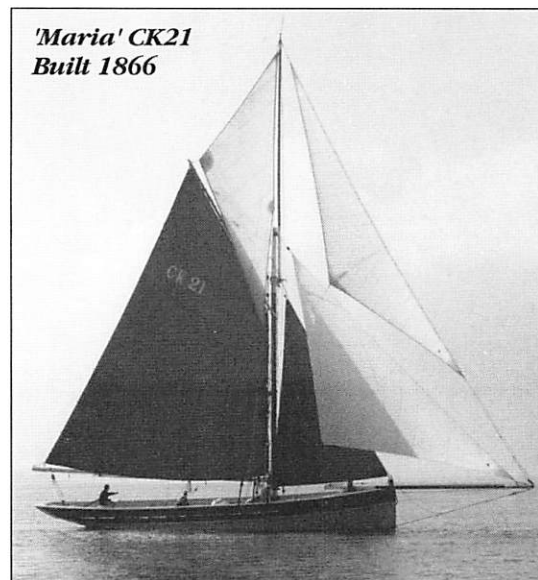
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ASSOCIATION STOCK LIST

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

Smocks are available in Breton red only.

Sweatshirts are available in Navy, Green, and Burgundy.

Polo shirts are available in Navy, White, Green and Burgundy.

Embroidered name on sweatshirt or polo shirt £ 2.00.

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

Prices include postage and packing - surface mail for overseas. Please send orders, with cheque or postal order, payable to **Old Gaffers Association** (overseas members can pay by 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

OFFICERS OF THE ASSOCIATION

PRESIDENT:

DAVID CADE
Steps Cottage, Playden, Rye,
Sussex. TN31 7NT
Tel: 01797 223040

SECRETARY (co-opted):

DENNIS STONHAM
107 Lansdowne Lane,
London SE7 8TN
Tel: 020 8853 0433

HON. TREASURER:

DAVID GODSAL
The Orchard House, Brasted Chart,
Westerham, Kent. TN16 1LR
Tel: 01959 563702

NEWSLETTER EDITOR:

GEORGE JAGO
Smugglers Cottage, Farnbridge Road,
North Farnbridge, Essex. CM3 6NA
Tel/Fax: 01621 741595

MEMBERSHIP SECRETARY:

ADRIAN SHARPE
7 Rathmore Close, Winchcombe,
Cheltenham, Glos. GL54 5YX
Tel: 01242 603375

BOAT REGISTER:

NICK MILLER
4 Lowther Crescent, Walney,
Barrow in Furness, Cumbria. LA14 3RT
Tel: 01229 474737

AREA SECRETARIES AND REPRESENTATIVES

NORTH EAST

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

EAST COAST:

JON WAINWRIGHT
Port View, New Road, Mistley,
Manningtree, Essex CO11 2AE
Tel: 01206 393537

MEDWAY & NORTH KENT:

LENA REEKIE
5 Station Road, Faversham,
Kent ME13 8EB
Tel: 01795 534212

CINQUE PORTS:

DAVID CADE
Steps Cottage, Playden,
Rye, Sussex. TN31 7NT
Tel: 01797 223040

SOLENT:

GEOFF SKINNER
Old Police House, Bridge Road,
Burlington, Southampton SO31 8AH
Tel: 023 8040 3155

DEVON:

CHARLES HOLDEN
2 Mount Galpine, Clarence Hill,
Dartmouth, Devon. TQ5 0NP
Tel: 01803 834323

CORNWALL:

MIKE COLLINS
Prince Regent House, Perranwell,
Truro, Cornwall. TR3 7PR
Tel: 01872 863096

FRANCE:

JEAN-LOUIS GAY
34 Rue Ampère,
85340 Olonne sur Mer, France.

BRISTOL CHANNEL:

MALCOLM BROWN
39 Station Road, Rhws,
Vale of Glamorgan CF62 3EY
Tel: 01446 711576

NORTH WEST:

ROGER BUCKNALL
Moorlands, 364 Telegraph Road,
Heswall, Wirral. L60 6RW
Tel: 0151 342 2158

CONWY & NORTH WALES:

SUE FARRER
1 Maple Avenue, Alsager,
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Tel/Fax: 01270 874174

DUBLIN BAY:

WILLIE MURPHY
Excalibur, Grand Canal Harbour,
Dublin 4, Eire.

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 : Douarnenez, by Tony Pickering

Back cover : *Penbeth*, by Jane Jones

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

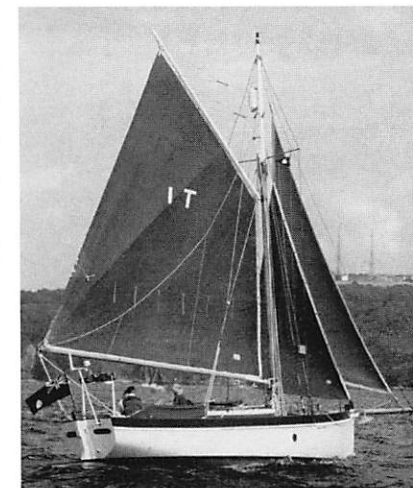
NE - North East	CWL - Cornwall	SCO - Scotland
EC - East Coast	BC - Bristol Channel	EU - EU Liaison
MNK - Medway & North Kent	NW - North West	FR - France
CP - Cinque Ports	CNW - Conwy & North Wales	GER - Germany
SOL - Solent	DB - Dublin Bay	WA - W. Australia
DEV - Devon	NI - Northern Ireland	

AUX. CUTTER "LUKES MINNIE" OGA NO. 860

LOA 40ft, LOD 31ft 2in, Beam 10ft 2in, Draft 5ft 7in

Built 1893, Lukes of Hamble, with near complete history. Hull in excellent condition due to being professionally sheathed in a double diagonal cold moulded skin. 35hp Yanmar being thoroughly overhauled this winter. Lying Poole. Price £29,000.

Contact: Roger Harris, tel. 01747 828086 or e-mail: rogerel@hotmail.com



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.

FREE DINGHY to anyone willing to collect from the Midlands.

Length 6ft 8in, Beam 3ft 4in.

Clinker mahogany dinghy, similar to a Barrow Boat (without the wheel). Has been upside down in garden for several years and needs the attention of an enthusiast. Immaculate pair of varnished 5ft 6in Plastimo oars as an encouragement to collect.

Contact: Richard Negus, tel. 01543 492075 or e-mail: richard@gaffers28.fsnet.co.uk

CREW AVAILABLE

Early retired male, experienced Solent, offshore, blue water. Can assist with fit-out and passage planning. Sailing CV and references on request.

Contact: Will Moran, tel. 023 8066 7738

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

NORFOLK SCOLTIE

10ft 6in clinker gaff dinghy. Built Vic Pratt, Kings Lynn. Larch on oak. 1st prize at Wooden Boat Show, Greenwich, 1995. Purchased from Vic at Greenwich 1996. Only used a few times. Price £4,500, including extras and combi road trailer. Also Johnson 4hp outboard F&R, £250.

Contact: Arnold Baker, tel. 07881 581584 or e-mail: arnold@roamer69.fsnet.co.uk



MAPLELEAF "IONA"

LOA 22ft 9in, LWL 18ft 1in, Beam 7ft 6in, Draft 2ft 6in/4ft 6in.

The only gaff rigged Mapleleaf, built Sutton & Smith, Great Wakering, Essex, 1970. Clinker construction mahogany on oak. 2 berths, main, jib, staysail and cruising chute, Taylor paraffin cooker, Faryman 6.3hp inboard diesel. In use, lying Chichester. Price £7,000.

Contact: Philip Linsell, tel. 01243 780345.



GAFF CUTTER "SHEBA"

LOD 23ft, Beam 7ft, Displacement 2.5 tons

Built William Denny & Bros., Dunbarton. Clinker built hull, larch on oak, a pretty lifeboat conversion with varnished lee-boards. Sails - 2 jibs, 2 staysails, 2 mainsails, 2 topsails, 1 ghoster; roller reefing on jib and staysail, slab reefing on main. A good cruising inventory including inflatable dinghy. Inboard Yanmar 1 GM10 diesel, reconditioned 2001. Asking price £3,850.

Contact: Doug MacEwen, tel. 01245 321126.



Here we are at the start of another season - so what are the important issues for the future? First, let me draw your attention to the Northern Ireland Area Notes and the report that Danielle Gallagher has written with the enthusiasm of youth. At sixteen, she raises money for her area and encourages others to hold a small boat event. In the last issue of the Log, we had 10 year old Alex Kennedy, also from Northern Ireland, carrying out research into traditional fishing boats. It bodes well for the future of the Association in their area - well done both - keep it up. Is there, I wonder, any more youthful talent out there that needs to be reported?

Another important feature is Patrick Reid's letter from Western Australia (see Letters). This is also one for the future. Patrick's letter contains so much - friendship of like minds, which an Association such as ours breeds; a reminder that we are known for our seamanship skills and a timely nudge to keep them up to scratch; lastly it provides a challenge for the President and myself to make a good, correct and popular decision.....!! But what a wonderful and appropriate gesture this is and for the time being let me just say, thank you Patrick.

Regarding Bermudian traditional boats, all we are trying to do is provide, through the structure of our Association, somewhere for these boats to belong. Like us, they enjoy sailing, beer drinking, rallies and racing. Their decks leak and garboards give trouble from time to time as with the rest of us. We are a 'get up and go' Association - we have preserved gaff rig and will continue to support its preservation. But twice now the Association has demonstrated at IFOS that we are in tune with our neighbours on the continent, by organising events for large and small gaff and Bermudan boats and even treasure hunts for motor boats! Repeating the words of the Mayor of Oslo at an ECYU rally, he said to the owners of gaff, Bermudan and motor boats "You should be proud of your boats and your efforts to keep them going". It is a sentiment which I share, and no-one is ever going to get me to give up our gaff rigged *Janty*, but I do see a bright future in what we are about by regularising what we already do in some areas of the Association.

What I have written about adds up to a good start to the year 2002.

May I encourage you to read 'Notice Board' on page 10, so that you are aware of the burning issues currently within the Association.

Copy date for the next Log is 1 May 2002 and let me end by wishing those of you in the Northern Hemisphere a good sailing season and our friends in the Southern a mild winter.

George Jago - Editor



The President's *STORM*

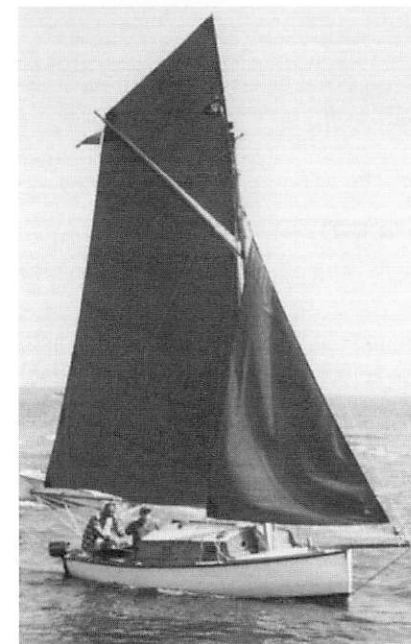
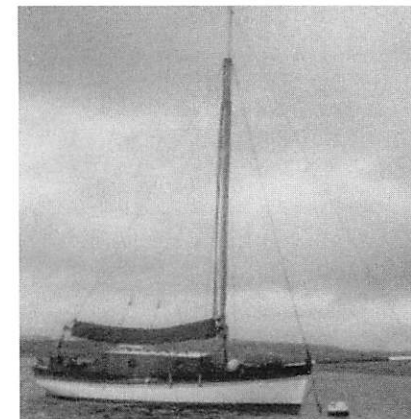
Photo: Peter Chesworth

- BC** Mr H S & Mrs C A Brown, Banbury Farm, 55 Lower Street, Merriot, Somerset TA16 5NN, 4062 *OUR LIZZIE*
Mr B S Hinkins, 12 Piercefield Avenue, Chepstow, Monmouth NP16 5JB, 4075
- CNW** Mr & Mrs A Thomas, 145 Abbey Road, Barrow in Furness, Cumbria LA14 5EZ, 4060 *PIGEON POST*
- DEV** Mr & Mrs H B de Fonblanque, The Old Rectory, Bathalton, Taunton TA4 2AN, 4078 *WIDEAWAKE*
- EC** Mr R T J Baker, 210 Fambridge Road, Maldon, Essex CM9 6BJ, 4077
Capt. I Bell, 25 Mountview Crescent, St. Lawrence, Southminster, Essex CM0 7NT, 4071 *OCEAN PRIDE*
Mr A M W Gaze, Poplar Farm, Siverleys Green, Cratfield, Halesworth, Suffolk IP19 0QJ, 4065 *ALYS*
Mr R H Hart, Battlesbridge Hall, Battlesbridge, Essex SS11 8TS, 4059 *VICTORY OF BURNHAM*
Mr M Hobbs, Willow Cottage, Bury Road, Thorpe Morieux, Bury St. Edmunds, Suffolk, 4072 *MAGGIE MAY*
Mr J S E Hoseason, The Gables, Slip Road, Lower Thurlton, Norwich NR14 6QB, 4064 *MALLARD OF CHET*
Mr G Phipps, 4 Bouchier's Place, Messing, Colchester CO5 9TV, 4061 *JAUNTY*
Mr D I Stewart, 30 Attlee Crescent, Sandal, Wakefield, W. Yorks. WF2 6RD, 4068 *KATHRYN MARIE*
Mr & Mrs C J Stroud, 2 Tythe Barn Way, South Woodham Ferrers, Essex CM3 5PX, 4070 *PLUM*
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- MNK** Mr C Ryan, 3 Marsh Crescent, High Halstow, Rochester, Kent ME3 8TJ, 4073 *WANDA*
- NI** Com. T W Clayton, Muckcross, Kesh, Co. Fermanagh, N. Ireland BT93 1TZ, 4076 *ESMERELDA*
Mr D Montgomery, 21 Meadow Park North, Crawfordsburn, Co. Down, N. Ireland BT19 1HR, 4079 *CARA*
- SOL** Mr D Codd, Windymere, Limerstone, Newport, Isle of Wight PO30 4AE, 4063 *SCILLINN*
Mr & Mrs A Davies, 7 Uplands, Bratton Seymour, Wincanton, Somerset BA9 8AA 4074 *THREE SISTERS*
Mr N Geary, 7 Fishermans Bank, Mudeford, Christchurch BH23 3NP, 4069 *EDWENA*
Mr J Majury, 50 Melville Road, Gosport, Hants. PO12 4QX, 4067 *BRUNETTE*
Ms D Wallace, Fletchers, Bosham Hoe, Chichester, W. Sussex PO18 8EU, 4058 *MOLLIE*

TAMARISK 24 GAFF CUTTER "ELLEN"

Built 1983, GRP hull, varnished spars, teak-laid deck, reconditioned Volvo Penta 7hp diesel, 3 berths, beautiful condition, based River Exe. **Price reduced** to £8,850 o.n.o.

