

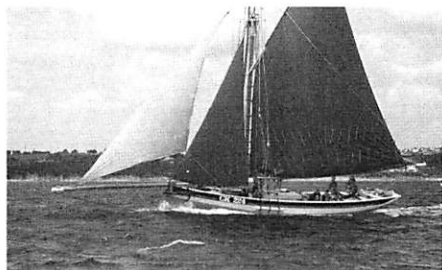


Gaffers Log

SEPTEMBER 2001

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION





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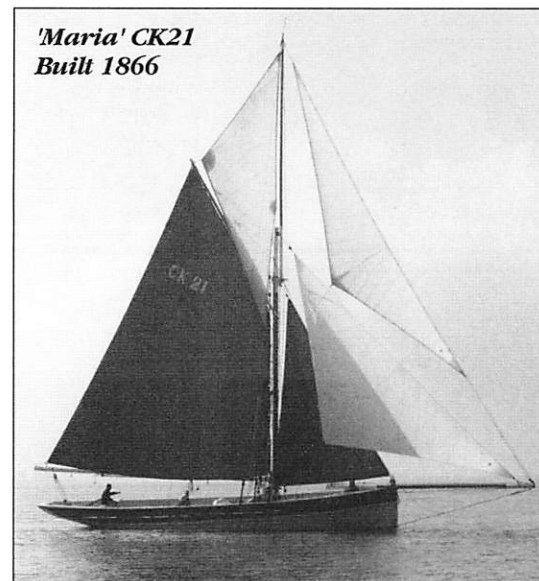
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ASSOCIATION STOCK LIST

		UK	Overseas
Burgees	15"	£ 11.00	£ 11.50
	18"	£ 13.50	£ 14.00
	24"	£ 16.00	£ 16.50
	30"	£ 18.50	£ 19.00
Membership Flags	12"	£ 12.50	£ 13.00
	15"	£ 14.75	£ 15.25
	18"	£ 17.00	£ 17.50
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.

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Co Down. BT20 4UZ
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SCOTLAND:

Position vacant

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6 Baskerville Street,
Mundijong 6123, Western Australia.

Website: www.oldgaffersassociation.org

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Front cover : *Nelly Mathilde*, by Luc Carlier

Back cover : Youth at the Helm, by Alan Hidden

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	

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.

**MORECAMBE BAY PRAWNER "ANNIE"**

Believed to have been built Hoylake 1930's. Needs major work as a restoration project. Lying ashore Medway area. Owner prepared to give away to good home. For more details and information, contact Robert Holden, tel. 01843 582997.

SABB 22hp DIESEL WITH GEARBOX, no stern gear.

Fully operational. Model 2GZ, engine no. 305, c.1977. Recent full rebuild by agent. Various spares and manuals/info. Just come out of gaff schooner "Mary Bryant". South Somerset, buyer collects. Allegedly (worth) £1,000 but can go very cheap to good home.

WALKER LOG

Circa 60's/70's, complete in original box, plus spare impeller. Price £150.

Contact for both above items: Mike Matthew, tel. 01460 240564 or e-mail: mikemathew@ipcmedia.com.

MAGAZINES FOR SALE

38 Classic Boat, 1-12 bound in CB binders; 30 Wooden Boat; Traditional Sail, 1-5 inclusive. Price £85.

Contact: David Milton Brown, tel. 01792 371625.

GAFF CUTTER "ROSENN" (ex-"ELRIN") SOLENT ONE DESIGN CLASS

LOA 32.5ft, LWL 25ft, Beam 7.8ft, Draft 5.8ft, Tonnage 7.

Built White Brothers, Itchen Ferry, 1896. Last known survivor of this first ever one design class - specification details 'Dixon Kemp' 10th edition. Significant restoration work over last two years. Good inventory. New Yanmar diesel engine. Raced Burnham Week 2000 and OGA events. Lying Farnbridge, River Crouch. Price £16,500.

Contact: Toby Lester, tel. 0771 813 8343.



LAURENT GILES 'NORMANDY' CLASS SLOOP

LOA 8.5m, Beam 2.4m, Draft 1.3m.

Iroko on oak, spruce mast and boom, teak deckhouse. Spacious 3 berth accommodation, Volvo Penta MD1 engine. Just completed full refit and rigging. Good sail wardrobe. 2001 survey report available. Afloat NE coast. Asking price £10,500 o.v.n.o., might consider restoration project in px.

Contact: Jim Bell, tel. 01670 790056.



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.

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

As I sit down and wonder what I should put into the editorial that is not self-opinionated or not relevant, two points gain my attention, for different reasons.

The first is, what are the correct names that were in everyday use for some sails on a square rigged ship (see page 43 of the June Log). Now I know that today these square rigged ships are less frequently seen than a No. 11 bus, but they were still working before the 1939/45 war. Sailing ships have been around for hundreds of years, so was the diagram correct? There has, so far, been only one actual query on the correct sail terminology to be used (see Letters). Despite the advice from my good friend at Mariners International, how fast is our knowledge of this real sailing world slipping away?

The second point is still on sailing. Mr Frank G Carr, giving the annual lecture in 1934 to the Society for Nautical Research (SNR) said, and I quote, "The advent of the marine motor, useful though it may be, has had a most devastating effect on the surviving types of coastal craft of the British isles". We have moved on since 1934, but are we now experiencing the revival of an old/new trend? Years ago, in a conversation with a professional sailing barge skipper, he said to me, "I don't mind so much how far I go so long as I do it under sail". Just recently, three examples of this have come to my attention. In this issue of the Log, *Beröe*, an 1887 engineless cutter is sailed to the West Indies, America and back. *Mutin* (see Area Notes - Solent) is sailed off the quay at Yarmouth, Isle of Wight. Finally, whilst at the re-launch of Peter and Claire Thomas's 1895 smack *Transcur*, I was in discussion with the owner/skipper of the 42ft smack *Ellen*, who with quiet enthusiastic excitement, explained how he had managed to tack his smack up the River Alde, in Suffolk, as far as Iken Cliffs. It was not difficult to understand how this real sail had given him so much pleasure and satisfaction.

I could name others who also enjoy this spirit of real sailing. Without getting ourselves into difficult positions, maybe there is a message in this form of travel that is more relaxing in this apparently ever faster moving world around us. Good sailing to you all for the rest of the year.

Copy date for the next Gaffers Log is 1st November 2001

George Jago
Editor



Ellen CK222

Photo: Julia Wright

- BC** Dr & Mrs J Hutchinson, Collingwood, Aylestone Grange, Aylestone Hill, Hereford HR1 1GZ, 3981 *2479*
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- Mr J McEwan, Aphrodite, Conwy Marina, Conwy, N Wales LL32 8EP, 3982, *BLUE TEAL*
- Mr D Smith, 37 Hilbot Court, South Parade, West Kirby, Wirral, Merseyside, 3986
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- DEV** Dr N Baxter, The Old Vicarage, Church Hill, Kingswear, Dartmouth, Devon TQ2 0BX, 3987 *PEARL*
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- Mr J Burrige, 23 Church Street, Brixham, Devon TQ5 8HG, 4019 *DARK STAR*
- Mr C Holden, 2 Mount Galpine, Clarence Hill, Dartmouth, Devon TQ6 9NX, 3997 *1970*
OYSTERMAID
- Mr B Thorogood, Blindwell, Staverton, Totnes, Devon TQ9 6PA, 4005 *LITTLE MY* *2482*
- Mr S Watkins, Majors Farm, Honiton Road, Churchinford, Taunton, Somerset TA3 7QZ, 3973 *MOLLY* *2460*
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- Mr A Mansfield, Lower Farmhouse, Goddards Green, Angley Road, Cranbrook, Kent TN17 3LR, 4016 *EMMA JANE*
- Rev. J Pawsey, 20 Addington Square, London SE5 7JZ, 4004 *VECHTLUST*

BERMUDAN SLOOP "MARYNKA OF WALTON"

Length 25ft, Beam 9ft, Draft 3ft 10in.

Built Harry Feltham 1950. Mahogany on oak. Yanmar 8hp diesel engine. Excellent condition classic sailing boat. Together with immaculate classic 8ft clinker dinghy (1930). Price £10,000 o.n.o.

Contact: Ben Dale, tel. 01255 240719.



GAFF CUTTER "CHARMIAN OF POOLE"

LOD 39ft + bowsprit, Beam 11ft, Draft 6ft.

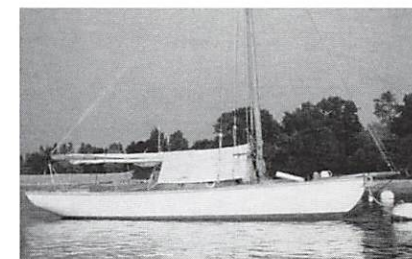
Rebuilt to the highest standards with very spacious classic layout, with all built in creature comforts for modern comfortable living aboard. Full description and inventory contact Martyn Jenkins, tel. 07887 801594 or e-mail: martynonward@aol.com

GAFF SLOOP "WINDFLOWER"

LOD 26ft, LWL 21ft 9in, Beam 7ft 6in, Draft 4ft.

Designed Westmacott, built Woodnutts 1932 to a very high specification. Pitch pine on oak, teak super-structure and deck trim, Cascover decks. 3 berths, large cockpit, all original bronze fittings. Sails, rigging, equipment, etc. updated, cruising inventory, twin cylinder 13hp diesel installed 1992. Very pretty boat, lots of character, maintained to original standards, in very good condition. Afloat Bosham, Sussex. Price £11,500.

Contact: John Ryan, tel. 020 8392 2312, or e-mail: John.Ryan@Acterna.Com



OYSTERCATCHER 16 GRP GAFF SLOOP

Long keel dayboat (cuddy type), traditional West Country lines, one season's light use only. In process of being re-rigged as a cutter, price reflects small amount of work remaining. Combination 4 wheel road trailer. Sale due to family commitments. Price £6,500 o.n.o.

Contact: Kathy Sexton, tel. 01258 880419.