Contact: Mark Pooke, tel. 01626 211642, mobile 07967 132653.



MEMORY CLASS SLOOP "MERLIN"

Length 19ft + bowsprit, Draft 1ft 11in/3ft 11in.

GRP mock wood hull, bilge keel with centreboard, sand ballast. Full suit of sails, including topsail. 2 berth, gas cooker. Cruising nav. lights/electrics. Regularly serviced Mariner 5hp outboard and trailer. Only 6 years in commission, cruising area Helston River and Chichester. Wintering ashore at CSC, mooring Christchurch. Price £9,250 o.n.o.

Contact: Ted Mason, tel. 01202 387179 or e-mail: eamason@nasuwt.net

GAFF CUTTER "GOLLIWOG"

LOD 25ft, Beam 8ft, Draft 3ft/5ft.

Maurice Griffiths c/board 'Cockler', built 1952, Sea Craft, Leigh on Sea. Mahogany on oak, iron keel. Alloy spars, terylene sails. 4 berths, small galley, sea toilet, long cockpit, MD 2 Volvo diesel. Lying Hamble. Price £5,950.

Contact: Bob Brinton, tel. 01489 577555.



FOR SALE

GAFF CUTTER "TREGATREATH"

LOA 9.9m, LOD 7.1m, Beam 2.4m, Draft 1.2m

GRP Falmouth Working Boat built 1987 Gaffers & Luggers. Spacious 2 berth, Volvo Penta 18hp diesel, s/s rigging, bronze fittings, extensive sail wardrobe, full inventory with many extras. See OGA Website for more details. Concourse winner. Lying ashore Hamble. **Price reduced** to £19,950 o.n.o.

Contact: Ron Hanson, tel. 01983 299326 or 07780 616747.



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 available if required. Lying Poole (marina berthed). **Price reduced** to £12,000 o.n.o.

Contact: Tony Wainwright, tel. 01929 555288.



DEBEN CHERUB "JUBILEE"

LOA 21ft, Beam 7ft, Draft 2ft 9in.

Designed Curjel, built Eversons, Woodbridge, 1935. Larch on oak. Well maintained, fastenings and keel bolts as necessary, s/s standing rigging, running rigging in good order. New main/jib 1999, cruising chute genoa and large jib early 1990's, cotton tri-sail. Yanmar G10 engine, new 1996 (240 hours). Sounder, autohelm, GPS, radio, oil lamps. Lying River Deben, Suffolk. **Price £7,000.**

Contact: Brian Green, tel. 01223 834384, or afloat.



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

Old Gaffers Association

The Association for Gaff-Rig Sailing



PRESIDENT'S REPORT

The first half of the past year was, for me, dominated by the meetings and preparation for the International Festival of the Sea at Portsmouth. If the Association is to be properly involved it is necessary for a presence at these meetings in order to meet and communicate with the various authorities and other participants. It is this communication which makes the whole project worthwhile and helps increase our standing in the nautical world. The respect we now enjoy has been earned by providing successful rallies, races and events all round these isles and this success is maintained by quite a small number of committed volunteers who give generously of their time. This was demonstrated by the excellent support we had from members at Portsmouth and is continually demonstrated by the officers, secretaries and committees of all our areas. I think it is most important that we appreciate the contribution they all make and the very relaxed, yet competent, manner in which it is made, as this latter is so much part of our image.

At the beginning of June I was able to be at Yogaff, the Yarmouth (IOW) Old Gaffers Festival, which seems to go from strength to strength. We provided the Association stand which did good business, also the Committee boat for racing, and were assisted in these endeavours by my wife, George and Brenda Jago and John and Maureen Denner (John is now Cornwall Area Treasurer). Then at the end of that month I had great pleasure in attending the meeting of the North East Area at Hartlepool, a place I had never been to before but which has great potential and is very interested in traditional sail. I must thank Richard and Angela Montgomery for their hospitality and congratulate Richard for his perseverance in an area which is sparse in gaffers, huge geographically, but produces results and happy members.

Since the Portsmouth Festival, my personal health was suddenly blighted and has put me out of administrative action. Here I must thank George Jago for holding the fort in my name, which has been particularly stressful for him with so much happening in the run up to the AGM. In addition, he represented me in Holland, together with Jon Wainwright, in talks with the Dutch on closer relations, and there will be more on that later in the year. George has, of course, been splendidly competent and as always efficient. He is backed by our new look F&GP Committee which now represents a huge geographical spread and depth of opinion which all helps in our deliberations and decisions.

The thorny issue of Bermudan involvement will hopefully be resolved at this AGM. First, I must make it absolutely clear that personally I am passionately devoted to The Old Gaffers Association as it is, and always has been, being as I am a died-in-the-wool Gaffer. However, it is true that nearly a quarter of our membership owns interesting traditional Bermudan boats and are proud to fly our flag. They might like to organise separate events for themselves under our flag, thereby enhancing our membership. We do not need to change either our status or image by inviting like minded friends to join us, but we will need to be clear about what boats we accept on our register. Not the members, who are all welcome, but the boats entering events. There lies the challenge!

David Cade - President

Minutes of the 39th OGA Annual General Meeting

Held at the Cruising Association Headquarters on 12 January 2002

Present: The President and forty-two officers and members of the Association.

1. Apologies were received from:

Frank Argall, Roger Bucknall, Mike Collins, Dick & Pat Dawson, Lorna Hammett, Adrian Sharpe, Rob Williamson and Jason Winstanley.

2. Approval of the minutes of the last meeting

Acceptance was proposed by David Keller and seconded by Peter Lyons with unanimous approval.

3. Matters arising from the minutes

There were no topics under this head for discussion.

4. President's address

4.1 David Cade gave his address, a copy of which is attached.

5. Hon. Treasurer's Report and Presentation of Accounts

5.1 Copies of the Treasurer's report for the year ended 30 September 2001, the Income and Expenditure Account and the Balance Sheet were distributed to those present.

5.2 David Godsal then explained the difficulties he was experiencing with getting all members to pay up on time and pay the right amount. There was a problem with persuading people to bring up to date their Standing Orders and Direct Debits and all this effort on his behalf was a drain on both time and money. The financial position of the OGA would be transformed, he said, if it were possible to get seventy-five per cent of the membership on to this method of payment.

5.3 David Cade commended David Godsal on his work during the year and the meeting showed its appreciation.

5.4 Nick Miller proposed that the Treasurer's Report be accepted and this was seconded by Peter Farrer. The motion was accepted without dissent.

6. Election of Officers - Hon. Secretary

6.1 The current situation regarding the co-option of a Secretary to the OGA for a period of six months was explained. There was to be no election at present.

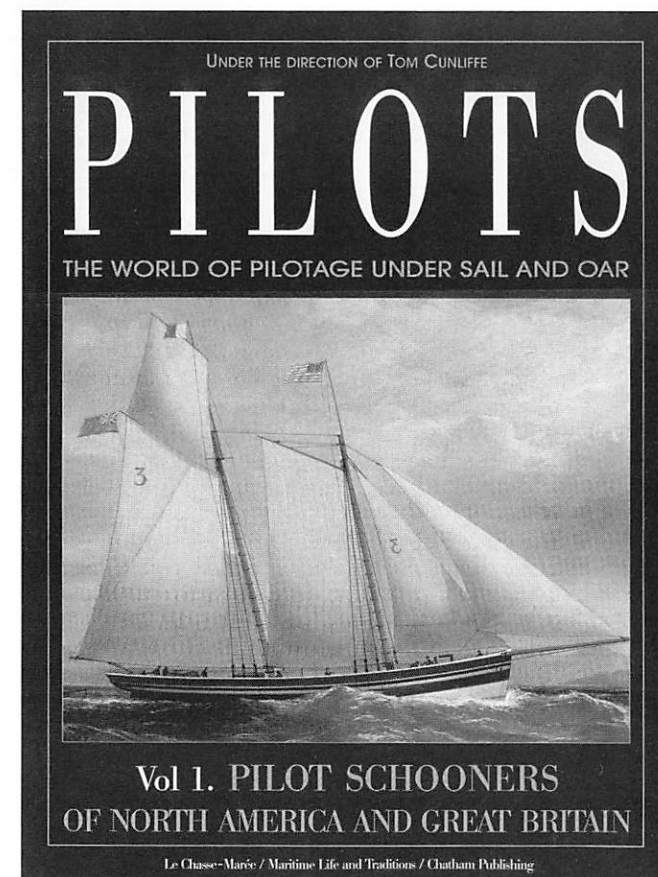
7. Proposals concerning the possibility of having a Bermudan Register within the OGA.

7.1 There was lengthy and wide-ranging discussion on this topic. David Cade reassured the meeting that nothing would be decided on that day which could be held to be binding on the Association. He put forward a proposal made by George Beckett for the establishment of a Bermudan Register (see 7.13 below), and this became the starting point for discussion.

7.2 Instead, Alan Hidden proposed that the OGA encourage the establishment of a Classic Yacht Association as a sister organisation to the OGA. He emphasised that although overall co-operation should exist between the two groups, races should always be separate.

to tackle a highly neglected subject in his own inimitable way. In the event Cunliffe has succeeded, like an orchestral conductor, to provide a feast for eye, intellect and imagination.

My own experience aboard an ex-pilot cutter was brief but seductive, just enough to fall in love with the craft and to admire those who manned and sailed them. A much longer stint servicing aids to navigation in the Western Approaches gave me an insight into the superb seamanship of these men, an ability which translates readily to other coasts and other times. That no-one has attempted to record this essential part of the maritime tradition in such detail before now only makes "Pilots" the more desirable.



Quite apart from the detailed and informative text, the stunning photographs and, best of all, the superbly reproduced paintings, some of which were professionally executed but many of which are in the delightful naïve maritime tradition, make this a book to be quietly drooled over during a winter evening. In view of the lamentably poor quality of contemporary television, do yourself a favour and pour a glass of something you enjoy, put up your feet and rediscover how a book can transport you. At fifty quid, it is considerably less than the licence fee and will give you more than a year's enjoyment.

Published by Le Chasse-Marée/Maritime Life and Traditions, ISBN 2 903708 91 6, price £50.00

INSTANT WIND FORECASTING by Alan Watts

Reviewed by George Jago

As I sit here writing, with strong SW wind coming straight across a flat 40 acre field to windward, my attraction to this book is very real.

Both work-wise and sailing I have been very conscious of the wind in both its varying directions and its force. The author takes this complex subject and analyses this natural phenomena in such a way that we can all start getting to grips with it's effects. It is the wind's effects on us that interest us most, so when someone takes the trouble to study this subject and attempts to tabulate the results in a form that we can follow and identify - it is well worth reading.

This is a very comprehensive work, easy to read, with a lot of material to study - and very worthwhile having either at home or on board.

Published by Adlard Coles Nautical, ISBN 0 7136 6167 4, price £9.99.

ELECTRICS AFLOAT by Alastair Garrod in association with Practical Boat Owner

Reviewed by George Jago

Writing professionally, I think this is the right sort of technical book to put on your bookshelf. These days, many people graduate from low voltage car systems or their house DIY and attempt their own boat installations or modifications. Sounding a word of caution, if not done correctly, there can be many pitfalls and traps to fall into in installing your own boat's electrics. "Electrics Afloat" is not going to solve each and every situation, but it is one of the best guides that I have seen for a long time. It is well written with good detailed explanations, but best of all are the diagrams. For years we have lagged behind the Americans with this type of technical book but now we are progressing fast.

This book offers a good start to, as it says, a practical step by step guide for boat owners. But treat electricity, especially with mixed DC and AC systems, with care. The book attempts to make this point by devoting, very responsibly, a whole chapter to AC safety.

Published by Adlard Coles Nautical, ISBN 0 7136 6149 6, price £19.99.

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

Reviewed by Richard Woodman

This magnificent book, while it recounts the general history of pilotage and has some fine anecdotes of pilots and the dynasties they bred, is essentially the story of those craft generically known to us as pilot 'cutters'. These small, workaday craft could in fact possess any rig suitable for the purpose of boarding and landing pilots often on windward coasts and always at the beck and call of commercial imperatives. Often built and owned by syndicates of pilots they often competed and were constructed to high standards and maintained and handled to reflect the professionalism of their principals. As this first of three volumes beautifully demonstrates, some of the loveliest were schooner-rigged. Given over on the greater part to the pilot craft of North America, British bibliophiles will not be disappointed, for the pilot 'cutters' of Liverpool Bay and Swansea are fully covered and one anticipates with relish the next volume dealing with the epitome of the cutter-rig, the pilot tenders of the Bristol Channel.

It is unfair to attribute mere 'editorship' to Tom Cunliffe, or to suggest he chaired a committee of the acknowledged expert contributors to this monumental work, much of which he wrote himself. As a highly respected and accomplished seaman, much of his sailing experience was acquired aboard the former Bristol Channel pilot cutter *Hirta* and this has led him, I suspect,

7.3 Mike Burns considered that the proposal from the Committee was far too loose and that the term 'traditional' which had been used was something of a Trojan horse. The OGA had always stood on a precise definition and if used, 'traditional' had to be defined very accurately. This would set a standard in the 'old boat world'. The proposal advanced by the Committee should be accepted but a separate committee should be appointed to define 'traditional'. This should then be presented to the membership and a national vote on the matter taken.

7.4 David Cade said that it was the register of boats which was of importance. Rule 2 should incorporate not only 'traditional gaff rig' but 'traditional boats'. If the OGA did not take this on, someone else would establish a register and the OGA might lose thirty per cent of its membership.

7.5 Two preoccupations governed the OGA, thought George Beckett; gaff rig and the preservation of old boats. The Committee's proposal could encompass both. If there is to be an organisation to take on this wider responsibility it should be the OGA. The constituency of the OGA would inevitably change over time; there were, after all, to be no more 'old' gaffers.

7.6 David Cade remarked that the Vintage Wooden Boat Association had declined closer association with the OGA. If the OGA were to widen its events programme it would not compromise the ideals of the OGA.

7.7 Richard Montgomery made the point that his Area, the North East, was small, with a small number of boats. Incorporating Bermudan vessels there would expand the membership and make the Area more viable. Perhaps an added distinction of 'hulls designed before 1960' might help. Moray MacPhail agreed - the right kind of Bermudan boats would bring in the right kind of members. The OGA should do it.

7.8 George Jago urged the Association to get on with it or the OGA would go down. Classic Boat magazine was already advocating a new organisation to represent craft other than those gaff-rigged. Robert Holden agreed; the OGA was going too slowly on this matter.

7.9 Caution was recommended by Mike Burn who considered that the OGA had been successful within its present identity and any attempt at an 'old boat club' should be resisted. Notice should be taken of those who value gaff rig to the exclusion of other rigs, said Mike Lucas. Raise the subscription to the OGA if revenue falls, this would be accepted by the membership and would be preferable to widening the Association's representation. Members in the West Country would prefer not to incorporate Bermudan craft.

7.10 Ron Valent was in favour of the proposal and explained that a similar arrangement worked among the clubs in Holland. But this could not be achieved in a short period of time; the OGA must evolve. In the Netherlands there was concern over those club members who drifted away. But a stronger, bigger and united OGA would be more effective.

7.11 In response to the discussion Alan Hidden withdrew his proposal for a sister organisation.

7.12 George Beckett made the point that people join associations - not boats. Definitions were not so important. Accept the proposal and appoint a working committee. The proposal was only the first step in resolving the matter. The F.& G.P. Committee should not be the body to take decisions on how to proceed but a group should be selected to take the question further.

7.13 George Beckett then proposed the motion that

This meeting authorise the F. & G.P. Committee to proceed with the establishment of a Bermudan Register for members. Further, that Areas co-operate with the running of traditional craft events when requested.

The motion was seconded by Peter Lyons and a vote taken, there being thirty-seven in favour, one against, with two abstentions. The motion was therefore carried.

7.14 Irene Aston proposed the motion that

The F. & G.P. Committee is authorised by the AGM to form an advisory committee to define a valid entry to a traditional register. The committee to have a majority of OGA members.

The motion was seconded by Moray MacPhail and a vote taken, it being carried with only one vote against.

7.15 David Cade announced that the sub-committee would report by Midsummer's Day, 21 June next.

8. Any Other Business

8.1 David Cade reported that there would be at least two small boat meetings during the coming year and that Alan Hidden had organised a group of three people in support in north Devon.

8.2 Alan Hidden suggested that the OGA might create a grouping for the small areas of OGA membership, remote from the main Areas.

8.3 Mike Burn spoke, advocating a small boat section within the OGA.

8.4 Robert Holden spoke briefly on the subject of External Liaison and current legislation proposals.

8.5 At this point Arthur Hughes was asked to leave the meeting and in his absence David Cade proposed that Arthur be created an Elder Gaffer in recognition of his founding of the Dublin Bay Area of the OGA. The motion was proposed by representatives of the Northern Ireland Area and seconded by George Jago. There was a unanimous vote in favour of the proposal and Arthur Hughes was readmitted to the meeting to be welcomed as an Elder Gaffer by David Cade.

8.6 Moray MacPhail suggested a link between the website of the OGA and his own website in order to facilitate the selling of OGA regalia. Moray had, at the request of George Jago, produced an OGA boat plaque. Cost to members will be around five pounds.

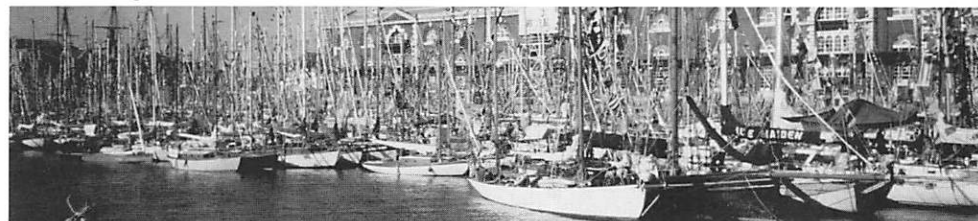
8.7 David Cade reported that George Jago wished to give up the Editorship of Gaffers Log at the end of the year. Members were asked to consider likely candidates to replace George as Editor.

8.8 George Beckett spoke for the membership in hoping to see David Cade back to full health very soon and this was warmly endorsed from the floor.

8.9 Ron Valent offered to do what he could to organise crew interchanges in Holland this year for any OGA member who was interested. He assured members that any who travelled to Holland could be sure of getting a sail.

8.10 David Cade concluded by thanking officers of the OGA for their work during 2001.

The meeting closed at 19.45



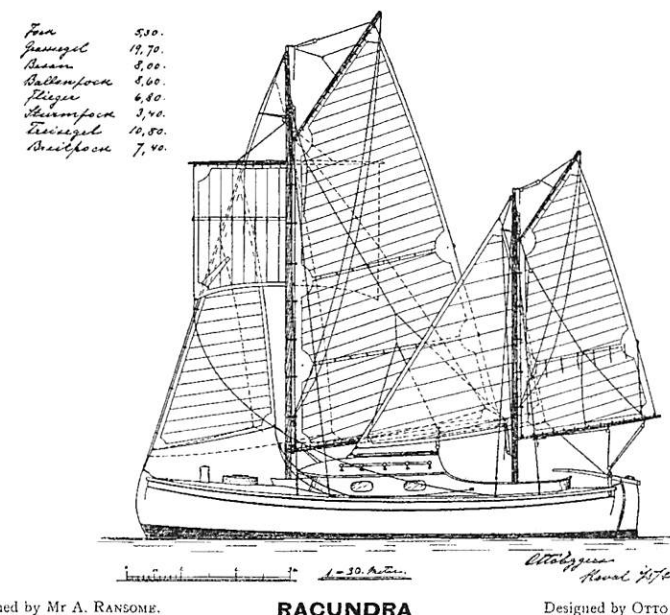
No.2 Basin IFOS 2001

Photo: Editor

RACUNDRA'S THIRD CRUISE by Arthur Ransome - Edited & compiled by Brian Hammett

Reviewed by George Jago

There are always books of sailing and maritime interest coming along and long may it be so. Then out pops one whose origin is unique, which is all the more reason to look at it carefully. "Racundra's Third Cruise" is a step back into the past - back as far as 1924 - to Latvia, a part of the world that has seen its fair share of political upheaval and war. This contemporary account of Racundra's cruise was written by Arthur Ransome on his honeymoon with Evgenia Shelepina. But what adds to the interest in this book is the fact that this account of Ransome's cruise would have lain unread had it not been for the enthusiasm and research by Brian Hammett (East Coast Area President) to bring Ransome's material together and get it published.



The account of the cruise is interlaced with extracts from Ransome's detailed diary and the boat's deck log. This combination produces an interesting insight into cruising in that part of the world in the 1920's. One soon gains the impression that there are no yachting facilities, there are no other pleasure boats, and milk and provisions are not easy to obtain. The log of the cruise goes from great detail to just simple extracts from the deck log. The fascination of the book for me is in this snapshot of a clearly recorded sailing trip in that remote part of the world and at that particular turbulent time. What is more, there are few, perhaps only until very recently, who have sailed there since. The narrative is well supported by photographs and maps and for Ransome devotees it is a must.

Published by Fernhurst Books, ISBN 1 898660 89 1, price £14.95, post free to OGA members



STS LEEUWIN

Photo: Leeuwin Ocean Adventure

Mary and I have made lifelong friends through playing boats. No matter the age group or the time in history, here is probably the most important objective to add to the aims of the OGA. If it is not already your practice, I recommend you invite folk, be they fellow boat owners or not, to come out for a sail or two. I'm sure you will be richer for it.

Mike Igglesden - Newsletter Editor

Another year gone, another sailing season half completed....seems as if someone has wound up the time spring a little too tight and let it fly!! I blame it all on the electro-modern age. Before TVs and computers and mobile phones and e-mail and faxes and all the other gear that seems to entangle our daily lives, time moved along at a respectable pace. You could see, smell and enjoy the seasons, could sit on a hot afternoon and not be paged, or worry about being somewhere else, and the only thing buzzing you would be a fly! Now it seems

we're all on the run and the pace is picking up! There used to be 24 hours in a day but I swear now they've shrunk to about 8! My son was 7 last night when he went to bed, now he's 11, and tomorrow he'll be shaving.

I think it's about time I went sailing again and got my time compass re-orientated. Watch the sun go down and the stars come out, feel the Tradewinds on the back of my neck, watch a moonlight squall sweep down from windward and blow past. Be called to morning watch and see the sunrise out of a heaving, relentless ocean. Get lost in the motion and salt and brine and rhythm of the sea, for days upon end. The sails fill, the rig creaks and the flying fish skim by until the landfall, and the voyage ends....

I could go on and on, but it's late. Better e-mail this to ol' Captain Igglesden or it won't make the newsletter!

Chris Bowman - President, OGA of WA

BALANCE SHEET AS AT 30th SEPTEMBER 2001

	2001 £	2000 £
CURRENT ASSETS		
Bank Deposit Account - Barclays	39,050	37,076
Bank Current Accounts	3,050	706
Cheques & cash in hand	50	100
Regalia stocks	1,618	1,059
Debtors	646	1,427
	44,414	40,368
CURRENT LIABILITIES		
Creditors	341	532
Corporation Tax - on bank interest	148	278
	489	810
NETT CURRENT ASSETS	43,925	39,558
GENERAL FUND		
Balance from previous year	39,558	32,035
Surplus for the year	4,367	7,523
	43,925	39,558

These accounts are those of the Central Committee of the Association and do not incorporate the assets and liabilities of Area Committees.

D.J. Godsai, Hon. Treasurer

I have examined the financial statements on pages 1 and 2. They are in agreement with the books and vouchers presented to me. In my opinion the financial statements give a true and fair view of the Association's affairs at 30th September 2001 and of its surplus for the year then ended.

W.R. Read, Hon. Auditor

INCOME & EXPENDITURE ACCOUNT for the year ended 30th September 2001

	2001 £	2000 £
INCOME		
Subscriptions & donations	17,556	18,051
Insurance commission	510	473
Bank interest (nett)	1,406	1,112
Regalia surplus (loss)	(13)	305
Advertising income	1,761	1,540
	21,220	21,481
EXPENDITURE		
Gaffers Logs (Newsletters) inc. postage	10,907	9,351
Travel & subsistence	1,487	1,168
Stationery, post & telephone	1,243	1,131
Area funding	723	541
Donation - RNLI	250	250
Photographic competition prize	250	283
Hire of rooms	131	113
Insurance	53	52
Liability insurance	150	140
Subscription - RYA	62	57
Subscription - Heritage Afloat	60	50
Bank charges	174	153
Exhibition costs	100	419
Advertising costs	699	-
Computer support	-	140
Internet Web site operating costs	65	110
Legal Expense	500	-
	16,853	13,958
Excess of Income over Expenditure	4,367	7,523
	21,220	21,481

NOTICE BOARD

1. **NEW SECRETARY** - The name, address and telephone number of our new (co-opted) Secretary appear on page 1 of the Log. Please contact him in the first instance if you require any information concerning the Association. The Association still requires an Honorary Secretary or Secretary on a more permanent basis - any applications to the Editor please.

2. **MESSAGE FROM THE MEMBERSHIP SECRETARY** - May I urge all members who do not pay by Standing Order or Direct Debit to pay their subscriptions to either the Treasurer or myself by the end of March 2002. **In accordance with the Association Rules, if you fail to do this you will be deemed to have resigned your membership and will no longer receive the Log.** Your co-operation in this matter would be appreciated. Adrian Sharpe (Hon. Membership Secretary).

3. **DIRECT DEBIT SCHEME** - The Hon. Treasurer urges as many members as possible to sign up to this scheme, as it makes his life easier and the running of the Association's finances more efficient - plus you get a reduced subscription. Forms can be obtained from the Hon. Treasurer.

4. **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.

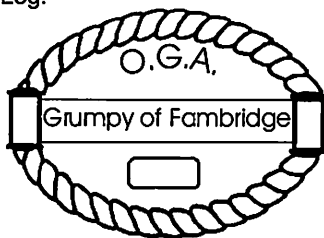
5. **BOAT INFORMATION** - The OGA maintains an archive of boat information. Area Secretaries are reminded to pass on race entry information to Nick Miller for the Boat Register Archive. Likewise, individual members are asked, where possible, to pass on information about their boats to the Archive. This is also important when buying a new boat or selling a boat to someone else.