19 FT. BERMUDAN CRUISER "MOONBEAM OF PORTSMOUTH"

Thought to have been designed by Westmacott for Harry Feltham approx. 1930. Teak on oak, super condition. Sails recent (X-boat mainsail), Stuart Turner 4 engine (plus o/b bracket). Seen Torbay. Price £3,000 o.n.o.

Contact: Mike Gallop, tel. 01179 507938.

PLATH SEXTANT

Pre-war German boxed instrument with its own certification. Price £295 o.v.n.o.

Contact: Geoffrey Bolt, tel. 01553 773819.

Mr A Warley, Goose Cottage, 1 Preston Parade, Seasalter, Whitstable, Kent, 3991
LOON

NE Mrs S Annear, 15 Hillcrest Court, Brooklyn Road, Dovercourt, Essex CO12 3QF, 3999

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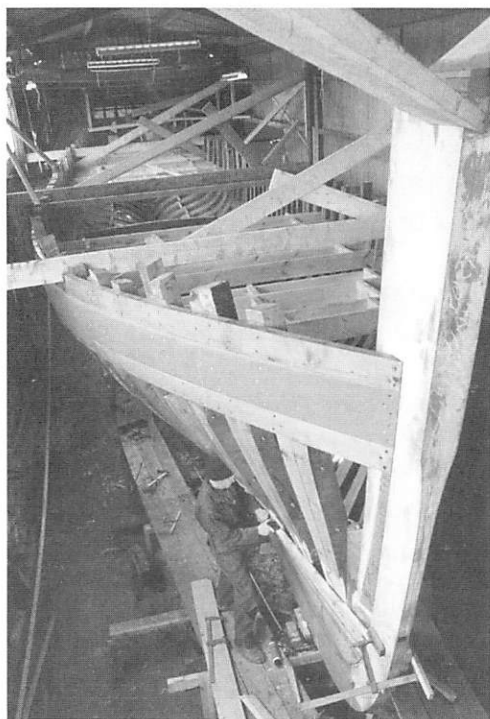
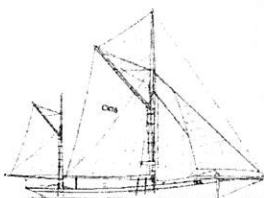
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GYPSEY III

Mr & Mrs N Voorhoeve, 23 Compass Point, Elmhurst Road, Fareham PO16 0LJ, 3995
ZEST

NOTICE BOARD

1. **MEMBERSHIP SECRETARY** - Adrian has been in hospital undergoing a major operation and is now convalescing. If anyone has had problems contacting him, these will be resolved shortly. We all wish him well.
2. **WELCOME** to our new Bristol Channel Area Secretary, Malcolm Brown - see Area Notes.
3. **MEMBERSHIP LIST - REMINDER** - The aim is to produce a new issue later this year. The Membership Secretary urgently requests that members notify him of any changes of address, telephone number or boat details.
4. **MEMBERSHIP FEES** - Does anyone know anyone who has not paid their subs. this year?
5. **BOAT ARCHIVE** - Have you kept your Boat Register notes up to date? Have you even made an entry? Nick Miller would like to hear from you - his details are on page 1 of the Log.

PIONEER CK18 CLASS 1 ESSEX DEEP SEA SMACK



Bow of Pioneer - Brian fairing frames for planking
Photo: Mervyn Maggs

The *Pioneer* is the last surviving example of the fleet of 19th century Essex fishing smacks that scoured the North Sea and the Channel for oysters and scallops. She was built at Rowhedge on the River Colne in 1864 and worked out of Brightlingsea for the next 70 years. In 1888 she was lengthened to 70 feet. To keep her catch fresh for the market she had a wet well amidships through which the sea flowed freely. It was a cruel, hard trade and many of her fellow smacks were wrecked. The *Pioneer* however worked until the 1930's. She was then abandoned at West Mersea on the River Blackwater and later sank.

A charitable trust "The Pioneer Sailing Trust" has been formed (Reg. No. 83830241) with the express aim to restore the *Pioneer* to a sailing and fishing condition. Traditional materials and shipwrighting methods are being used and strictly adhered to. When complete, the vessel will be used to provide sail training and recreational activities, especially for young people and those who have need of such facilities because of infirmity, disability, poverty or economic circumstances.

Indian Ocean, the Red Sea and the Far East. What impressed me most, bearing in mind the date at which all this took place, was the apparent speed of communications and co-ordination achieved by these widely spread ships, flotillas and fleets. Much must be attributed to the personal quality of these commanders and their ability to act professionally and courageously in so many different situations, as they saw fit.

"The Sea Warriors" is an interesting factual account of the period, supported by a comprehensive index. It also contains an explanation of sailing and other terminology with a brief glossary. When you have read this book, you will understand better why, although the sailing war finished in 1814, it was not until 1859 that the Royal Navy started fitting engines to all their ships.

Published in hardback by Constable Publishers, 3 The Lanchesters, 162 Fulham Palace Road, London W6 9ER, ISBN 1-84119-183-3, price £18.99.

FOR SALE



ITCHEN FERRY "BRUNETTE"

LOA 38ft, LOD 21ft 9in, Beam 8ft 6in, Draught 4ft 6in, 5 ton TM (all approx.)

Built circa 1920. New teak deck, good fit out for cruising. Lister Petter 6hp air-cooled diesel (10hrs running) Superb sailing boat with good inventory. Laid up in mud berth, South Coast. **Price reduced to £7,500.**

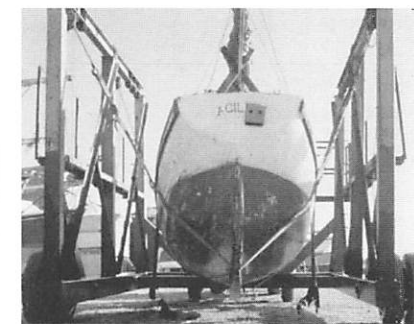
Full info. from owner, tel. 00 33 2 9859 4028.

DEBEN CHERUB GAFF SLOOP "AGILITY"

LOA 21 ft, LWL 19ft, Beam 7ft, Draught 2.5ft

Designed Curjel, built Eversons, Woodbridge, 1932. Larch on oak. Nice condition but needs new keel bolts. Albin 5hp 4 stroke petrol engine. Seen ashore Torbay, Devon. Offers invited for sale before winter.

Contact: Mike Gallop, tel. 01179 507938.



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

THE MAGIC OF THE SWATCHWAYS by Maurice Griffiths - a new edition - Introduction by Dick Durham

Reviewed by George Jago

'It was quite dark now and, while the primus stoves were left to heat up a typical stew, and light from the little corner cabin lamp cast beams through the rectangular portlights, I sat on the cabin-top and listened to the sounds of the night. A train was pulling out from Frinton station. A dog heard it and barked. A curlew from somewhere over Skipper Island called his mate and got no reply.'

This is from the chapter entitled 'The Silent Creeks', featuring *Swan*, a barge yacht that I sailed on as a boy. From another chapter, 'Rain and Wind', comes - '*Storm* continued on her way with helm pegged, her tan sails bellying under the scurries that came down from the East. She was an ideal single-handed cruiser, a 7-ton cutter built on the lines of a Leigh Bawley.' *Storm* is now owned by our President and I had the pleasure of sailing on her earlier this year.

The delights of this enduring collection of short stories under the title "The Magic of the Swatchways" are as real today as when the book was first published in 1932. Oh yes, there have been changes. However, what makes this book so worthy of a place on your bookshelf is the simple message from the author that he felt sailing was a pleasure for everyone to enjoy. This has not changed. As Dick Durham says in his introduction to this edition - 'This book was written for the man-in-the-creek, the nautical version of the man-in-the-street; in other words the ordinary bloke.'

This collection of short stories has been brought up to date by Dick Durham, a close friend in latter years of Maurice Griffiths and the author of his biography. Also, some of MG's designs have been added to this edition. But the stories which originally made up "The Magic of the Swatchways" are all there. Nearly seventy years is a long time, and for those not anywhere near this age, the introduction and list of his designs provide evidence of why some of us keep going on about this title. Dare I say, a good Christmas present!

Published in hardback by Adlard Coles Nautical, 37 Soho Square, London W1D 3QZ, ISBN 0-7136-6123-2, price £15.99, **but please see flyer enclosed with this Log for special offer to OGA members.**

THE SEA WARRIORS by Richard Woodman

Reviewed by George Jago

If you have ever read any of Richard Woodman's series of books about the adventures of Nathaniel Drinkwater, they convey first and foremost a feeling of authenticity. In this book, "The Sea Warriors", we are let into Richard's inspirational store house - a week's pocket money and six broken-backed volumes of William James' "The Naval History of Great Britain" from a jumble sale. Being the seaman that he is, the seed was sown and he became fascinated by the skills and intricacies of manoeuvring these warships under sail and also fascinated by the men who commanded them.

This is the story of these men - the real Hornblowers, Aubreys and Drinkwaters. The book covers the period from about 1790 up to 1821, following Naval events during this time of Napoleonic conflict. It is not one-sided, as it brings in commanders and developments from France, Spain and America. Events range almost world-wide, not just the North Sea, Channel, North Atlantic and Mediterranean. We follow ships' operations in the South Atlantic, the

An Open Day for the *Pioneer* project was held at Scripps Farm, near Maldon, Essex, on Saturday 7 July 2001. A most successful event, with interested people coming from near and far to view progress. Financial contributions of £1,000 were raised on the day. The Trustees made their annual report, which included the following extracts. After 20 months of work, they were pleased to report that the project was on time and within budget. The planking of the hull would, at the present rate of progress, be complete by the end of August. For the first 12 months, two shipwrights, Brian Kennell of Maldon and Shaun White of Brightlingsea, were employed full time on the work. During this second year, the team has been increased to four by the joining of Brandon Oram and James Green. Finally, the trustees are most pleased to report that negotiations are well advanced in the securing of a permanent berth near the Smack Dock at Brightlingsea for when the smack is launched.



Shaun, Brandon and Brain steaming on a plank

Photo: Mervyn Maggs

The budget for the restoration is £450,000. £160,000 has already been raised. Donations and assistance in kind would be welcome to complete the work. If you would like to help this heritage project, what about one or more of the following -

1. Sponsor a plank. A gift of £25 contributes towards the cost of a plank and will be acknowledged by the Trust aboard the completed vessel.
2. Do you have any spare lead - required for ballast for the smack?
3. Have you a skill or any time that can be made available to the Trust?