6. **COPY DATE** - Any information for the Log should be received by the Editor by the date given at the end of the Editorial. This copy date appears in every issue of the Log.

7. **HERITAGE AFLOAT** - This organisation now has a new Secretary - OGA member Michael Burn, Grove Farm House, Little Bealings, Woodbridge, Suffolk. The OGA is a founder member of Heritage Afloat.

8. **BOATS ON SHOW** - The OGA will be having a stand at Boats on Show, 16/19 May, at its new venue at Penton Park, Chertsey, Surrey.

9. **BRASS BOAT PLAQUES** - These will shortly be available to **OGA members only** from Moray Macphail at Classic Marine. They measure approximately 8cm x 6cm and the design is shown below, with boat name in the centre and OGA Boat Number in the space below. If you do not know your OGA boat number, this should be obtained from Nick Miller (Boat Archivist) before placing an order. The cost of each plaque will be approximately £7.50 incl. VAT & carriage. Moray's contact numbers and addresses can be found on the front inside cover and on page 48 of this Log.



10. **OGA STOCK** - All stock listed on page 48 of this Log can now be ordered **on-line** from the Classic Marine website or via a Link from the OGA website: www.oldgaffersassociation.org

Carol and Adam to do things with tents. Grandad and I bailed to return, so that he could get the outboard fixed back on *Ceol-Mara* properly. Half an hour later, we joined the rest in the Bazouka bar in Brookeborough and did what Gaffers do best: have an enjoyable pint or two!! The dinner that night was held at Picasso's restaurant, Linaskea, and Spence, Peter Welsh and Attracta joined us. I think everyone would agree that the meal was good. After that, a certain trio went clubbing and the rest of us headed back to the Aston's trailer tent for some more craic.

Sunday's race started off reasonably well, *Moth* and her crew had already arrived at Derryadd by the time we got there, and we all took some minutes to giggle at the sight of *Mantis* with more lake in her than around her!! Peter and Alison decided to leave, needing to get back to Bangor, and Spence et al had already left, so Grandad was left on his own, whereas *Culchie* now had a crew of three (Carol having joined our ranks). We were given a neat tow out clear of the lea shore by *Ceol-Mara*. *Mantis* and *Moth* sailed round into the bay looking stunning, and the crew of *Mantis* shouting over instructions and then the race began! *Moth* and *Mantis* were soon well ahead, leaving *Ceol-Mara* and *Culchie* to battle for third and fourth place constantly for the first half. On the western shore of Inish Rath, just ahead of us, *Ceol-Mara* was sailing goose winged, a feat much admired by the rest of us, so we tried it ourselves and loved it! The sun was shining, the tips of the *Insects'* sails just above a corner of the next island and all in all, it was a beautiful sight. Having got quite a way round Dernish, with *Ceol-Mara* now well in front, it was to our surprise that we saw her go aground! However, she was soon manoeuvred out and we made a mental note not to go anywhere near that patch. Meanwhile, well ahead, *Moth* turned back to wait for *Mantis*, and they came over the line close together, followed fifteen minutes later by *Ceol-Mara*, and then *Culchie*. We were not working with handicaps, so *Moth* was announced winner, as it was calculated she came across the line just a minute and a half before *Mantis*. After a belated lunch,

a small prize giving was held, prizes going to:

Moth: First in the race, and for the special effort they made to come.

Mantis: Wettest boat.

Ceol-Mara: For being sailed single-handed.

Culchie: The cock-up prize of a plastic dinosaur (Umm, why a dinosaur?)

Boats were put on trailers and slowly but surely, we dispersed. I'd like to thank everyone for coming, it made it all very worthwhile for me. I'd also like to say that plans are already underway to have a regatta at the Share Centre next May and we'd love to see as many as possible there: there's sure to be room on some of the trailer sailors, if you don't have one yourselves!!

Danielle Gallagher

WESTERN AUSTRALIA

Cast your minds back to the best times you have experienced afloat since you started sailing. Some of these times would not, of necessity, be all warm and cuddly - they could even have been quite stressful - but inevitably, in retrospect, even they could still qualify as 'best times', shared with family and/or friends. There are of course serene, sometimes mystical moments of single-handed sailing but the really joyful, heartwarming times are invariably shared with other people. Human beings are, after all, essentially sociable creatures. Racing, cruising, pottering or just sitting enjoying morning tea is often more enjoyable in the company of friends.

I grew up in the 1930's devouring books written by children's author Arthur Ransome. OGA member Diana Hewson recently loaned me some current journals published by the Arthur Ransome Society which indicate that children of today still enjoy and are happy to relate to the stories of everyday boating adventure written all those years ago. Sharing little boats, camping, exploring and socialising, stories which had inspired their grandparents to 'go and do likewise' and proving that a boat used at its best can be a means of bringing people together.

we had a great time with Peter and Sue Farrer and Tom and Isabella Tuke. We took a trip down the Thames in a converted WW2 amphibious vehicle called a DUKW and known as a Frog Tour. We visited various pubs, went for a meal in Planet Hollywood, and I am told, by reading it in the Conwy version of the Gaffers Jaw, Baggywrinkles, that I was put to bed by the opposition. No!, it must have been something they put in the whiskey. It was a good fun weekend.

DEVON MAFIA - I have had a letter from Alan Hidden our first Area Hon. Sec. He and Jane send their best wishes to all the NI Gaffers. Alan has finished building another gaffer, a 10' Lugsail dinghy named *Chiquitita*. He also tells me that he has organised a gaffer's class in the local Regatta and is promoting an active OGA group in the Bideford area. Why am I not surprised. You may have also noticed his letter in the recent edition of the Gaffers Log. Good luck to Alan, he has the OGA in his blood.

Peter Lyons - NI Area President

LOUGH ERNE SMALL BOAT REGATTA - 7/9 September 2001

When I first suggested to Irene Aston, that she and Alan should bring *Mantis* down to Lough Erne to join our re-launch of *Culchie*, I had no idea that it would turn out to be a mini regatta! However, the more it was discussed, the more interest, and we ended up with the respectable number of five boats.

Arriving in from school on Friday, I heard from the Astons, who had got stuck in traffic. About three hours later, a convoy of cars and one trailer appeared up our lane!! The story was that as *Mantis* (one of those beautiful Ballyholme Insects, sister ship to *Moth*) and her crew had reached Fivemiletown, Peter had rung through and announced that they were in a pub in Brookeborough. (Trust the OGA, always able to find a pub). Once *Mantis's* trailer was safely chocked up with stones, the Bar-b-Que proceeded...only one problem, of course; it was pouring down! Well, the drink flowed happily, everyone having brought some cans, and Peter and Alan were dispatched to the grill, while the rest of us

had a good old gabble! After the meal, we went back to the kitchen, and the three members of the New Age Gaffers Boat Band present were persuaded to get their instruments and play. Some tunes and a few drinks later, they did actually get me to play a tune or two on my fiddle, and soon afterwards, everyone being tired, we made a head for bed! (At about 11.30pm, an early hour for Gaffers, I think!)

Next morning I joined the Gaffer tent band for breakfast, before we got ready to go down to Derryadd, with *Mantis* in tow. Once down at Derryadd, it was decided that Eddie would join me in *Culchie* (1969 Drascombe Lugger) Grandad and Peter would take out *Ceol-Mara* (Gaff Schooner, built at home in 1991) and Alan and Irene would sail *Mantis* or rather, Alan would sail *Mantis* and Irene would bail!! My own wee *Emerald* (Mouse pram dinghy) would be used as tender. *Ceol-Mara* was looking fantastic, and *Mantis* just as fine, although she was suffering from re-cycling Upper Lough Erne!! After a certain amount of hard work, we got *Culchie* onto her mooring and *Ceol-Mara* free of *Culchie's* anchor chain...(!) and we got back to the quay, where Carol Laird and Adam Aston had finally arrived. Lunch was a very good soup supplied by Granny and after lying around in the sun for a while we headed off, the crew of *Mantis* and the Lyons to the pub,



CEOL-MARA

Photo: unknown

PHOTO COMPETITION

All OGA members could help to promote Gaff Rig. Take some photos during the year and enter them in the OGA Annual Photograph Competition. There is a prize fund of £250 provided by the OGA and this is given to the 6 winners in the form of vouchers for one of the camera retailers. The winning entries in the competition are used as front and back covers for the Log and as you will have seen the pictures are of an excellent standard. All of the entered pictures are seen by George Jago, who may use some of the rest within the Log. It is important that all Area Hon Sec's and Area Presidents promote the competition by encouraging their members to send in their photographs. The photos are also put up on the web site for all to see.

The competition is open to all OGA members, with the exception of professional photographers. There are two categories:- Category A - Best Photograph of a Gaff Rigged Boat ; Category B - Best General Sailing Photograph. Each entry should be postcard size or larger (up to 12"x10") and should have the entrant's name, subject of photo and, if possible, the date and venue.

This years competition will be judged on or about 17th March 2002, so all entries please to Peter & Alison Lyons, 4 Knockdene, Bangor, Co. Down. BT20 4UZ by 9th March 2002.

Extracts from the OGA Boat Archive

Of the two boats selected for this quarter's extract, one underlines the importance of our Boat Register as an archive. She is the *Coryphee*, a beautiful 19th century gentleman's yacht.

She was designed by H W Ridsdale and built by Forrest and Son at Wivenhoe in 1896. She is big by today's standards at fifty foot overall, which may be why she was schooner rigged in 1989, when she took the Gaffers Eye at the Solent Area Race. She was originally a yawl, and has now been re-rigged as a cutter. *Coryphee* is an important survivor, her entry in Lloyds Yacht register for 1899 records that she was an auxiliary with a 15hp petrol motor by Tolch & Co, of London. She was then in the ownership of Lord McLaren. Her importance, and her longevity, lies in her construction. She is of



CORYPHEE

Photo: John Denner

OLD GAFFERS' ASSOCIATION



riveted steel, but to avoid the need for any corrosion allowance in order to minimise weight, every component was galvanised after drilling the rivet holes. I know of only one other survivor built this way, Parsons famous *Turbinia*, now preserved in a Museum on Tyneside. *Coryphee's* photograph appeared on page 13 of the 4th Log of '89.

The second selection for this issue is a grp boat, based on the Falmouth Working Boats, and built in 1978 by Treve Marine Ltd to a design by Frank Argall.



RO-AN-MOR

Photo: unknown

Ro-an-Mor was owned by a member, but her new owner has not joined the OGA yet. If anyone knows *Ro-an-Mor* talk nicely to her owner please. She offers an opportunity to make a plea for clarity in pursuing our sport, by using precise language when describing our rig. We are all clear about the difference between a sloop or cutter, and even the harder yawl or ketch, but many of us cannot get topsails right. It is the jackyard that causes confusion. The jackyard is the spar or club that spreads the clew past the end of the gaff. It could be used to increase the size of a jib headed topsail set from a tall topmast, or could be rigged on a yard topsail as on *Ro-an-Mor*. The bit of wood at the head of a topsail is its yard. This may sound like a pedant banging away on a hobbyhorse, but imprecise language causes confusion, which is always a bad thing at sea, and has no place in our Archive. *Ro-an-Mor* appears in the Logs of '87/3, Spring '94, March '97 and December 2000. Her jackyard is

relatively modest - for a real stonker see *Ellen* CK222, pictured in September 2001's Log.

Nick Miller - Keeper of the Boat Archive

Commercial, Classic Boat for prizes and all of the entrants for making the effort to come. There was an exodus from the Marina after the prize giving. A good event well organised and run by Alan Aston. Our thanks to Alan, Irene and Attracta who had returned from foreign places in time to help at the weekend.

FIRST GAFFERS WEEKEND ON LOUGH ERNE - Danielle Gallagher asked us during the Ardglass Weekend, would we consider coming to Lough Erne with the trailer sailers to have a weekend in Fermanagh. Enough of us said yes so on the 7th of September a group set off for Greenhill, the Hicks family home. Danielle presented Alan with £32 she had made on the ballot on Saturday night, as a donation to the funds. Thank you Danielle. Are there any more Danielles in our midst, an excellent effort from a 16-year-old? Thanks must also go to Michael and Jenny Hicks for putting up with an invasion of gaffers in and around their home that weekend. (A report of this is at the end, by Danielle)

THE NI OGA AGM was held in Holywood YC, thanks to them for having us. We had

the usual attendance of about 25 Gaffers. I was re-elected for a further term, and Pat Kennedy and Dennis Magill were elected to replace Irene Aston and John Stannage. Again thanks to Irene and John for the work they have done over their period in office. There was nothing contentious during the rest of the AGM so we finished about 21.00hrs.

OUR ANNUAL DINNER was again a great night at RNIYC. All who attended have told me that they really enjoyed the evening. Thanks to our guest speaker Brian Black for his words and the clip he showed about his trip this year to the North. The rest of you will be able to see it if you keep your eyes on Ulster TV. Thanks again to RNIYC, Southside Catering and Joe for all his work. We hope to repeat the whole fun again next year, probably the 22nd November 2002. See you there.

GAFFERS MEETING

Some of us Gaffers, Alan, Irene, Carol, Alison and myself, went to London in early November to meet with some of the Conwy and North Wales Gaffers. Needless to say



Frog Tour (with handicap!)

Photo: Pete Farrer

say we were leaving. He told us to be careful, as there was some traffic downstream. When we arrived at the bottom of Belfast Docks there were 4 of us, the HSS, 3 large tugs waiting for a bulk tanker and two dredgers - very confusing, but we survived.