Visitors are welcome. Come and see the restoration work - it is a rare opportunity to see traditional shipbuilding methods on a large scale.

For further information please contact:- Rupert Marks, Scripps Farm, Great Totham, Maldon, Essex CM9 5BX, tel. 01621 893830, or visit the website: www.pioneersailingtrust.org.uk

Brian Kennell

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George Jago

Editor, Gaffers Log

2 June 2001

Dear Editor

Many thanks for Gaffers Log - as excellent as ever. Reading the various comments and opinions expressed re. Gaff/Bermudan in the last couple of issues, I wonder if I am the only member who has 'lost the plot'. I am a gaff fanatic. I have always sailed/owned gaff-rigged boats (I have many friends with Bermudan-rigged craft) so it made infinite sense for me to join the Old Gaffers Association, reasoning that this would best serve my interests both afloat and with articles, reports and opinions in print. Now, from what I learn by reading the last issues, we have a major argument over what we should do about Bermudan-rigged craft.

Why don't the OGA stick to doing what they are good at, i.e. looking after gaffers and leave the bermudan people to form their own "Old Pointers Association" and do likewise. Event organisers, if demand is sufficient, can always 'add another class'. The Kent Sailing Association manage to do so extremely well at the Swale Match each year, as do the organisers of Mersea Week in Essex.

The name is "Old Gaffers Association", the official newsletter is "Gaffers Log" - let's stick with it!

Yours sincerely

Ray Rush

Nercissa RR17

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George Jago Esq.

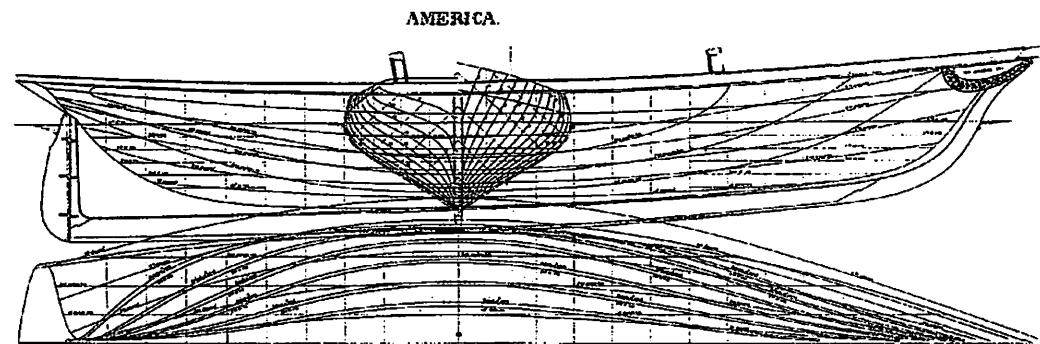
2 June 2001

Dear George

The Case is altered

I have followed with interest the current correspondence in the newsletter. When the OGA was formed, it looked as though gaff rig might well die out all together. I was coerced into being the Membership Secretary, addressing the envelopes on a very old manual machine. I remember that mentioning triangular mainsails was not the done thing at meetings or while collating the newsletter.

I remember wanting to buy a large gaffer in the mid-1970's and travelled from Dover to Portsmouth looking at what frankly were some very sad vessels, especially the larger ones. I eventually reluctantly purchased a classic Bermudan vessel of 1937 vintage. Today, I see pictures of these boats in "Classic Boat" and "Gaffers Log", most of them beautifully restored. For these restorations, the OGA should be justly proud - I am sure that the Association's existence encouraged these labours of love. We now have a situation where there are gaffers ranging from brand new in ferro, GRP and even occasionally wood, to the working craft of yester year. If, as the founders of the Association believed, the Association exists to save gaff rig from extinction, then I believe its work is complete and well done everybody.



America

from Western Australia newsletter

27 April 2002. At the last General Meeting of the OGA of WA, it was agreed that a change of venue from our previous annual regatta would be made next year. This decision in no way reflects any dissatisfaction with our previous hosts, Mounts Bay Sailing Club. It had always been intended to try other venues over the years, hopefully to engender more interest and attract new blood to the event. Chris Bowman put forward an enthusiastic case for us to move to the Royal Freshwater Bay Yacht Club in the year 2002. He believes that holding the event after the last official race at the club will attract many boats, hopefully gaffers, who would not otherwise compete during the season. In addition, he suggests we invite some non-gaffer type classic boats to race in the regatta. Of course, details have to be worked out. We have to make sure that it is still our regatta with our identity stamped on it. Chris's enthusiasm is just what is needed in our Association at the moment, at a time when lethargy reigns supreme. We must return to the halcyon and active days of a year or so back.

The retirement of PATRICK REID as our President, prompts me to thank him for services past, both in WA and as our

overseas ambassador, where he has helped to put WA gaffers on the map. We have been telling him for years to slow down and shed at least some of his activities, but it took a minor stroke to sheet home to him that none of us is capable of living in the super fast lane without incurring grave results. We hope to see him back at our meetings - how could we live without those terrible Irish jokes?!

SHIRLEY COOK, by means of her newsletter has, over the past six years kept us informed of the 'goings on' of the Association. Communication is an absolutely essential aspect of any organisation. Shirley has performed her task admirably. Thank you Shirley.

Mike Igglesden - Newsletter Editor

May we add our thanks to Patrick and Shirley - To Patrick for his contact and correspondence - we recently received a postcard from him telling us of a wonderful trip he has just done with 41 trainees on the STS Leeuwin - good to know he is still enjoying life to the full; and to Shirley for her excellent newsletters which enabled us to tell the rest of the membership what was going on in the OGA of WA (and which Mike is continuing - thank you). Editor.

and meeting many old friends. We also arranged a team to row the *Royal Thamesis*, which is a replica Shallop, more commonly known as a Royal Barge. She is 41ft. 6" in length and was first launched at the 1997 Rally. The team included myself (as stroke!) Pete, Simon and Ann Cooper who run the Rally at Lechlade and Simon's brother Tim and girlfriend Silva. I must say we made a great team and I think the lady cox was a little impressed. We didn't even clash oars. A fantastic weekend and well worth a visit – why not come with us next year.

Sue Farrer - CNW Area Secretary

DUBLIN BAY

SALTY HIGH JINKS ON BLOOMSDAY

Dublin Bay's classy Royal St. George Yacht Club (RSGYC) was celebrating its 37th birthday when James Augustus Aloysius Joyce was born in Rathgar, an equally classy suburb of the city that the world's greatest novelist would, 40 years late, introduce to classic literature in his novel "Ulysses". The club, which received the patronage of Queen Victoria in 1845 when the Royal warrant was granted, would wait for just over a century and a half before it would enjoy an official link with Dublin's greatest literary figure. That occurred on June 16th this year, a day that is celebrated as 'Bloomsday', when Dubliners of literary bent don Edwardian gear to honour "Ulysses" and Joyce and specifically its central character, Leopold Bloom.

The first Royal St. George Classic Boat Regatta in 2000 was such a success that the club (three miles walk from 'Joyce's Tower' on Sandycove Bay, which is featured in the first chapter of "Ulysses"), decided to repeat it this year to coincide with the Bloomsday celebrations, linking in with the local pubs, hotels and restaurants and their attendant Joyceans. The result was a weekend of unrivalled fun and frivolity, made all the more entertaining by the participation of locally based Galway Hookers, some of which were almost as old as Queen Vic's warrant. This is just a preliminary note as your correspondent is still in the process of

recovering from the party and consequently incapable of further description. So watch this space in a further edition. On a resigning note, the RSGYC plan to restage this as an annual event and with the 16th June next year falling on the Sabbath, Joyce would definitely approve. This should be an early date for next year's sailing calendar.

DUBLIN BAY OGA CLASSIC SAIL WEEKEND - 29 JUNE/1 JULY 2001

This event went ahead in Poolbeg Boat Club and was a resounding success. With WNW4/5 to start with and force 3 on the return leg, the boats had a great sail round the mark as far as the Muggins. Winner of the race and our new Commodore for the next year was Johnny Healion and his boat the Galway Hooker *Morning Star*. Second was Ben McDonagh in the Hooker *An Lady Mor*. In the under 30 foot class, the winner was Johnny White and his good lady wife Bernie in their classic wooden folk-boat *Abara*, with another folk-boat, *Footloose*, second.

Wishing you all the very best for a fair wind sailing season from all over here.

Mick Bentham

WESTERN AUSTRALIA

THE GREATEST GAFFER RACE EVER

On 22 August 1851 a gun, fired by the Royal Yacht Squadron in Cowes, signalled the start of a gaffer race - a race destined to be celebrated one hundred and fifty years later, when many of the great yachts of the world will gather at Cowes (Isle of Wight) to compete over the same course. The highlight of a week's celebration to commemorate the overwhelming victory of the *America* over the British fleet of yachts in 1851, will be a race on Wednesday 22 August 2001. *Australia II* will represent Australia at this 150th anniversary America's Cup regatta.

OGA REGATTA 2002

A Regatta, on a more modest scale than that to be conducted in the UK in August this year, is to be held on the Swan River on

Jon Wainwright refers to the first collusion between Gaff and Bermudan as 1989, but in fact the Bermudan chaps joined in the Heineken Rally in 1972. Heineken sponsored the event and the OGA did well from it financially. As with all sponsors, they required a minimum number of entries and the only way we could be confident of achieving the number was to invite pre-war Bermudan boats to join us. The Rally started on the day after the East Coast Race, which meant the Bermudan boats were hanging around off Stone on the Saturday. It was decided to organise a race for them over the same course, but starting half an hour later. I remember the then central committee writing to say this was never to happen again.

Gaff rig could come under attack again in the future, not from the Bermudan chaps, but more likely from the bureaucrats. The classic Bermudan yachts will undoubtedly be grouped with the gaffers should an attack be launched against old craft. I totally accept Jon's case for the social side, as I believe that 'old sailing boat people' are the same the world over. It is this threat that makes it vital that the Association remains strong and to do this it may well be necessary to have a wider base to carry more weight. One of the strengths of the OGA is that we can have a frank discussion through the Log or at meetings and rallies. So let's keep talking - there must be a way to incorporate people who wish to join and support us without diluting our original objects - and hopefully we shall all benefit.

Your truly

Colin M Edmond

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George Jago

12 June 2001

Dear George

What would we all be talking about if we didn't have the Bermudan issue to discuss?

Personally, I don't think the objections hold water. After all, what are we really saying? "Your boat can't be included in our Association Register because your mainsail isn't the right shape"? Bermudan boat (sorry - should be 'yacht') owners have their hearts in the right place, they speak the same language as us and they, like it or not, face exactly the same problems that we all face, i.e. finding sufficient funds to stay afloat, the ever present threat of legislation, and licensing hours that take no account of tidal flow. I can't help feeling that a couple of hundred years ago there was probably an "Old Square Riggers Association", arguing the toss about whether or not they should let in these modern fore and aft rigged boats

As was rightly pointed out at an OGA committee meeting a couple of evenings ago, there is nothing to stop anyone joining the OGA and participating in all the social activities. The only debate is whether or not their boats qualify for inclusion in the register. It would appear that some form of rule will need to be agreed re. which boats are in and which boats are out. I have thought about this quite a bit and would offer up the following formula:-

Length of boat in feet (naturally) divided by average litres of varnish applied to that boat each year.

Length divided by litres = Qualification factor.

If the answer comes out at 10 or greater, forget it.

If the answer is 9 or under, your boat qualifies for inclusion in the Bermudan Boat Register.

If we want to keep civil servants among our ranks happy, we can insist on a full survey to determine the exact length of the boat (and then convert it to feet) and request all 'dated' till receipts from the local chandlery covering the purchase of varnish.

Yours sincerely

Michael Robertson

Laurent Giles 'Jollyboat' *Amber*

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13 June 2001

Dear George

I don't suppose that any of the following is in any way original, but I thought I'd get it off my chest.

The "What do we do about Bermudan boats" debate and the "How do we handicap the damn things so we still stand a chance of winning?" discussion, combine nicely with the "What is a Classic?" conundrum

I enjoyed reading Dave Moore's paper in Gaffers Log, lots of questions but few answers that the whole membership will agree on. Hardly surprising since we are a bunch of individuals sailing even more individual boats. If we want to be inclusive, and I'm not sure "we" do, then let's turn the OGA into the 'Really Nice Boats of Which We Approve Yacht Club' and be done with it!

On the other hand if we feel the need to be exclusive we could split into a number of factions, probably one per member, with names such as,,,,,, Oh, let's see,,,,, 'Genuine Old Boats that Great Granddad Once Went Fishing In Assn.', 'Traditional Boat Built Last Year Around Two Planks and a Nail That I Found in the Mud at Low Tide but Intend to Claim as a Hundred years Old Club', 'The 1896 Yacht with Original Mast and Superb NEW Hull Group', down to the 'My Boat is Better Than Others Because She's Faster/More Seaworthy/Bigger/Older/Newer/More Expensive/Cheaper/ More Authentic/State of the Art/Has Better Paint etc (strike any which do not apply) Club'.

Or we could stay as we are,,,,,,?

Let those who care worry about handicaps. Leaving aside the relative skills of their respective Skippers, it would take an original mind indeed to devise a system that would see my over weight cruiser beat (say) a West Solent OD, gaff or triangular, without causing howls of anguish from the hot shot sailors. So why spoil their fun? Until some kind soul presents a prize for the first wooden gaff Vertue built at Lowestoft and sailed solo by a fat person with a beard, I will have to content myself with bumbling along mid fleet or worse in the boat that I love. Suits me fine.

On Bermudan boats and 'Classics',,,,, Can we try not to be exclusive? If we set arbitrary limits, I hear 1960 mentioned, we will upset loads of folk with pretty nice boats, and I take it that we don't want to upset people as a matter of policy? I know of no finer definition that the one used at the old Shotley Classic Boat Festivals: a Classic is classic because of age, because of design, because of rig,,,,, or because the owner thinks so. Granted we run a very small risk of finding our boats sharing a bit of water with 'A Boat We Wouldn't Be Seen Dead In', but so what? By and large we, and they, know a classic when we see one, and if we attract the odd social climber where's the harm? If we decide to include Bermudan boats then, please, can we do it because it would be



Scot Metcalfe's new schooner *Wilma*

Photo: Pete Farrer

Sunday dawned very clear and sunny with a stiff northerly wind, but by the time we locked out at 11.00hrs, the northerly had moderated and on clearing Menai Bridge it had become quite fluky. Once past Bangor Pier, conditions were ideal, the boat was creaming along on a close reach in a force 3, bright clear weather, with the mountains looking fabulous - the sort of sail which makes you want to go on for ever. We almost made it to Puffin island before we had to go about and head for Port Penrhyn before we lost the water at 17.00hrs. Very satisfying - it certainly made up for the inclement conditions of the previous morning.

So enjoy the rest of the sailing season, it's bound to be wonderful weather, BUT beware - the next Anglesey Cruise is on August 18th, just in time for an early Autumn gale to move through!

Stuart Nichols

CAERNARFON CASTLE - 23 JUNE 2001

On the 23rd June, Scot Metcalfe took his new schooner *Wilma* to Caernarfon to attack the castle, as you do, and amidst much cannon fire and smoke, succeeded in capturing a native wench before being forced to surrender by the defenders of the castle (aka The Royal Welsh Yacht Club). Not an OGA event, but good fun all the same.

HENLEY TRADITIONAL BOAT RALLY - 21/22 JULY 2001

As Pete and I attended this Rally last year we decided to pay another visit with *Nutmeg*, our clinker dinghy built by Borwicks of Windermere in 1950. The weather was reasonable, well it didn't rain and we again had a thoroughly enjoyable weekend. There were many beautiful crafts on show, in particular many Dunkirk Little Ships, some with their original owners. We spent the weekend rowing up and down the Thames

LECHLADE ON THAMES - 2/3 JUNE 2001

By way of a change from all this ocean stuff, Pete and I have attended the Lechlade Steam & Tractor meet for the last 4 years. Although not an OGA event, it was attended by quite a few OGA members. The boating is mainly rowing on this quiet stretch of the Thames, and centred around the Trout Inn. The organiser of the boating side is Simon Cooper, who provided a fun filled weekend - particularly as we won the treasure hunt!

Sue Farrer - CNW Area Secretary

SAILING WEEKENDS AROUND ANGLESEY 1 - ABERMENAI - 26 MAY 2001

The week preceding, the weather had been gorgeous. Each evening after work I was down at the dock, the Menai Straits looking beautiful. On Wednesday evening I met John off *Emeritus*, who informed me that 4 or 5 others from the dock would possibly be joining us for the weekend. This would have made a gathering of 8 boats, so I dashed off to B&Q for some more charcoal for the barbecue. Of course, it was a holiday weekend and we all knew it wouldn't last.

By Saturday morning it was damp, drizzling and blowing SW3, with the prospect of it deteriorating further with winds increasing to SW6 and heavy rain. Needless to say, two boats set out from Port Penrhyn, Bob and Christine on *Magic* and ourselves on *Sea Fever*, motoring into a stiff chop, with drizzle, mist and wind right on the nose. It didn't take us long to decide that sitting on a cold, wet, windswept beach wouldn't be much fun and that Victoria Dock in Caernarfon, with its associated pubs and restaurants would be a far better option for the weekend. Just before we locked into Victoria Dock, I decided to call any OGA Anglesey Cruise members on the VHF, but there was no reply. Once locked into the dock, with quite a few other visitors rafted 4 deep along the pontoon, it was gin and tonic all round, then later up town for a meal and a couple of pints.

Sunday dawned wet and windy. Bob and Christine cheered us up with a full English breakfast aboard *Magic*, which lasted till about midday, by which time we had decided

that we had missed the slack at the Swillies and that we preferred to spend the day chilling out. Contact was made with other OGA members in Conwy, namely Peter, Sue and Barry, who I believe were of much the same opinion. Later, Julia cooked some fish and yes, the sun came out while we dined alfresco in the cockpit. Then it was a hike up town, ending up in the Royal Caernarfon Yacht Club for a drink.

Monday saw us locking out of Victoria Dock at 1130hrs and running back towards the Swillies in a good SW5. Off Felinheli, this increased to a 6 if not a bit more and made for some exciting sailing. As usual, it was quite peaceful through the Swillies, if not a bit crowded with holiday traffic. By the time we reached Bangor Pier the wind was blowing quite strong and we were at hull speed with just the storm jib. *Magic* has a mooring in the bay and needed to get ashore in an inflatable. An attempt was made to transfer the crew into *Sea Fever* but wisely, given the wild conditions, Bob decided to sit it out till the tide receded.

A very wet 'n windy weekend. Let's hope that out of the three planned that this was the bad one. Still enjoyed it though.

SAILING WEEKENDS AROUND ANGLESEY 2 - SATURDAY 9 JUNE 2001

Forecast WSW5, locally 6, veering NW with outbreaks of rain, temperature 11C. It must be another OGA & Friends Anglesey Cruise Weekend.

With a forecast like this and being such a cold and wet Saturday morning, it was not surprising that no one followed me down towards Caernarfon. To be fair, Barry on *Puffin Bac* did contact me to say that he and Ave had left Conwy at 5am, ploughed their way to Puffin Island and decided that enough was enough. As I, with my crew John Alexander, beat my way down towards the Swillies, I had terrific empathy with Barry's decision. Of course, by the time we had locked into Victoria Dock in Caernarfon, the sun came out and we were on holiday again. John had to return home, so his wife acted as taxi, bringing Julia out to join me for the return trip.

fun,,,,,,? Not, please not, because the OGA fancies a few more subs or has been conned into an "expand or die!" frame of mind by someone in the Politburo who once went on a Management Course.

My OGA, the one I joined fifteen years ago, is a social group, a bunch of mates who like gaff rig, a drink or two, and sailing our own boat(s) in our individual ways as best we can,,,,,,for fun.