On Monday, ably assisted by the Fermanagh Mafia of Hicksy and Danielle, we had a good sail to Whitehead for a picnic.

A point that I learned and is worth passing on now that commercial shipping is on GMDSS radio communication, is they have no listening watch on channel 16. Or if they do they are not by law compelled to answer. I called the *Stena Voyager* HSS three times on channel 16 to no avail. He altered course at the last minute so I can tell this tale. I later called the Coastguard who was able to tell me that bridge to bridge communication is now on channel 13. Moral of the story is - call big ships on channel 13 not 16.

BANGOR TRADITIONAL SAIL - 8/10 June 2001

This was again a success. We shared the North Pier with *HMS Bangor*, which made it a bit of a squeeze. We started on Friday evening and the Gaffers Boat Band entertained the crowd later in the Marquee. Saturday dawned a bright day. Headed for the Flagship Centre in which Robin and Alison Brennen's Curragh had been on show for the previous week. A heavy squad of about 20 gaffers lifted the curragh in the traditional way, upside down, and carried the boat down the mall, into Main Street and around the Sea Front to launch it in the Harbour. Over at *HMS Bangor*, we had Central Primary School Steel Band playing for us so that we could give out the prizes for the School's Painting Competition. Went sailing before assembling in the tent at 14.30hrs to meet the Mayor, Councillor Alan Chambers who made us very welcome. 'Over the Hill' started playing - they are a first class 9-piece band. At 23.00hrs there was the most fantastic fireworks display, put on by the NDBC tourism dept. 'Over the Hill' started again and we partied until late.

Sunday dawned again bright but with a little more wind. There were dinghy dodgers in

the harbour, thanks to Stephen Clark. Irene Aston worked hard to update the handicap lists with the help of Peter Kennedy and Leslie Hughes. Thanks go to all of them for their hard work. The race started at 14.00 and good sailing was had by all. The prize giving was completed at 18.00hrs by the Mayor.

THE FIRST UK ATLANTIC CHALLENGE WEEKEND on August 3/5 at Antrim Boat Club went very well, although the Northern Ireland Gig was not launched on Lough Neagh as expected.

ARDGLASS TRADITIONAL WEEKEND - 25/26 August 2001

Honora was delivered to Ardglass for me by Capt. Spence. We had quite a number of visiting boats from across the water led by Big Dennis in *Arthur Alexander*. We had *Swy ny Mor* with Warren and Jill Scott, *Irmguard* with John Duncan from Liverpool, *Master Frank* with Joe Pennington and Combine, don't ask. Derek Hassall with his good lady wife was there in *LassahD*. There was a total entry of about 30, but with the camp followers there were about 60 visiting boats in Ardglass Marina. Everyone went up to the Commercial Arms for the Quiz on Friday evening.

On Saturday morning, Peter and Pat Kennedy started the Boules competition outside on the grass and were immediately rained off. Gaffers are never beat so we found a load of sawdust and made a more than passable boules court inside the marquee. It helped that Nellie opened the bar. Mike Clark arrived around lunchtime; he shoehorned *White Heather* into the last available legitimate berth before we completely filled the Marina. On Saturday afternoon conditions were not ideal and the Marina was so crowded that to go sailing meant that coming back in again would be a nightmare so most stayed put. We had a good night's craic with the Gaffers Boat Band providing the music.

Sunday morning was a quiet affair. We gathered at 12 in the marquee for the prize giving. Alan Aston thanked all those needing thanks - Fred of Ardglass Marina, Nellie from the Lighthouse Bar, Mannie from the

George Jago

Dear George

I think I may have answered my own question relating to suit of sails for 8 months service.

Whilst speaking to the first mate of the *Shtandart* (photo attached which I took in the Solent just before IFOS) we discussed sails and he commented that the sail cloth and treatment (weak tar solution) were as the original 1790 specification and were now in tatters and really falling to bits after 12 months or so. It would then appear that the flax sailcloth only has a serviceable life of 8-9 months. He further commented that the sailmaker and assistant(s) were continuously employed renewing sails which were bent on almost as soon as completed, it taking some 8/9 months for them to re-make a suit of sails for ships of the line in the Imperial Russian Navy, and I assume the British Navy would have been similar.

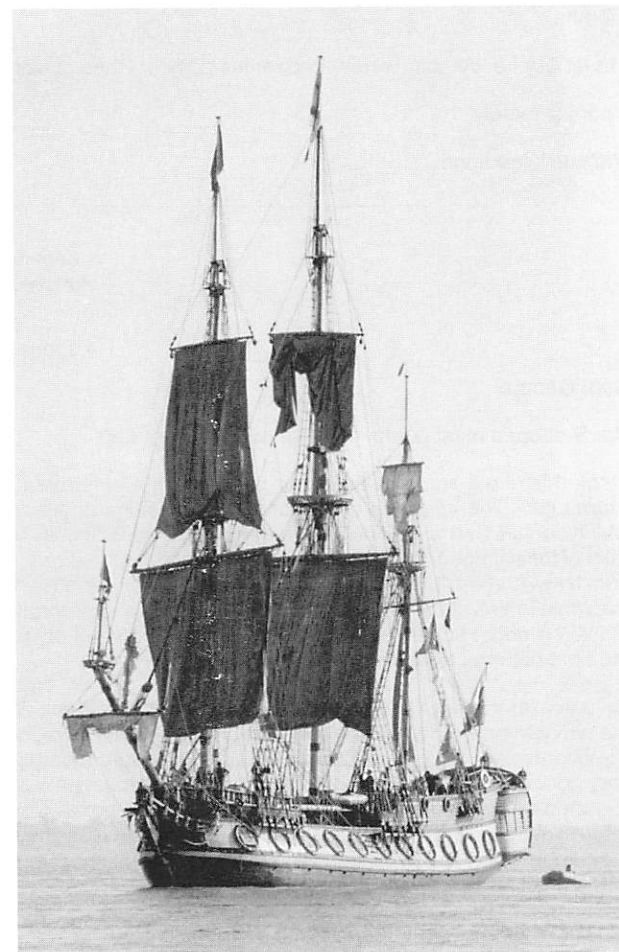
Incidentally, the *Shtandart* is currently berthed in Gunwharf Quay, Portsmouth for the winter, as it is much kinder to the ship and they are awaiting new sails as theirs are unusable, and they are seeking contributions towards the new sails and general upkeep of the boat. Their berthing in Portsmouth has been provided free of charge and she is open for visits and would welcome donations and visitors. Anyone interested in the boat should contact Mikhail on tel. 07861 86980; he is very knowledgeable and enthusiastic and will show anyone over the boat. It is rigged entirely as would have been found at commissioning. She will remain here until the Spring and her return to St Petersburg.

Yours sincerely

Michael Warren ARIBA

4 Piping Green, Colden Common
Winchester, Hants. SO21 1TU

17 December 2001



SHTANDART

Photo: Michael Warren

73 Fronks Road, Dovercourt Bay
Harwich, Essex CO12 3RS

George Jago
The Editor, Gaffers Log

6 December 2001

Dear George

You were almost correct in your elucidation of 'smoke-sail'! It was in fact a canvas screen set up in the forepart of a man-of-war which, depending upon the attitude of the ship to the wind, shielded the fore-course or the quarterdeck from smoke, cinders or smuts arising from the galley funnel. This was situated at the after end of the fo'c's'le and the smoke from it could be particularly trying for the officer-of-the-watch on the quarterdeck when the ship was lying at anchor. If you recall the reliance upon the keeping of a good visual lookout for signals, approaching boats and so forth, this isn't quite the evidence of privilege one might at first suppose! At sea, particularly with the wind abaft the beam, the foot of the fore-course could be at some risk of catching fire and this was the most feared danger a wooden warship was exposed to. As with most things naval at that time, experience had taught the Navy Board that it was reasonable to be replacing such an item after an interval of eight months.

I must say I envy your correspondent his copy of Rees. Lucky chap!

Yours sincerely

Richard Woodman

1 Lansdowne Avenue,
Portchester, Hants. PO16 9NN

4 January 2002

Dear George

Re: S-shaped mast photo, page 42 of December Log

I took this photo some years ago in a small artificial harbour in Western Australia, to the north of Fremantle. The vessel is typical of the local fishing boats and cray potters of the area, a few of which survive and are being restored thanks to the activities of the OGA of WA on the Swan River. Built of local timbers such as jarrah, sheoak and tuart entirely, it is difficult to find long lengths of the gum trees that are straight for a mast. Norfolk Island pine is preferable but was probably not readily available in WA at the time this boat was built. It is appropriate that the picture shares a page with the WA report; I suspect the locals out there can correct my remarks and give more detail. Maybe the boat belongs to one of their members.

On a similar theme, I enclose a photo of another "high-tech development" seen in the Caribbean - the wavy boom. This was on a fine engineless gaff trading vessel of about 35ft which we saw in Providenciales, Turks and Cacos islands. It brought a cargo of fruit and vegetables from Haiti, a very poor country, without any navigational aids, not even a compass so far as we could establish. It loaded up with old plastic bottles, containers and boxes scrounged from the garbage tips for the return voyage. These items are much in demand in Haiti, new ones being much too expensive for their economy. The crew had an extremely hard time from the customs officers (English) which made us ashamed of our origins!

What a wonderful photograph of *T S Leeuwin* by Patrick Reid on the cover of the Log. My grandson in Perth has just had a week on her. I first saw her being built at Coogee, south of Fremantle and



Planet (OGA) Hollywood

Photo: unknown

It is hoped to arrange another trip on Carmet's Tugs, this time on the Mersey. Sue will telephone, at short notice, those interested, so please let her know as soon as possible if you would like to come on this wonderful day out.

Stuart & Julie Nicholls have planned four sailing weekends around Anglesey. These will all be dependent upon the weather so initial contact should be made direct with Stuart and Julie on tel. 01248-353887. Providing the anchorages are sheltered from the forecasted wind and that it's not proposing to rain all weekend(!), informal gatherings of gaffers are proposed at the following beaches:- 4 May - Abermenai, 29 June - Porth Wen, 20 July - Porth Dinllaen, 24 August - Cemaes Bay.

Scots Boat Shed Party will be held on the 11 May at Penrhyn. Anyone interested in sailing to this now famous dock, as featured in Classic Boat, please contact Pete or Sue.

Conwy River Festival is from the 3rd to the 11th August, with the Nobby Gaffers and

Classics Race on the 11th and our area AGM on the 10th.

The Derwentwater Small Boat Gathering this year is from the 30th August to the 3rd September.

That's all for now folks save for wishing David Cade a speedy recovery from all in Conwy and North Wales.

Sue Farrer - CNW Area Secretary

NORTHERN IRELAND

OPENING DAY - 7 May 2001

We started at Bangor and on Saturday, *Honora*, *Wee Maggie*, *Rudh nan Gal* and *Eliza Jane* set off for RNIYC, leaving on the tide, bound for Belfast Docks where the Laganside Corporation and Belfast Port Authority had given us permission to stay. We berthed around 19.00hrs and went for a drink in Pat's Bar before going to Harry Ramsden's for a gourmet fish supper. Had a quiet night on the river and next day at 11.00 hrs called Belfast Harbour Radio to

do come along to events and enjoy taking part - the racing is a bonus!

Charles Holden - Devon Area Secretary

CORNWALL

During last year we had two main highlights, the first being an excellent buffet and illustrated talk at the Pandora Inn, given by Malcolm McKeand who gave us an update on the progress of the restoration of his Bristol Pilot Cutter *Kindly Light*.

Secondly came our annual race held on 12 August. We had 28 entries of whom 14 actually started, due possibly to the weather the previous day when the fleet took a battering during the Falmouth Classics Race. The forecast was the same for the 12th but the improving conditions, though murky, tempted some of the braver crews to join in.

We are pleased to note that our area membership continues to increase although many new members are from far away places outside Cornwall.

Mike Collins - CWL Area Secretary

BRISTOL CHANNEL

After having taken over as Area Secretary during 2001 it has been a quiet period with the only organised event (a gathering at the opening of Watchet Marina) having to be cancelled due to a threatened blockade of the entrance by disgruntled local boat owners.

Having a small membership in this area - covering over 200 miles of coastline - organised events will always prove difficult but it is hoped that two events, one either end of the channel, can be organised for 2002.

Malcolm Brown - Bristol Channel Area Secretary

NORTH WEST

Our first social outing last year was to have been to the Beaulieu Boat Jumble weekend but this event was cancelled by the organisers due to a mixture of flooding and

foot-and-mouth. We did, however, enjoy the Hilbre Island picnic which took place on 30 June and was attended by eight boat-owning members accompanied by their families and friends. Whilst the weather was not perfect the event was enjoyable.

On 9 June we had a barbecue on the quayside at the Albert Dock in Liverpool as a social get-together prior to the Gaff Race the following day.

From a racing point of view we have had a wonderful season. The first race took place on 10 June as part of the Mersey River Festival. Fourteen members took part and the winner was Bob Rayner in *Elidi*. Our next race was on 16 June as part of the Wallasey Regatta and the winner on this occasion was Doug Smith with *Lassie*. The following day, 17 June, we were guests of the West Cheshire Sailing Club and again the Old Gaffers Race was won by Doug Smith and *Lassie*. Our final race of the year took place on 5 August as part of the Conwy River Festival and we are grateful to the festival organisers for continuing to invite us to take part.