Let's try not to take things too seriously, Eh?

Ian Wright

Patience, Vertue 203

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The Editor

The Gaffers Log

26 June 2001

Dear George

Merely because I wasn't at the particular meeting concerned, hardly invalidates the points in my letter; at least we have some debate, which helps prevent the case being unchallenged.

The point I sought to amplify remains that, should the OGA go down a Bermudan route, which I believe should be the subject of overall members wishes, then it must take a strong stand on the quality and provenance of the boats it admits, or it will merely become another yacht club. There is already a home for 'old wooden boats'; the reasons for its successes or failures should provide the OGA useful lessons.

The OGA is different. If it admits Bermudan 'classics' into a parallel register, that maintain that difference by being particularly fine examples, then the OGA will retain that essential style which makes it fun to belong to. Please do not go down the modern PC road that dumbs down through a silly passion for 'inclusiveness' that has destroyed so much of society these days. Least of all do such a thing merely to increase numbers to run a permanent bureaucracy.

The OGA is what it is because of its exclusive promotion of gaff rig and its amateur format. It made an exclusive judgement then, so let it retain that exclusivity by making judgements now about what it considers worthy of inclusion within its expanded canon, if members wish it. If such quality judgements were made to a high standard, I would not be against that expansion.

Yours sincerely

Michael Burn



Michael Burn's gaff yawl *Sheila*

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The Editor
Old Gaffers Association

16 June 2001

Dear Sir

I refer to David Moore's excellent paper in the March 2001 issue - 'The way forward for the OGA'. I suppose the Association really has three options:-

1. Alter its rules to accommodate almost any gaff-rigged boat regardless of age, design or construction and also any classic Bermudan boat.
2. Revert to the original basis for which it was founded 50 years ago - traditional gaff rigged boats.
3. Keep the original objectives for traditional gaff rig but extend eligibility to other defined classes of boat.

With the first option, the OGA would eventually lose its identity and probably change its name. The Association has moved beyond option 2, because it already has non-traditional boats. If it adopted option 3, it would retain the essence of the OGA for what it is more widely known for every year that goes by. There is prestige and value in the name. Classic Bermudan yachts and gaff rigged boats constructed with synthetic materials and of extreme or novel design, can be accommodated under separate defined classes and if there are enough of them in any one region or event, they race in their relevant class. The OGA would be acknowledging progress in design and materials. Some members may feel that new traditionally built gaff rig boats are also a problem. If so, give them a penalty, similar to the RORC's age allowance.

Lastly, and para-phrasing Maurice Chevalier, 'new boats become old boats', perhaps even gaff rigged boats of extreme or novel design.

Yours faithfully

Geoffrey Nockolds

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The Editor
Gaffers Log

9 July 2001

Dear Editor

OGA Ratings and Bermuda Rig Boats

I cannot agree with our Devon President, re. Mike Lucas's letter in the June Log. The rating system is crude but it certainly isn't fair! Personally, I am getting tired of racing my 1904 Itchen Ferry against various "tupperware" gaffers, when I can only be anywhere near the front when it is blowing a gale and I am seriously risking the venerable timbers of the love of my life!

The important word in the title of our Association is "old". We should be an Association akin to the Vintage Car Club and should, as our first priority, encourage the preservation of our maritime history. Promoting the gaff rig is laudable but pales into insignificance against preserving examples of the classic boat - regardless of rig. Some of the modern plastic so called "traditionally" rigged boats are

he needs your input. If you can spare time to write a few lines about your boat, your cruise, your interests, boat bits for sale, what makes you mad? - please send it to Colin or myself. Try not to get me wound up about Bermudan registers or the use of the word "Classic" - we can't afford the paper! Colin's address is Hunters Moon, 16 Larkfield Close, Caerleon, Gwent, N66 1EX, Tel: 01633 421349.

Malcolm Brown - BC Area Secretary
mtbrown@ihcon.fsnet.co.uk

CONWY & NORTH WALES

SCOT'S BOATSHED PARTY - 28 APRIL 2001

What a way to welcome visitors! We sailed into Port Penrhyn to be greeted by the loudest bang imaginable - even Amber (the

dog) heard it, and she's stone deaf! The members of the Port Penrhyn & Hiraol Bay Association (PPHBA) were welcoming the OGA from Conwy to Scot's Boatshed Party using a genuine 18th century 4 pounder cannon. Four boats sailed from Conwy in near perfect sailing conditions with brilliant sunshine. Several other members drove to Penrhyn for the evening party at Scot's. Music was provided as usual by "Jig-a-Jig" and the dancing was long and hard. The splendid spread of food was provided by the good folk of the PPHBA. The party continued into the early hours of the morning, with the help of the crew of *Francis May* and *Arona*, with duck calls from *Puffin Bac*. The return journey was carried out in lighter winds but still in good weather. Many thanks to the members of the PPHBA for their hard work and for inviting us each year.



The cannon! Port Penrhyn

Photo: Pete Farrer

(There were no finishers so the Trophy was awarded to Kermor as the only French boat racing and for Jean's generosity to British gaffers over many years)

Salty's Trophy - Class 5 - unballasted and extreme craft

First of May Nigel Waller.

The first Yarmouth 23 Trophy *Freebooter* David Freeman

The Back Pig Trophy - for the fastest passage from Chichester on corrected time.

Louisa Steve Pearce

The Harbour Commissioners' Trophy - for the correct arrival time - drawn out of a hat.

Young Alert George Beckett

The prize-giving was followed by the gaffers' supper. Later in the evening there was another good band in the Marquee, the "Dance Preachers". Whilst some danced the night away, others found the Royal Solent Yacht Club a quieter place to watch the sun go down across the Solent on the Pennington shore. As always, parties on the boats went on into the small hours.

Sunday morning dawned sunny and warm making an excellent end to the festival. Nigel Waller took *First of May* out to race, successfully, with the X and Y boats; two wins in the weekend! All the shore events were in full swing and gradually as the tide served the gaffers left for home. In the early evening, those still around were welcomed on board the *Mutin*. This made a lovely finish to the weekend. The following morning Patrice and his crew demonstrated fine naval skills by turning the *Mutin* and sailing her off the quay wall.

Once again the Festival was a fine blend of traditional sailing and a good town Festival. Thanks must go to the Town Festival Committee, especially their Chairman Pat Lester, and to all of the sponsors. In particular thanks go to Wight Leisure for the free moorings and free water taxi and Wightlink for the YOGAF 2001 pennants, to the Royal Solent Yacht Club and the Yarmouth Sailing Club for all their help and hospitality and finally a special thanks must go to Bryn and his team for berthing all the boats and making everything run so smoothly in the harbour.

Pat Dawson - Solent Area Committee

Editorial note: Mutin is owned by the French

Navy and is currently used for sea training Naval officers. Ketch rigged, she is of a type known as a Dundee; 33m long, 6.5m beam, 3.4m draft, 57 tonnes displacement. A lady of several phases of life, she was built as a fishing boat in 1927 to fish for tunny in the Atlantic, used to run agents into France from the UK during the 1939/45 war, and is now a Naval Training Ship.

BRISTOL CHANNEL

After stalwart service, Paul Parmenter has stepped down as Secretary of the Bristol Channel area. I have been asked to take over. By way of introduction, I am a Yacht Surveyor and the RYA/MCA Code of Compliance Surveyor for Wales, as well as being an Industrial & Maritime Heritage Consultant. I have just completed the rebuild of *Nanouk*, a gaff rigged 1922 Hillyard 3 tonner, reputedly the oldest Hillyard yacht afloat. I am also a member of Barry Yacht Club.

Bristol Channel members will have recently received a letter from me asking for ideas on future events. I hope you will all take time to respond. Unfortunately, there was little response to the meeting at Watchet Marina and, compounded by a threat by local charter boat skippers to blockade the marina entrance, I decided to call the event off. I did manage to contact all - bar one - who responded to the invitation, of its cancellation. If you did turn up unexpectedly, please accept my apologies for not being there.

Colin Green has very kindly offered to edit a local newsletter twice a year but, naturally,

really quite awful examples of a salesman's patter and have no place in an "Old Gaffers Association".

I enjoy racing and would suggest that it is only by racing that you learn to get the best out of a boat and sail her as she was originally intended. However, I see little point in flogging round a course, making the boat go as fast as is possible, only to finish behind lightweight and light weather plastic boats full of "go faster" gear and perhaps only a year old!

I get particularly hot under the collar when it comes to the definition of the term "working boat". I would suggest that races and rallies for working boats should be confined to boats that have at some time in their lives actually worked for a living. Words like "derived from" or "design inspired by" throw me into a quite unreasonable rage, as do boats called "Oystermen", which just could not tow an oyster dredge without pulling the stern out, or "Cornish Shrimpers" with no connection with fishing at all, let alone shrimping!

Let us expand our Association to include classic boats of any rig, even an "iron topsail" if it meets the historic interest criteria. Let us encourage "classic" rallies like Plymouth and let us race classic boats - gaffers and Bermuda - together; it is not beyond the wit of man to devise a simple and fair handicapping system, and finally, let us leave the tupperware boys to race amongst themselves.

Yours sincerely

Peter Wyatt

Diana Joan

21 Victoria Road, Maldon, Essex

Received 16 July 2001

Dear George

I've been reading the various letters about racing handicaps and Bermudans in the June Gaffers Log. Nobody mentions Class 3 boats. Walking down Maldon prom. last weekend, my old friend asked whether *Rapunzel* is the last wooden winkle brig left in Maldon? Certainly the last with a mud berth.

I haven't sailed in the East Coast Race since it moved to Mersea. Whereas when it was at the Stone we could usually leave Maldon at high water, do the race and get back on the evening tide, Mersea is just too far. When we did race, we always found that we had a similar handicap to lightweight plastic look alikes that romped ahead. Maybe its the chipped and patched clinker, the mud and weed, but we always came last.

One solution would be to donate a prize to the OGA for the "First Traditional Wooden Winkle Brig". If that didn't work, I could add the richer "built by Alf Last in 1933". Another solution is to encourage the "Old" by reducing the handicap on pre-war Class 3 boats by about 15%. That would also probably deal with the few wooden classic Bermudan dinghies as well! There are some very nice classic Bermudan boats around and I think it's nice to sail alongside them. Provided there is a sufficient quantity of pots/prizes to go round, everyone should go home happy. Live and let live!