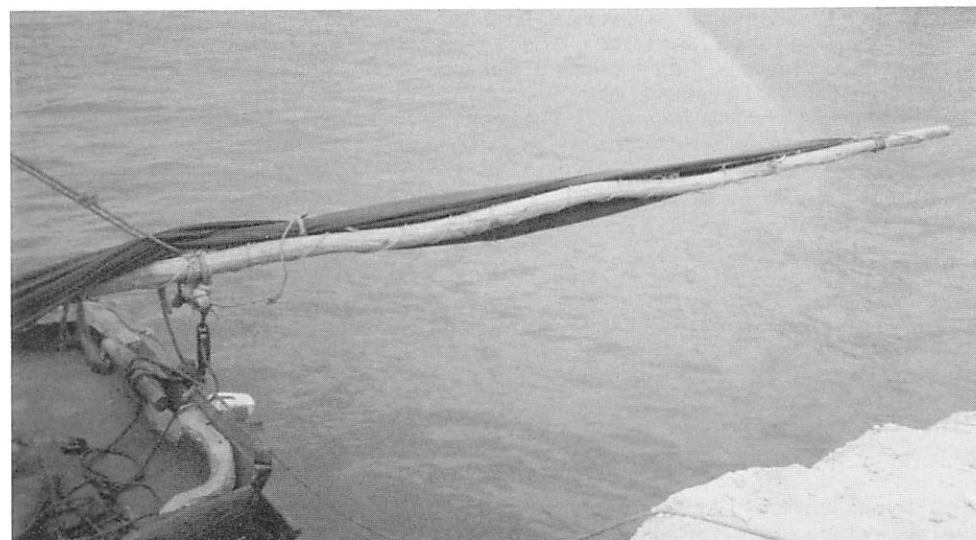
Tom Middlebrook - NW Area President

CONWY & NORTH WALES

It was decided that a few of us would join forces with a few members of N.I.O.G.A. and we all enjoyed a fantastic weekend in London at the beginning of November. We organised a Frog Tour on a Dukw (apparently it has now sunk!) and also a meal at Planet Hollywood. The weekend was such a success that this year's trip may well be in Amsterdam!

Our annual dinner was well attended by 26 of us enjoying an excellent meal in Conwy with plenty of liquid to follow. We all went on to the North Wales Cruising Club to continue the chat and drinks.

Pete, Sue and Scott Metcalfe attended the A.G.M. of the Association at the Cruising Association in London. As it will be noted in the minutes it was agreed that the F. & G.P. Committee would sort out the introduction to the Association of a Bermudan class.



The wavy boom

Photo: Sam Bayliss

surprisingly for such a large steel hull she was built upside down. I wondered how they would roll her over but it was easy - they welded her up tight, launched her, rolled her over in the water and hauled her out again. It is worth noting that all the rigging and block making, some 700+ of all sizes, was done by Barry Hicks (founder of the OGA of WA) and his son Robin and a great job they made of it. Totally traditional and with great care of detail such as the leather caps on the end of the shrouds after seizing round the deadeyes, each secured by fancy knot-work. Quite wonderful.

With best wishes for 2002

Sam Bayliss

107 Lansdowne Lane
London SE7 8TN

The Editor, Gaffers Log

Dear George

I wondered whether our readers might be interested in the following.

Why, asked Dr. Meyer-Friese in a paper given at the European Maritime Heritage Congress in Barcelona, is the preservation of our maritime heritage concentrated so much on the restoration of ships and so little on the techniques of seamanship and navigation. Partly, he says, because we have almost lost our instinctive sea-sense. Traditionally rigged ships at sea today are, quite properly, compelled to carry and employ those items of modern equipment that are thought necessary to the safety of a ship and her people but too much reliance on up-to-date technology can lead to a loss of awareness of all those signs by which seamen in the past judged their progress and likely developments in weather, sea-state and course.

We should, says Dr. Meyer-Friese, revive the Mariner's Creed of the past - 'L-L-L-L' - Log, Lead and Lookout, augmented later by Latitude, to restore our close consciousness of the patterns of wind,

wave and weather and their consequences for our passage making. Admiral Smyth differs somewhat in his understanding of the Creed, giving instead Lead, Latitude and Lookout, with the fourth 'L' to be added being Longitude. Perhaps his is a later apprehension of the rule, when the techniques which were of principal importance before the perfection of nautical astronomy, were taking second place in the necessary skills of seafaring. The Log, surely, demands to be included and Log, Lead and Lookout practised diligently will increase our perception and understanding of the natural elements which direct our sailing.

Denis Stonham

Lyncourt Lodge, Middle Lincombe Road
Torquay, Devon TQ1 2NE

OGA Newsletter Editor

24 January 2002

Dear George

Even for a controversial member like Peter Wyatt, who is an experienced sailor, it does surprise me that his views are so strong, albeit unfounded on reality.

Firstly, there is more to doing well in a race, than bleating for an easier handicap. Peter should understand that if he wishes to do well, it is essential to set the sails correctly, be at the right end of the line on time, secure the wind shifts and sail a tactically sound race. A boat also needs sorting, so that the rig is set up properly and only then is the time to seek a better handicap!

His belief that a modern GRP gaffer will by definition be faster than the older wooden boats, that have fished for a living, is an ill-founded belief. The Falmouth Oyster Boats are an excellent example, where they work through the winter, then set up their summer rigs and race with huge enthusiasm through the sailing season. Racing to established OGA handicaps, these working boats do extraordinarily well through skill, racing proficiency and experience. Message to Peter is to stop going on about the handicap system and concentrate on those factors which enhance sailing proficiency.

Mike Lucas

OGA Measurer - Devon Area

2 Tythe Barn Way,
South Woodham Ferrers
Essex CM3 5PX

The Editor

30 January 2002

Dear George Jago

Having just joined the OGA and received the December edition of the Gaffers Log, I thought I had joined the wrong organisation! For several years I had entered the OGA's East Coast Classics event and had been very impressed with the organisation, friendship and attitude of everyone involved. Gaff owners, classic Bermudan owners, owners of old boats and new boats and people with no boat at all, all having a good time together through their love for traditionally rigged boats. It was through this experience that I joined the OGA.

The last event of the season was the Marchwood rally, held over the first weekend in October. Some pretty blustery conditions depleted the entry, but those who did turn out had a spanking sail. Marchwood Yacht Club laid on their customary hospitality in the evening when some of the weather-bound crews turned up by car.

Taken overall we have had a good year, both afloat and financially, but without any significant change in area membership numbers. Although we benefit from a range of sponsors at various events, we are particularly grateful to Badger Beer who, through Mark Woodhouse, have consistently provided support over many years.

Planned events for 2002 are as follows -

7/9 June	Yarmouth Old Gaffers Festival
10/11 Aug	Three Creeks Race
24 Aug	Bursledon Regatta
30Aug/1 Sep	Annual Race & Rally
28/29 Sep	Yarmouth Rally/ Centenary Chase

Geoff Skinner - Solent Area Secretary

DEVON

As last year, the membership of the Devon fleet of gaffers continues to grow and now numbers over 130. During the last few years there has been considerable local interest in smaller gaffers such as Falmouth Oystermen and Shrimpers and increasing numbers attending events. There is also a small contingent of medium to larger gaff rigged yachts who attend various regattas, heading westward through Salcombe, Plymouth, Fowey and Falmouth.

The two main events of the year, which are attended by local boats, are the Brixham Festival Race and the Start Bay Rally. Both of these are spectacles to behold and in which to take part. Last year saw the first time that the smaller gaffers enjoyed their own class in the Dartmouth Regatta, which was very successful and will be developed again this season. The Regatta also



HOSHI

Photo: unknown

provides a range of opportunities for gaffers of all sizes.

This year sees the introduction of two short summer race series from the RDYC, as follows:-

Series 1 - 12 June, 26 June and 10 July.
Series 2 - 24 July, 7 August and 21 August.

Other events -

16 Mar	Commodore's Supper, RDYC
1 June	Brixham Festival
8/9 Jun	Salcombe Festival
22 Jun	Start Bay Rally
29 Jun	Stoke Gabriel Regatta
28 Jul/2 Aug	Salcombe Regatta
3/4Aug	Plymouth Regatta
7 Aug	Fowey Regatta
17 Aug	Dittisham Regatta
28 Aug/1Sep	Dartmouth Regatta
14 Sep	Stoke Gabriel Regatta
28 Sep	Dart End of Season Rally

The gaffer fleet is building and developing -

not at all difficult to enter, though it is a little unwise to try it at night as it is unlit. A simple chart of the entry and navigation up to Sandwich will be available nearer the time.

Robert Holden - MNK Area President

SOLENT

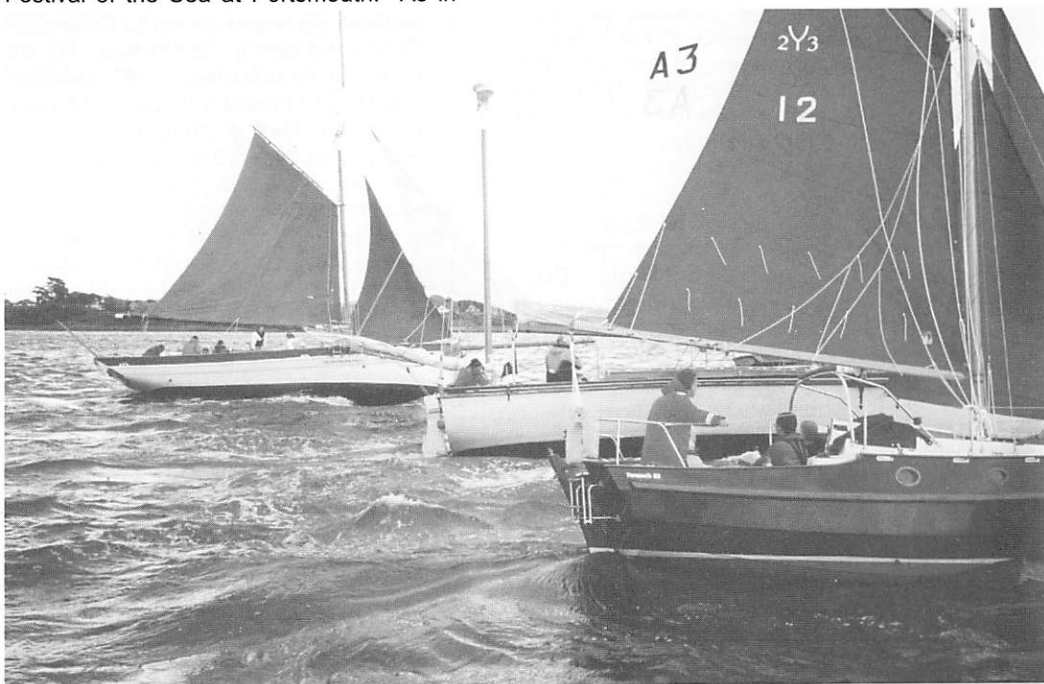
The Solent Area enjoyed a successful programme of events in 2001. The AGM and supper in February attracted a record attendance with the meeting conducted at its usual giddy pace by Solent President George Beckett.

The Yarmouth Old Gaffers Festival similarly attracted record entries and is now near capacity. For the first time a number of French gaffers attended, including the sail training vessel *Mutin* whose crew were a credit to the French Navy. The gaffers race was run in excellent conditions.

YOGAFF now has a stronger following than the Annual Race and Rally, which, in 2001, was run in conjunction with the International Festival of the Sea at Portsmouth. As in

1998, the Festival proved to be a most enjoyable affair, and despite the threat of windless conditions for the race, a last minute filling in of the breeze resulted in ideal sailing conditions. Taking the weekend as a whole, the consensus of opinion seems to be that, enjoyable as it is, the Festival is no substitute for our race and rally. As a group we were pretty small fry in the overall picture, and despite the President's best endeavours, we lost our identity. In 2005 it is likely, therefore, that we will run our race and rally separately, leaving individual members to attend the festival as they would wish.

We were again invited to take part in the Royal Solent Yacht Club's Centenary Chase Pursuit Race as part of our late September Yarmouth Rally. This was another very well attended event with a pleasant breeze for the race, although a fading wind and increasing flood tide meant that the Secretary's prize for the last boat to finish within the time limit was very highly contested.



YOGAFF 2001

Photo: Editor

However, what a surprise I got from the letters in the Gaffers Log that there was a debate raging about which boats should be allowed, with mentions of excluding Bermudan rigs and new boats. We all know that the OGA exists to preserve interest in gaff rig, but what does it matter if members don't all have old gaff rig boats but want to join in the events?

The only thing that will sustain the OGA, and the support of gaff rig in the long term, is a constant flow of new members. The boats and the old rigs are sustainable, people are not. I hope this debate goes away so I can continue to enjoy my membership and potential members are not discouraged.

Regards

Colin Stroud - PLUM

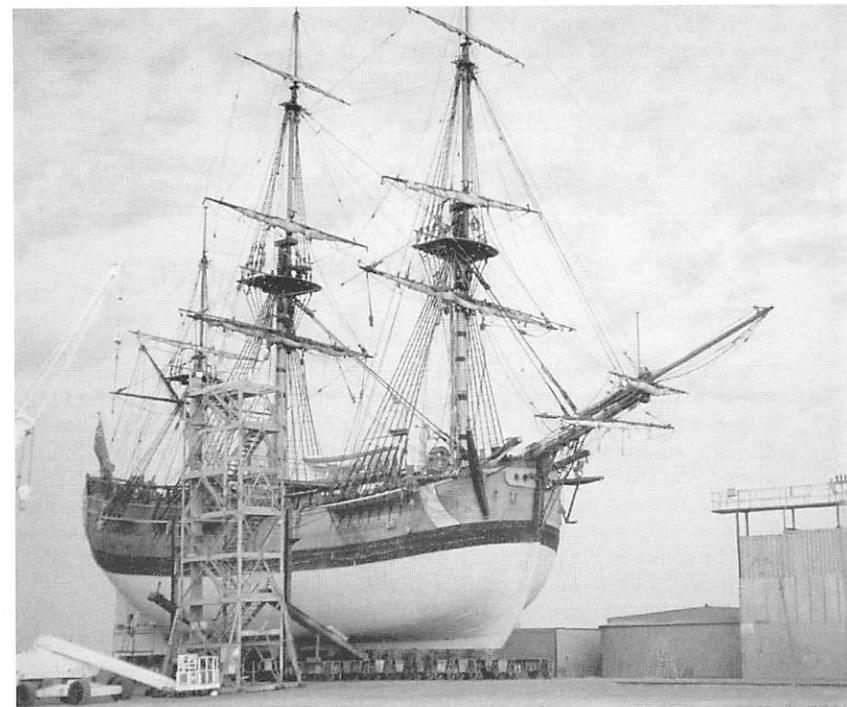
77 Swan Road, Attadale
Perth, West Australia 6156

3 February 2002

Dear George

Whilst *HM Bark Endeavour* replica is on her epic voyage round Cape Horn to her spiritual home in Whitby, UK, she will be carrying a special perpetual trophy for the OGA, care of the ship's carpenter.

After meeting so many wonderful and interesting members of the OGA on my visit in '99, I thought some suitable gift might be of merit. Using a very worn belaying pin from *Endeavour*, which has sailed the world, and mounted on a piece of jarrah from the ship, I have made the "CAPE HORN TROPHY". This is to be awarded annually to any member of the OGA in the UK for outstanding seamanship. The discretion of the judges, namely the President of the OGA and the Editor of the



ENDEAVOUR finishing refit, Freemantle, 2 Feb 2002

Photo: Patrick Reid

Gaffers Log, would decide a suitable recipient. By this award, I hope that something of the special spirit of adventure and challenge which is so much a part of sailing *Endeavour* would be passed on. In addition, from experience in the past, I have been aware that many deeds of seamanship and consideration to others at sea often go unrecognised.

Finally, I wish to thank all those who are associated with the Old Gaffers for their sense of family and may they enjoy a safe haven at each day's end.

Patrick Reid - ex-President, OGA of WA

233 Lon Masarn, Trehafren
Newtown, Powys SY16 1QG

1 February 2002

Dear Editor

There is, amid idyllic scenery, near Llanidloes, Powys, a large lake some six miles long - Clywedog Reservoir. Because of its remote position the lake is under used, but it has a small and enthusiastic sailing club who are keen to welcome visiting sailors.

The facilities are good, with a wide launching ramp, secure parking, camping area, club-room, kitchen, showers, toilets, moorings and safety boat cover on Sundays.

Any OGA members with trailerable sailing boats would receive a cordial welcome at Clywedog, in fact an event would be easy to stage at short notice, as all facilities are up and running. One fixture which may be of interest is on 3/4 August, when the Vintage Dinghy Association are invited. On the other hand, anyone wishing to try a new boat or teach someone to sail safely would not find a better place.

Anyone interested should phone me on 01686 622386 for details.

Ken Sykes (OGA member)

"IRENE" continued by Dick Morris

The ARC Rally to St. Lucia started in a few days time, which meant the marina was full and we stayed in the anchorage, my preferred option anyway. We watched the ARC Rally start and then got under way for Los Christianos, Tenerife and to collect the wind generator before 'crossing the pond'. There is a big swell in this anchorage and when arriving in the dark boats seem to suddenly appear or disappear. One minute there is a nice clear spot to anchor and then two or three yachts bob up against the lights of dissipation along the waterfront. Daylight found us only a few yards from *Riverdance*, ex *Owl*, of Burnham, who left two weeks before us. The order on the wind generator was a disaster and we ended up starting for the Caribbean two weeks later than I wanted. However, there was a bright side to this in that those boats which had left two weeks earlier met SW gales. Due to the delay, we did not stop at the Cape de Verdes, the 'usual' route, but carried a good running breeze the whole way. With our two 20ft running poles and 'twins' with water sails under them and two old tops'ls set as twin mizzen stays'ls, our average was 140 miles a day and at times we made over 9 knots. Our best day's run was 168 miles - 22 days to the town of Scarborough on the island of Tobago.

'Town' is a ramshackle collection of sheds of all shapes and sizes and colours, chickens in

and out of various events to suit. An early indication is required from Southwold where numbers are restricted to about fifty boats. The committee are also recommending that we try having the East Coast Old Gaffers Race at Brightlingsea as the first race of the Classics.

The Arthur Ransome weekend at Walton Backwaters is being planned for 14 July. Various options are being looked at for the August Bank Holiday. Maldon, perhaps, needs some explanation, if only to scotch gossip, rumours and counter-rumours that fly the length of Hythe Quay and the bar of the Queen's Head. A new committee will be elected at a public meeting. The OGA will have representation, as in the past, but it will be a local committee which will run the event. That committee will elect its own officers, such as chair, secretary and treasurer. Hopefully, it will stage a regatta which will be well supported by local people and businesses and put a smile back on the face of Maldon by 28 September!

The Area had its AGM and end of season party at Woolverstone. This was again very well attended, some sixty at the business meeting, about a hundred at the party. The main debate was about combining the East Coast Race with an extended East Coast Classics starting at Brightlingsea. The meeting was asked if they had any problems on the Bermudan register issue, which was agreed at the previous AGM. Surprisingly, in view of some comments made by prominent members in Classic Boat magazine and Gaffers Log, there was no wish at all to even debate the issue. That had been done and dusted, we had run an integrated season of events which catered for classic bermudans as well as gaffers.

Also at the meeting, the Tom Felgate Memorial Trophies were awarded for the best aggregate performance in events, gaff and bermudan. Gaff was first (*Deva!!*), Bermudan second (*Ma Solitude*) and Gaff third (*Snippet*). The area has applied the OGA TCF with a 10% penalty for bermudans. There are some cases, such as East One Designs or Vertues where this seems harsh, but taken as a whole over the

last twelve years the results have been pretty balanced.

Jon Wainwright, EC Area Secretary.

MEDWAY & NORTH KENT

Our Winter Pub meet at the 'Anchor' pub near Standard Wharf in Faversham, on 26th January 2002 was, we feel, a great success with members coming from as far away as SE London and the pub providing us (at our expense of course) with a varied menu to chose from for those who wished to eat. Much discussion centred on the many photographs from last years sailing that were brought along together with hopes for the coming season. During the evening Lena informed us that our Annual Race this year would probably not be in conjunction with the Medway Smack and Doble Association after all. This is due to the anticipated lack of entries they expect, such that they will not be organising a race at all this year. There was some discussion about the courses that we might set with support for a return to having a start in the East Swale. From there we would go out to Columbine before turning west to the Medway. We will again be taking advantage of the excellent hospitality of Queenborough Yacht Club. We expect a start at about 08.30, which should sort out any sore heads from the night before. We hope this year there will be a few traditional Bermudan boats come along and join us. We want to encourage them and have provided for any brave enough to have a go. Maybe this year we will actually have an entry or three.

A reminder that the MNK AGM is set for Friday 5th April 2002 and the venue is Queenborough Yacht Club. For those who might like to attend and who are not familiar with the parking arrangements this area is one of the few with no problems at all with parking right outside if you are lucky. Otherwise its the car park across the road.

Those MNKers, and others, inclined to be a bit more adventurous might like to join us at the Annual August Bank Holiday Rally, which this year is making a return to Sandwich on the Kentish River Stour. The river itself is

NORTH-EAST

I am sorry to report that our Honorary Treasurer, John McDonagh, will be emigrating to Sweden in the first few months of 2002. We wish him all the best for the future and hope he will keep in touch. Peter Scott will be taking over the role of Honorary Treasurer.

Our Christmas Dinner was held at the Cottage Thai Restaurant in Darlington. We are determined that we will hold a 'Home match', and an 'Away match' in 2002. The home match will be held at Glenridding, Ullswater on June 1st/2nd. It will be based at the Glenridding Sailing Centre, where there is a gentle shingle beach to launch from. On the Saturday there will be the Four Islands race for the OGA-NE tankard, followed by a sail to Aira Force waterfall for tea. In the evening there will be a barbecue. On the Sunday there will be a cruise in company to Howtown, maybe further, depending on wind and enthusiasm. We hope that members from other parts of Britain and Ireland will join us in this very beautiful part of the Lake District.

The away match will consist of an armada (at least 3!) of small boats who will travel to either an appropriate East Coast OGA meeting in June, or more likely the Arthur Ransome weekend in July.

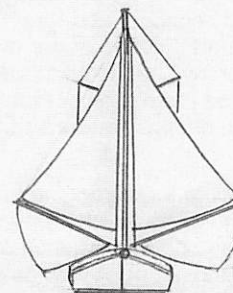
All the OGA-NE wish the President a speedy recovery from his recent operation.

Richard Montgomery - NE Area Secretary

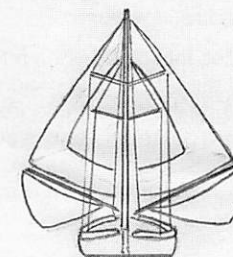
EAST COAST

The committee have made a start on next year's programme. The annual dinner at Royal Burnham YC has been booked for 2 March. Plans are afoot for rallies in early May and June in Roach and Crouch areas. The East Coast Classics will start on 15 June and finish at Ipswich Wet Dock with a joint venture with Ipswich Maritime Trust on 30 June. In the middle part of the Classics fortnight there will be the Southwold Smack and Classic Boat Rally 20-23 June, followed by the Lowestoft Fish Fayre on 24 June. We will be calling at the usual places of Walton, Harwich, Orford, Ramsholt, Levington, Mistley and Wrabness. Those who cannot take the whole fortnight are invited to dip in

Running Rig



Bow view



Stern view

the road, goats on any empty plot and large boxes of loudspeakers on the street corners vying with each other for volume. All was friendly, colourful and happy-go-lucky - even the customs and immigration offices had full volume music. Our favourite anchorage, which we were to visit again, was Charlotteville, in Pirates Bay, and I think one of the better places of the entire West Indies. There is a small village at the head of the bay and the north side is a tropical forest which goes right to the waters edge for all but 200 yards - and that is a nice beach. Fishing is the only real local industry. Over 60% of Tobago's fish is caught here, all from long, fast, outboard driven open boats. They have two long whippy bamboo poles, one each side, rigged from the forward thwart and set to about 45° by resting on the gunwhale. When they have 15 or 20 tuna or dorado they bring them ashore and blow a conch shell horn to alert would-be buyers. We took a bus ride back to Scarborough to clear outwards for Trinidad.

An overnight sail took us to Chaguaramas, Trinidad for a haul

out and antifoul in the best value for money yard I know of and probably the best equipped. The travel lift can handle 150 tons. *Irene* looked like a dinghy in davits and the hydraulically powered moving vehicle had us parked and chocked within half an hour of leaving the water. An hour later we had scaffolding, trestles and boards and a week of hard work had *Irene* smart and ready to cruise through the islands.

Grenada's St. Georges (where I last visited 30 years ago) was a 'mixed up' place. There were still signs of their troubles of a few years ago and 'civilisation' had done its usual damage - people begging in the streets and cruise ships dumping a thousand or so tourists at the quay. The majority of the islands were, while scenically lovely, very much the same. A bit of luck and a little timing took us to Castries, St. Lucia, at the same time as a couple of friends and we took them to Marigot Bay for a day sail. It is really a narrow slot in the hills with a circular bay at the end. When I lay there in the yacht *Girl Stella* years ago we were in sole company with the 120ft Herreshof schooner *Janine* (now restored to her original name of *Mariette*) but now there was no room to anchor and the shore was a mass of bars, hotels and restaurants. I did not expect it to be the same, but with a little sense a natural beauty spot could have been preserved.

We carried on up the chain of islands. The engine soon gave up so we changed some of our anchorages so that we could sail in and out. Whilst *Irene* is well behaved, she needs room



Jon Wainwright and Pat Eve (publisher) at Jon's book launch

Photo: Editor

and wind to be so. We island hopped our way along the chain, more comfortable on the smaller and poorer islands - for example Nevis is really nice, the rollers which go right through the anchorage making it less popular. Other islands we visited were Fallen Jerusalem, a great pile of rounded naked boulders weathered to various shapes, and Virgin Gorda. The famous anchorage at 'The Baths' was crowded so we found a beach of our own with great rounded boulders sticking out of it. Next was Tortola, where we had to anchor well out in the bay. I went ashore and was surprised to see, in the marina there, *Lillibet* from Burnham on Crouch. She too had apparently lost the use of her engine but the owners had taken a berth there until it was repaired.

I decided that it would be better to go to America to get a cure for my engine (a Ford) and to escape the hurricane season. The best option seemed to be to go straight to Charleston, North Carolina as we had no detail charts of the Bahamas and stops meant delay and the hurricane season was not going to change to suit our hanging about. A voyage of 1500 miles or so in warm sunshine was not a bad idea and I counted on the trade winds as one of the big shots in our locker - it was a damp squib. Fourteen days later we had done only 950 miles - days of calm instead of reaching/running in force 4's and 5's. We put in to San Salvador, where Columbus was supposed to have landed. It was very simple and friendly - the marina incomplete and a bit shabby - but we were laying out in the bay. Water was ten cents a gallon, but when we went ashore with 4 x 5 gallon containers, a can of beer was adequate. The extension to the airport will soon 'civilise' the island beyond recognition.

Our luck was better for the remaining 650 miles and we sailed into Charleston and up to within 100 yards of the City Dock Marina, on the Ashley River, at the last minute of tide. Everything is big in America. The marina even has golf buggies to go along the main pontoons. Charleston is a big and deep harbour - it even has an aircraft carrier as a museum - and is surrounded by a low flat landscape. Many of the 1940's, 50's and 60's "High Society" type films were made hereabouts as the waterside roads and much of the town comprises of large mansions with colonnaded porches and palatial fronts. The backs are different - just wooden buildings. We almost got a cure for the engine, but it fell through. With the chance of slow passages and the fact that the hurricane season was on its way, I decided to push north with the Gulf Stream and go to Chesapeake Bay.