Would anyone be interested in a Class 3 race around Northey Island to coincide with the OGA Anniversary Rally? Start at the launching ramp on Maldon prom.?

Yours sincerely

Jon Howorth

Rapunzel - 753

11 Nelson Street, King's Lynn
Norfolk PE30 5DY

1 June 2001

Dear George

I was fascinated by Patrick Reid's article on varnish but am sceptical of some points - amber is a resin, of vegetable origin, not a mineral. I don't know how far north Greek voyagers went but I did not think they left the Mediterranean and the Greek for amber is ELECTRON. Indeed, Queen Elizabeth I's physician Dr Gilbert, who lived in Colchester, noticed that amber rubbed with a cloth attracted paper fragments, the first observation of static electricity, and he coined the word from the Greek.

The story of Berenice, a Greek Ptolemy's wife, is charming and the change of B to V not unusual, as in modern Spanish.

Yours sincerely

Geoffrey Bolt

Antigua, The Caribbean

Dear Ed

Whistle! Pop! Splurge! Guess who? Yes, it's me, DTD (Donnie the Dolphin) saying hello again from Antigua, Caribbean. I came here to some relaxing warm water, plenty of fish, sun and to see what's going on.

I nosed my way into Falmouth harbour and was almost blinded by shiny, gleaming varnish and brass again. I found a pair of those free Ray Bans someone had dropped and put on my cool dude dolphin pose. Wowee. What a sight. That's the problem that needs the shades. Shiny boats all over the harbour. Hold on brother! There's a sign 'Antigua Classic Regatta'. That's it, solved. We're in for some excitement here. Wow, there's *Velsheda* and *Endeavour* alongside one another. Stunning J boats going to Cowes this summer. Coz I'm no Donnie the Duncie, I know the J boat formula (where 0.18 times water line length times the square root of sail area divided by the cube root of draft must equal the number 76) tee hee. Those fellas really go. My girlfriend Daphne said she had trouble overtaking them yesterday. They were making 14 knots easy. Well now, that looks like a further restored *Dione* with her new bowsprit (she's local), *Whitehawk*, *Ticonderoga*, *Ciello* (all from the USA), *Dunlin* (the local 1893 Falmouth Quay Punt), *Maffick* (Southampton), *Kobbe* (Fowey), *Misha* (Australia) and *Chance* (a Nigel Irens Pilot Cutter). They spent three days doing that stuff all rushing off together in the same direction and going round the coloured balls. Then the people all come back and do that game they have of putting their heads back and balancing pretty tins on their chins.

I enclose a photo of *Dunlin* taken on one of my freebie cameras dropped overboard to me and hope my little ditties encourage you to send some more OGA members over to take part. By the way, I saw some great photos of Classic Week boats available here in the Admiralty Inn and the yacht club, taken by your Den Phillips. Can you fix her to do me please?

Must go now. Fish supper calls. Keep up the good work Ed.

DTD



Dunlin at Antigua Classics 2001
Photo: DTD

by the Yarmouth Boat Company. Some crews dressed up for the Harwoods Trophy for "the best dressed gaffer and crew". This was won by Giles Harrison Hall's crew on *Gaivota*. *Gaivota* is a 43ft. gaff yawl, designed by A F Hart and built by Newmans in Poole in 1926. At the same time, the Concours d'Elegance was judged for the Mayor's Cup. This was won by Richard Meynell's *Lona II*, a sleek 32ft. cutter designed by Pain Clark and built by William King & Sons at Burnham on Crouch in 1905. She is very much a miniature racing yacht of the period. In the afternoon the West Wight Scows held their race with about 15 starters in blustery conditions, which enabled these fine little boats to show their paces. *HMS Victory's* Cutter rowed around the harbour and ashore the music, the exhibitions, the stalls and performances were attracting massive crowds.

The prizegiving was held on the quay at 1800hrs. The overall winner of the race was Nigel Waller in the Orwell Corinthian, *The First of May*. She is an updated version of the class first designed in 1898 for the Orwell Corinthian Yacht Club. The class trophies were awarded as follows:-

The George Hotel Trophy - Class 1	<i>Alice III</i>	Tom McEwen
The Bugle Hotel Trophy - Class 2	<i>Zinnia</i>	Ian Pople
The Kings Head Trophy - Class 3	<i>Freebooter</i>	David Freeman
The Wheatshaf Trophy - Class 4	<i>Kermor</i>	Jean le Faucheur



Start of Race - YOGAFF

Photo: Isle of Wight County Press



Ellen MacArthur in demand Photo: Isle of Wight County Press

on Thursday, 43 boats had checked in and more were arriving on the ebb tide. Joe and Pat Lester set up a "bring your own barbecue" in their garden and most came to join in the fun, hear the shanty group "Monkey's Orphan" and meet Patrice and his crew from the *Mutin*.

Friday dawned dull and cloudy but the harbour looked sparkling. Gleaming topsides, brightly varnished spars and flags everywhere set the party mood. At midday *Iseult* (Joe and Pat Lester's 1909 42ft. Gaff Yawl built by Ashton and Kilner in Poole) sailed into the harbour with Ellen MacArthur to open the Festival. Ellen spoke of learning to sail in dinghies and old boats and of her

latest winning success in the trimaran *Foncia Kingfisher*. As a mass of balloons rose in the air the Festival was truly underway. In the marquee on the quay the food stalls and the bar opened and around the town a succession of musicians, clowns and street entertainers provided much amusement. The craft marquee in the square did brisk trade as did the fairground for children. There were exhibitions of art, a mini steam fair, vintage cars, the Queen Victoria Lifeboat, a flower festival in the church, a farmers' and producers' market and Yarmouth's new lifeboat to see. Once again the Town's Festival Committee, chaired by Pat Lester had organised a splendid event with something for everyone.

For the second evening the Yarmouth Sailing Club hosted the registration and it was thronged with members collecting their welcome packs. This year the goodies came in document bags provided by Moray MacPhail's Classic Marine. Once again Classic Malts were sponsoring the event and with a miniature bottle of Talisker in each pack everyone had the opportunity to taste this fine whisky. Later that evening many went to the marquee on the quay to have a pint and dance the night away to a great band, "The Accelerators".

There was a fresh breeze for the Saturday morning's race which started off the green. The boats made a magnificent sight as the fleet tacked down past the end of the pier towards the buoy set off Black Rock Buoy. Given the large fleet of over 60 boats some had exciting crowded moments at this first mark. The fleet quickly crossed over to the Lymington shore and then back across the tide, around Harwoods buoy to the finish off the green. As the fleet returned to the Harbour, Lawrence Geering provided short commentaries on the history of each of the boats. Looking at his notes it is interesting to see that nearly half the boats in the fleet are "new gaffers" showing how much interest has been generated over the last 20 years for gaff rig. Some of the newest gaffers were the Yarmouth 23's built just up the river Yar

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

George Jago Esq.
OGA Newsletter Editor

2 July 2001

Dear George

East Coast Classics 2001

I have just returned from East Coast Classics 2001, it being my first participating as a skipper. My crew and I thoroughly enjoyed the event and returned to bed each evening totally exhausted.

I have discovered that I can find racing buoys in the middle of the ocean by intuition (not having read the chart published by Harwich Haven Authority - my fault!), but I can get thoroughly lost in a marina in the middle of the night, as I did at the Titchmarsh marina, which is a story best recounted by my crew.

May I congratulate Jon Wainwright upon his painstaking organisation, and also Ken, the Harbour Master at Southwold, who was brilliant. One could have moored up blindfold just following his instructions. I am sure we were all sorry to hear that he is passing on to more lucrative fields.

My crew and I certainly look forward to next year's event.

Yours aye

Richard Phillips
Mudskipper

6 Chatham Place
Ramsgate, Kent CT11 7PT

George Jago
Editor, Gaffers Log

7 June 2001

Europa at Ramsgate
Photo: Robert Holden

Dear George

End Piece For IFOS - or do you know your sails on a full rigged ship? Is that a challenge for readers I wonder, that is posed on page 43 of the June 2001 issue of the Log?

As a schoolboy in the 1950s we would have a period a week in the English lesson for reading books from the school library - St Johns C of E Secondary Modern in Margate. The buildings are still there and in use but as a school it closed many years ago. The books I would select were always on the sea and sailing and almost exclusively on square rig, by authors who sailed those old ships for real with cargoes of wool or grain from South Australia or nitrates from western South American ports like Callao, known as "Kally-o" to the sailors of the time.

So to respond to "the challenge" I now write to discuss some anomalies in the names of the sails. Firstly the headsail numbered 3 should better be described 'Jib' rather than 'inner jib' as it is the sail that makes the next sail forward become the 'Outer Jib'. To call it the inner jib suggests there is a third jib set between these two. Referring to sails numbered 5 & 10, they were known as the courses



rather than 'Foresails' or 'Mainsails' respectively. They take their name from the mast on which they are set, i.e. Forecourse, Maincourse and, on clipper ships like *Foochow*, a Mizzencourse set on the "cro'jack" yard. The *Foochow* is a ship design by the eminent naval architect George Campbell MRINA and illustrated in his book "China Tea Clippers". It is broadly typical of the designs of around 1885 and makes an excellent reference.

The origin of the name 'course' is a bit obscure but it is a possible derivation of the word 'kersey', which was the heavy material that was used to make the lower sails on the galleons of earlier centuries. Certainly the Royal Navy was referring to these sails as 'Forecourse', 'Maincourse', etc., when sail training disappeared from use in 1905. The book "Manual of Seamanship, Vol. 1" describes the Navy's last vessel, the training brig *HMS Martin* and specifically describes these sails as such. There is dissent though in the description of the jibs. This book uses the term 'Inner Jib', but George Campbell uses just 'Jib'. There is clearly a degree of flexibility in usage.

Among the sails not shown on the drawing include the 'Stunsails', 'Spencers' and 'tween mast 'Staysails' of one sort or another. Also not shown are the 'Moonrakers' set at the very top of the t'gallant masts - a goodly way above the deck. The 'Jimmy Green' is at the other extreme, being set on a yard below the bowsprit, while 'Ringtail' and 'Water Sail' set on the 'Spanker'.

It is always a great pleasure to see these ships and from time to time such an opportunity presents here at Ramsgate. On the weekend of the late May Bank Holiday we had the pleasure of the Dutch vessel *Europa* - a very seriously rigged 'Square Rigger' complete with stuns'ls etc., and just the previous week, the still very new *Grand Turk*, which I believe was engaged on filming work locally.

Robert L H Holden

107 Lansdowne Lane, Charlton
London SE7 8TN

George Jago - Editor

30 July 2001

Dear George

With regard to the debate about the proper nomenclature of the lower square sails on a ship or barque, I have always considered the terms 'fore course' and 'foresail' to be pretty well interchangeable and equally correct, and similarly of course for the corresponding sails on the mainmast and mizzen. But in colloquial nineteenth century shipboard use in the merchant service (the Royal Navy may well have been different) I would be surprised to learn that, generally, commands were given referring to 'courses' rather than 'sails'. As far as I recall, none of the accounts I have read would indicate that. For example, Sir James Bisset, whose recollections of life in square rig are drawn together in "Sail Ho", probably the best of the books written by former brassbounders, quotes an instance of the master of the barque *County of Pembroke* coming on deck and remarking - "The wind is easing Mister and the glass seems to be on the rise. Go forrard and shake the reef out of the foresail". That, I would understand to be customary usage in merchant sail. But, as they say, 'different ships, different long splices'.

Best regards

Denis Stonham
Editor "Windjammer", Mariners International Club.

The diagram entitled 'End piece for IFOS' on page 43 of the June 2001 Log comes from an impeccable source - the third edition, enlarged, of "Practical Seamanship for use in the Merchant Service" by John Todd, Master Mariner, Commander in Lord Durham's Service, etc. and W B Whall, Extra Master, Younger Brother Trinity House, etc., dated 1898. This claims to be the first book ever published exclusively on Merchant Seamanship, the old and out of date works of D'Arcy Lever and Brady being as much Naval as Mercantile. My copy is thought to have been in the family since its publication. Editor.

1st on Handicap
2nd on Handicap
3rd On Handicap

Emanuel
Sea Eagle
Vechtlust

George Becket Trophy
Owen Aisher Trophy
Young Alert Trophy

Class III

1st Home on Elapsed Time:
1st Home on Handicap
2nd Home on Handicap
3rd Home on Handicap

Pequod
Linnea
Jane
Pequod

Class Platter
Becket Rankine Cup
Mannering Mug
Faversham Cup

Other Prizes

Last to Finish
Use of Engine Award
Longest Distance to Attend
Non Racing 'Thanks' Award I
Non Racing 'Thanks' Award II

Vechtlust
Prince of Wales
Emanuel
Rod Bryant
Trevor Ryan

Davy's Tail End Trophy
Model Engine Trophy
Petronella Cup
Smack Alley Memorial Trophy
Sherry Wine

Robert Holden - MNK Area President



Linnaea - First away

Photo: Robert Holden

SOLENT

THE YARMOUTH OLD GAFFERS FESTIVAL 2001

The fifth Yarmouth Old Gaffers Festival, held 31st May to 3rd June was the biggest and the best so far. 117 boats attended, including 4 from France. The *Dehel* and the

Marie-Madeleine sailed from Honfleur, Jean le Faucheur sailed *Kermor* from St Malo and the French Naval Training Ship, the *Mutin* came from Brest. After previous years, when boats were storm bound all over the Solent, the weather was more co-operative, giving entrants a pleasant sail to Yarmouth's friendly harbour. By the end of registration



Sea Eagle - the power of gaff

Photo: Robert Holden

foredeck at this new form of aquatic wildlife as, unperturbed, 'helm' lifted the tiller and squared *Emanuel* away for a full frontal assault on the next mark, the South Kent, being the turning mark, a mile or so further on. The tide, now swiftly ebbing, carried the fleet rapidly on down river to this mark for a varied leg back to B13 and Stangate Spit, via 'North Kent', crossing tacks with the smacks as they close reached their way back up river to B13 minutes in front of the Gaffers. The run back down river was still as swift to the finishing line at Queenborough Spit and thence to the old concrete lighter mooring in the West Swale reserved for our

use for overnight mooring.

The strong winds brought casualties unfortunately in that *Prince of Wales* had to retire halfway into the race and motored the remainder of the way. This was due to broken gear, though up till then they were giving a good account of themselves. The Prize-giving was in Queenborough Yacht Club amid much post race discussion and 'post mortems' and following the double meal sittings, necessary for all those attending. We certainly kept the kitchen staff busy, and thanks must go to Queenborough Yacht Club yet again for their hospitality.

Prizes were awarded as follows:

First over Start Line	<i>Linnea</i>	Bottle of Chardonnay
1st home any class	<i>Emanuel</i>	Mowlem Cup
Class II (Class I was the Smack and Doble Association element of the race - with their own prizes)		
1st on Elapsed Time	<i>Emanuel</i>	Class Platter

CRUISING ON BEROE

BEROE - Built 1887
 Length 35'9"
 Beam 7'9"
 Draft 6'2"
 Waterline 30'



Beroe off Massachusetts coast with cruising topsail Photo: unknown

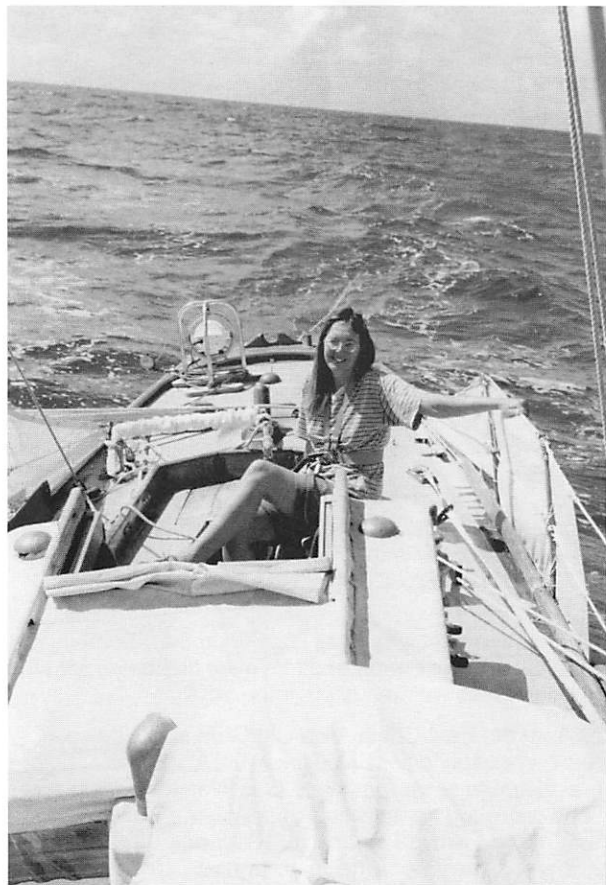
Designed G L Watson as a one-off day racer and typical of the plank on edge rules. Built for the Collins family of Glasgow - book and dictionary publishers, whose name survives as Harper Collins. Owned by them from 1887 to 1950's.

Time flies and I wonder how I can write about our first two years cruising aboard *Beröe* in just one letter to the Gaffers Log? Firstly I must say that Simon and I love the life, being full time cruisers and liveaboards, or 'transient boaters' as we are called in the USA.

Now those of you who do not know us from the East Coast Area Old Gaffers will be saying - what is *Beröe* and who are these people? We used to sail *Blue Hawk* (OGA 197) in European waters and in 1991 I bought *Beröe*, a Victorian racing yacht of G L Watson design (very narrow, straight stem, counter stern) and we raced her for a few years on the East Coast. In 1999 we left Britain to head for warmer climes, arrived in Galicia, NW Spain and loved the area, spending five summer months there. Away from the main ports it is charming and unspoilt. We became part of a traditional boat event and one rainy and 'boozy' night we were given honorary membership of the 'Dorna' association (Dornas are sailed by brawny young Spaniards who crew and ballast the little lugsail fishing boats), but we nearly got thrown out when they discovered we had five tons of lead in the keel!

Beröe is possibly the oldest yacht to have sailed across the Atlantic; in 1999/2000 she was 112 years old when Simon and I crossed from Porto Santo, near Madeira, and 23 days later arrived in Grenada, West Indies. Although she was originally commissioned as a pure racer, the boat proved to be a fast and capable cruiser. Sailing with just us two as crew *Beröe* travelled more than 3,000 miles at an average of 137 miles per day, a fast time even for modern vessels of the same waterline length. We did our downwind 'trades' sailing with ordinary rig, the mainsail is used and there is no need for special downwind sails.

We were one of four engineless gaff cutters, that we know of, in the Lesser Antilles. Members may also know Ashley's (girl in every port) *Ziskra* and Sue and Ian's *Zinnia*. Sailing to windward up the islands, we never overtook anyone, as no-one we saw ever sailed to windward properly and if it ever looked like we would get close to overtaking, on would come their engines. The traditional wooden schooner being built on the beach at Carriacou was a great sight. We also saw the island trading sloops and sailing log canoes and whalers. In Antigua, we saw some of the Classics Race Week entrants.



Beverley on watch, trade winds, calm seas

Photo: Simon Brown

When we left Antigua for Bermuda at the end of May 2000 the sun was directly overhead. We sailed north and 'overtook' the sun and this was the hottest time - such intense heat that all I wanted was an ice-cream. We found Bermuda (with sextant) and for two consecutive evenings we went to a free open air concert with free ice-cream, four flavours, eat all you want! We arrived with the first of the Tall Ships Race 2000 boats and we saw them all arriving from Europe over a few days. In Hamilton harbour we anchored opposite their berths and paraded out with them as they left Bermuda.