Six days later we sailed into the Bay and, as we had a fair wind, carried on to the mouth of the Rappahannock River and anchored near Windmill Point. This was the start of nearly three weeks of sailing around in the Bay and rivers - the Rappahannock, Potomac, Patuxent, Wicomico, to name but a few. Due mainly to the sediment laden run-off water from farm lands, much of the bay and its rivers and creeks are now shallow and we had to watch the depth carefully, very reminiscent of our home waters in Essex. The land is very flat for the most part but it is heavily wooded and the colours and shade changes made the sailing very pleasant and very peaceful, especially as there were relatively few boats about.

To be continued



GIRL STELLA in 1968

Photo: unknown

developing sail shape with a computer I think a big lug on a heavy boat would be sensational.

13. Many old blokes (at least in the crowd I seem to hang around with) and some young ones think a gaff rig looks better.

So, those are the advantages - both real and perceived - of the gaff rig. It must be pointed out that most of the above applies mainly to gaff cruising boats. What are the disadvantages of gaffing?

1. Because there are two halyards (peak and throat) it is more difficult to hoist than a Bermudan. The problem has been solved on *Vanity* by a system of mast attachments, a winch and set of clutches.
2. I have often seen Bermudan hoist sail when running before the wind. This would be too difficult to consider on a gaffer.
3. As there is the third spar there is always the chance that a crew member will get whacked on the scone by the gaff. I am therefore very meticulous in ensuring that visitors go forward when raising or lowering sail.
4. As there are more fittings and halyards there are more things to break.
5. Not many sailmakers these days have the knowledge to construct a truly fast gaff main.

Bill Gale has been competing in Sydney Harbour, Australia, aboard his beloved Ranger for over half a century and is an Honorary Life Member of the OGA. Editor.



Me old gaff'..... By Bill Gale

People often ask me just why I persist with gaff rig aboard my late father's yacht *Ranger*. It has often been said that the Gale family is one-eyed in this matter but my father actually said that the best yacht he ever sailed was the Cruising 9-Metre *Josephine*. My late brother Roger and I both felt the International 5.5-Metre *Southern Cross II* was the best boat we ever sailed. Both are Bermudan rigged and all three have their moments, however we all agreed that the gaff was the only way to go for *Ranger*.

Here are some of the advantages of the gaff rig which I believe are absolute:

1. The short mast enables a boat to pass under low bridges. The gaff can be laid back to horizontal if under sail.
2. If the peak halyard fall is taken back to the cockpit the sail shape can easily be altered by adjusting the gaff angle. If a sudden squall occurs the sail can be scandalised in no time.
3. Working to windward the gaff will pulse to leeward and back in response to a puff or a sea, taking the strain off the rig and the boat.
4. Because of this ability to pulse, there is much less strain on the leach and therefore the sail has a much longer life than a Bermudan main. This is important for cruising sailors.
5. There is more area in a four sided main to drive a heavy boat. Any school aged child will tell you that there is more area in a quadrilateral than a triangle unless you go for a very, very long side.
6. Because of the low centre of effort a gaffer can carry full sail in winds where a Bermudan would have to reef (and often) therefore lacking sufficient sail area to punch through a sea efficiently.
7. Gaff rig is faster with eased sheets under plain sail, an important factor for long-range cruising. You can also run-by-the-lee with greater safety.
8. A properly rigged gaff yacht will go to windward just as high and fast as a Bermudan rigged sister in most wind strengths; faster in a blow.
9. In a gale of wind a reefed gaff lowers the height of the rig without having a length of naked mast, thus reducing windage and decreasing the heeling moment.
10. A gaff is steadier at anchor because of the shorter mast.
11. If a mast breaks it is much easier to get the gear on deck. It can be difficult at times with a Bermudan rig.
12. It is probable that a standing lug rig is even better than a gaff; it certainly has a great deal of power. A lug is not attached to the spars at all, the snotter on the yard is placed on the mast traveller hook and the sail bounced up with the four part halyard. The clew is then hooked by the boom traveller and tensioned to suit the wind strength. The sail is left below on the yard and can be brought on deck and hoisted faster than any other rig. By

SEA FEVER

I have discovered, over a long period of time, that sea fever is an international problem. It usually manifests itself at the close of the sailing season and fades slightly in the Spring. Wives and friends and sometimes employers start to notice strange behaviour. First symptoms are usually buying additional sailing magazines and spending time around boatyards and marinas. It can also include boat shows and sending for information from brokers and equipment suppliers. Sufferers can be seen in libraries looking through the sailing section or in chandlers, picking up shackles and running rope through their hands.

This disease also affects non boat owners who would gladly take a day off work to go sailing. There are, happily, support groups for sufferers, known as yacht clubs. Those afflicted meet together at regular intervals to seek encouragement and to help their friends who also have been savagely tormented. It has been known for men to leave early for work so as to visit a boatyard en route. Some arrive home late saying they had to go to a sales/sails meeting when in fact it was a video evening in their favourite



ADELLE, a single-hander

Photo: A. C. Stock

yacht club. A friend's son got a job in a burger bar which happened to be near a river with several marinas. My friend offered to drive him to work, the interesting fact being that the petrol cost him twice as much as the son earned.

Boat owners think that buying a bigger boat brings a cure, but most of the time never sail due to lack of crew. Many think that this progression can actually kill the disease. Stay with something you can manage single-handed. You are really on your own when it comes to this disease - recognise the affliction for what it is and learn to love it. See you on the water.

Will Moran



--- a bigger boat ---

Photo: Editor

BOATING NEWS/SNIPPETS

New RYA Chief

Cruising members of the RYA are once again given a boost in the heirarchy of the RYA with the election of George Clark as the RYA's new Chairman. George has been an active sailor for many years, owning a diverse variety of craft from a 50ft narrow boat and a 32ft cruiser to a 25 ft long keeled sloop - we are not informed if it was gaff rig! This bodes well for the cruising fraternity, many of whom have felt a little left out to the glamour of the high profile racing set, which is not at all representative of most peoples' idea of the sport. He intends to highlight three of the many major tasks ahead of him. These are: access for the young, a policy of education not legislation, and greater two way communication with participants in the sport (in which the RYA website is expected to play an important part).

Mobile Phones

The RYA again reminds us that mobile phones are not for sea use as an alternative to a proper marine radio communication system. Their batteries are not reliable enough and neither are they waterproof, but most importantly there is no communication available with other craft in the area, or indeed any rescue craft.

Royal Institute of Navigation

The Royal Institute of Navigation (RIN) is running a free competition for all RYA members. All entrants have to do is to give the name and location of a North Cardinal Mark buoy, a picture of which is published on the front cover of the January issue of the RYA's Cruising News. Those who do not have that publication should not worry as the picture is quite devoid of any clues. The competition appears to be one of stick a pin on the coast of the British Isles. Among the prizes is a year's membership of that illustrious Institute. Entry is free but the closing date is Friday 29 March 2002. The address for entries is - Janet Booth, Cruising Division, RYA House, Romsey Road, Eastleigh, Hants. SO50 9YA. The RIN have a website at www.rin.org.uk while the RYA is at www.rya.org.uk

A Weather Website

A key site for European weather is to be found at www.westwind.ch - for those with access to 'the net'.

Robert Holden - External Liaison Officer

See also Peter Lyons' words of warning in the third paragraph of Northern Ireland's Area Notes. Editor

EU Directive 456179

In order to meet the conditions for joining the Single European currency, all citizens of the United Kingdom of Great Britain and Northern Ireland must be made aware that the phrase "Spending a penny" is not to be used after 31 December 2001. From this date, the correct terminology will be: "Euronating".

- June 29 Stoke Gabriel Regatta, Stoke Gabriel, S. Devon. Charles Holden, as above.
- 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 Middlebrok, as above.
- July 14 Gaffers Race as part of West Kirby Sailing Club Regatta. Tom Middlebrook, as above.
- July 14 ARTHUR RANSOME WEEKEND, Walton Backwaters, Essex.
Jon Wainwright, as above.
- July 25/Aug 25 Baltic Sail 2002 - Norrköping, Karlskrona, Rostock, Gdansk, Helsingør, Travemünde.
Web: www.balticsail.org
- July 25/29 Douarnenez 2002. Tel: 02 98 92 29 29, e-mail: douarnenez2002@wanadoo.fr
- July 28/Aug 2 Salcombe Regatta, Salcombe, S. Devon. Charles Holden, as above.
- Aug 3 Swale Match, Kent (Barges, Smacks & Gaffers). Lena Reekie, as above.
- Aug 3/4 Plymouth Regatta, S. Devon. Charles Holden, as above.
- Aug 7 Fowey Regatta, Cornwall. Charles Holden, as above.
- Aug 10/11 Three Creeks Race, Solent area. Geoff Skinner, tel: 023 8040 3155,
e-mail: gc.skinner@virgin.net
- 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 10 Dittisham Regatta, S. Devon. Charles Holden, as above.
- 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@mccyc.fsnet.co.uk, Web: www.mccyc.com
- Aug 24 Bursledon Regatta, River Hamble, Hants. Geoff Skinner, as above.
- Aug 24/26 MNK OGA RALLY, Sandwich, Kent. Lena Reekie, 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
- 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 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.

- May 16/19 Boats on Show, Penton Park, Chertsey, Surrey. **Note new venue**
Mike Shefras, tel. 0870 241 1010, fax: 01784 481729, e-mail:
mike@boatsonshow.co.uk
- May 17/19 SMALL TRADITIONAL BOATS REGATTA, Lough Erne, Co. Fermanagh, N. Ireland.
Alan Aston, tel: 028 904 26497, e-mail: gafferaston@hotmail.com
- June 1 BRIXHAM FESTIVAL, Brixham, S. Devon. Charles Holden, as above.
- 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, River Crouch, Essex. Denise & Trevor Rawlinson, as above.
- 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 15 MNK AREA OGA ANNUAL RACE, River Medway, Kent. Lena Reekie, as above.
- 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
- 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 16 Bloomsday Classic Boat Regatta, Dublin, Eire. Mick Benthams, tel. 353 1 8476279.
- June 21/23 BANGOR TRADITIONAL SAIL, Bangor, N. Ireland.
Peter Lyons, as above or Web: www.oldgaffersassociation.org/bangor.html
- June 22 DEVON AREA OGA RACE & RALLY, Start Bay, S. Devon. Charles Holden, as
above.
- June 28/30 Galway Hookers & Traditional Boats Regatta, Portaferry, N. Ireland.
John McAlea, tel: 028 4272 9532, e-mail: melldi@supanet.com

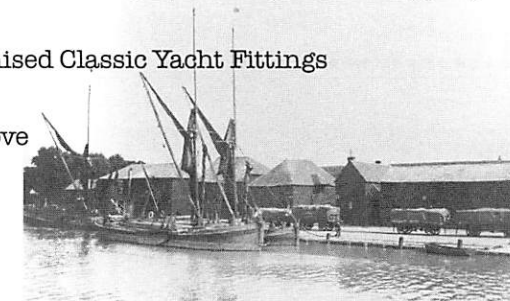
OGA AND OTHER TRADITIONAL EVENTS in 2002

- Mar 16 DEVON AREA OGA COMMODORE'S SUPPER, Royal Dart Y C, Dartmouth, S.
Devon. Charles Holden, tel: 01803 834323, e-mail: holden_charles@hotmail.com
- From Mar 14 Making Waves, part of the Planet Ocean initiative, National Maritime Museum,
Greenwich. Tel: 020 8312 6745/6545/6790, Web: www.nmm.ac.uk
- From Mar 22 Skin Deep - a History of Tattooing, National Maritime Museum, Greenwich. As above.
- April 5 MNK AREA AGM, Queenborough Y C, Kent. Lena Reekie, tel. 01795 534212.
- April 27 OGA REGATTA 2002, Swan River, W. Australia.
Wally Cook, 6 Baskerville St., Mundijong 6123, W. Australia
- April 28 Beaulieu Boat Jumble, National Motor Museum, Beaulieu, Hants.
Tel: 01590 614614, e-mail: events@beaulieu.co.uk
- May 4/5 OGA MAY DAY RALLY, Foulness Island, Essex. Denise & Trevor Rawlinson, as
above.
- May 4/6 N. IRELAND OGA OPENING WEEKEND, Bangor, Co. Down, N. Ireland.
Peter Lyons, tel: 028 9145 3099, e-mail: gaffer.lyons@btinternet.com

continued on page 26

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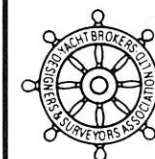
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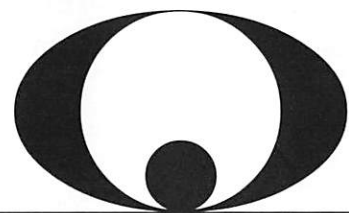
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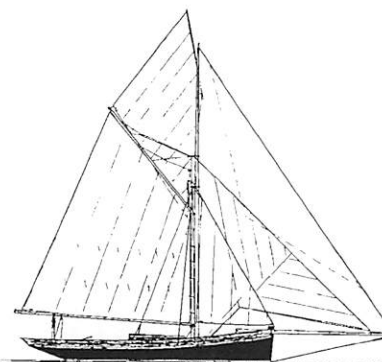
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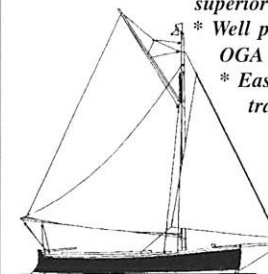
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