America was our next region and we spent about nine months seeing various east coast ports. We experienced continental weather, like in Spain, with light winds for most of the time and lovely brilliant sunshine, even in winter. We met two famous American yacht designers and saw their boats. Down east in Maine, we saw many fine 'windjammers', or 'dude schooners' as we call them. Most schooners are rebuilt and many are engineless with pushboats. It would be a good way to see some

of Maine, to have a holiday on one of the schooners, if you do not want to bring your own boat over. We entered the Gloucester Schooner Race in Massachusetts, winning first place for gaff rigged yachts and we were given a shiny new aluminium dory - it is only large enough to hold peanuts! The prize-giving was on the *Eagle*, a United States Coast Guard three masted barque.

Last winter, we cruised the Chesapeake Bay, seeing some of its 4,000 miles of estuary coastline. At one point we sailed to St Michaels, Maryland and tied up at the dock of the Maritime Museum. The next day we were iced in and we couldn't leave for a few weeks so we became a temporary exhibit. The in-house boatyard was rebuilding a 40' log canoe and

picked the picnic spot, and as the little boats arrived the sails were dropped, food unpacked, and the inevitable parasol was erected. Lunch was just finishing when a band of Amazons stole up on the tide, and together we went in search of the Witch and her cottage. The children soon found the cottage, just as Arthur Ransome described it. The Witch was not at home, but to the great delight of all, the Eels had been and had left their telltale totem pole. Then as the tide turned, it carried the little fleet back across the Wade and out of Arthur Ransome's Secret Waters, and the little boats made their way home.

Tessa MacKenzie - EC Committee

MALDON TOWN REGATTA & OGA ANNIVERSARY RALLY - 15 SEPTEMBER 2001

The Maldon Town Regatta and OGA Anniversary Rally will be a little different this year in that we are ending up in Heybridge instead of at Hythe Quay, Maldon. This is because of the tides. The format is as before, with a race from West Mersea (the Nass) starting at 0800hrs on Saturday 15th September. This will finish off Heybridge at or before HW and we will enter Heybridge Basin for lunch. After lunch there will be some frolics on the canal, such as blindfold rowing, dinghy football, sculling races, bumper boats, etc. In the evening we will have the prizegiving and entertainment.

The canal company has offered us free mooring. Entry fee stays at a fiver (plus donation?). Please could you send **entries as soon as possible** (as space in the basin is limited by the rate of lock access) to -

Tessa Mackenzie, 2 Sugar Mill Cottages, Ulting, Maldon CM9 6BL

Jon Wainwright - EC Area Secretary

MEDWAY & NORTH KENT

MNK AREA ANNUAL RACE - 17 JUNE 2001.

This year the MNK Area Annual Race was set for Sunday 17th June so that there could be no possibility of a clash with the Medway Barge Race arranged for the day before -

our normal day for the race. As has been done in the last two years MNK merged with the Medway Smack and Doble Association and together mustered a quite spectacular fleet of gaffers. The weather was not particularly kind with a rather fresh and chilly North Wester driving along occasional sharp showers and keeping crews in clothing more suited to higher latitudes. This wind direction did give a crisp quartering reach down river however from which all participants benefitted.

With the Smacks sent away first the MNK Gaffers jostled for position in the fluky and gusty winds of the upper end of Gillingham Reach, sheltered as it is from the direct effect of NW winds by the high ground and trees of Cockham Woods. Then with reefs in, and hardly anyone noticing, *Linnea* slipped across the line to be first away followed by *Sea Eagle* and *Emanuel*. Reaching between the forts at the first bend in the river *Sea Eagle* began closing the gap on *Linnea*, passing her to windward, as *Emanuel* took a close course around the southern fort slipping past both of them under their lee.

As is usual, the next obstacle to overcome was the lack of wind in the lee of the Kingsnorth Power Station coal terminal and the huge ships berthed there. Judgement had to be made whether to use the stronger tide nearer the ships or the lesser tide and stronger wind on the opposite bank of the river. *Sea Eagle*, *Linnea* and others chose the lesser tide option while *Emanuel* struggled with near calm conditions in the lee of the ships. The advantage was with those favouring the course away from the ships, allowing them to make up a lot of ground and for the leaders to come neck and neck for the rest of that reach of the river.

Emanuel recovered the lead with a headlong beam reach and arrived at the first mark, Buoy No.13, to coincide with the arrival of a sleek modern cruiser/racer taking part in another race and going in the opposite direction. Passing close "red to red" and feet from the buoy plaintive calls of "Starboard old boy" were heard carried on the wind. Skipper, slightly perplexed, peered disdainfully over the windward toerail on the

took place in the yacht club. This year we were able to give both the Arthur Ransome Cup, made from a piece of *Nancy Blackett's* mast and the Little Gaffers' trophy, a beautiful half model.

The prizes were as follows;

First over all on handicap	<i>Woody</i>	Arthur Ransome Cup
First Gaffer on handicap	<i>Dirty Girty</i>	Little Gaffers' Trophy
Second Gaffer on handicap	<i>Cloud Nine</i>	
First Smacks Boat	<i>Willow</i>	
Second Smacks Boat	<i>Happy Days</i>	
First Scow	<i>Wisp</i>	
Second Scow	<i>Ariadne</i>	
Last boat on handicap	<i>Cocky</i>	

The evening continued in great style with a meal in the yacht club, beer and songs in the bar. We are very grateful to W&FYC for the use of their facilities, the work their members put into this weekend, and the good competition they give us on the water - next year we will have to find a match for *Woody!*

All too soon it was Sunday morning, but the forecast was "rain clearing", and an exploration to Kirby Quay was on the cards. Twelve sailing dinghies set off down river, accompanied by a couple of dinghies with out boards, and later joined by the Dauntless *Linnaea* and a Canadian canoe. On the incoming tide the fleet tacked across the Wade, gently touching here and there, working their way across to the landing where it is said many years ago the Mastodon left a sack of food in the shed by the Witch's cottage for the Swallows and Amazons. Brain Hammett, meanwhile, had led a shore party round by road, they had

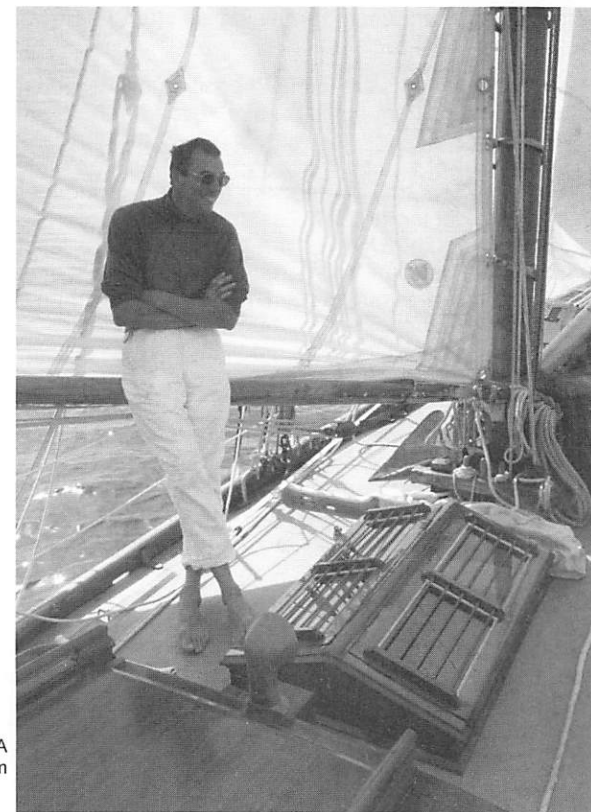


Arthur Ransome weekend

Photo: Sarah Adie

repairing a skipjack. We left a lot of friends behind us as we headed out of the Chesapeake Bay, passing a US Navy submarine, then had a boisterous five and a half days on passage to the amazing blue waters of the Bermuda Islands. The second approach began like our first, with tacking into the narrow Town Cut to reach St Georges. Always something interesting is happening and whilst cruising these islands we have visited the restoration of the Fife *Chicane* and seen the Bermuda fitted dinghies racing; and yes the crew can and do jump off whilst racing to lighten ship! We have spent six weeks here and would stay longer, but the hurricane season is approaching and we have never visited the Azores before, so off we go.

Beverly Pilgrim and Simon Brown



Simon relaxing, Maine, USA
Photo: Beverley Pilgrim

Snippets and Boating News

RYA and Port Safety Red Tape

A Department of Transport, Environment and the Regions initiative to reduce hazards of port activities could greatly increase red tape for clubs and sailing schools unless amendments suggested by the RYA are agreed. Although aimed at commercial operations within port areas, stricter controls on leisure boating are likely to be the result. One of the proposals is for all recreational events to be subject to a risk assessment by the event organizer. The RYA encourages clubs to follow sensible guidelines in all their activities but the fear is that another layer of bureaucracy may be added to the burden on club volunteers. The RYA proposal is for the requirement to be limited to major events likely to attract more than 250 craft, including spectator craft, and that smaller events in harbour areas be managed 'in club'. The RYA observes that 'Sailing and Power-boating' are self governing sports and should remain so. With the exception of very large events the cost and time involved in producing formal risk assessments is unlikely to be justified.

Driving tests

In a recent House of Commons reply the Environment Minister, Michael Meacher, said that the government is to review the need for 'driving licences' for small craft, in particular wet bikes. The arguments for this are seductive but RYA policy has remained unaltered over the

years with the argument remaining as strong as ever against compulsory driver licensing, and national boat registration.

The most emotive issue is the imposition of yet more regulation in an over regulated world, with UK boat owners putting a high value on their freedom to use their boats at will without government sanction - and without paying national boat taxes. There is a more serious issue at stake, that of safety, which the RYA believes more than justifies the different approach taken in this country. Three years ago a totally independent survey of boating accident rates was carried out for the New Zealand government. The survey found that of all the 30 States in the analysis the UK was not only among the least regulated but had by far the lowest accident rate per capita of recreational boats. And this in an area of Europe where the waters are colder, greyer, rougher and more tide swept than anywhere else in Europe. The hope is that Michael Meacher and his successors will resist the temptation to needlessly legislate as robustly as his predecessors did in their time.

Boat Taxation

Further to the mention in the above report on driving tests it has been reported in a national UK Sunday paper that 'Pleasure Boats may be Taxed £300'. Maurice Storey, Chief Executive of the Maritime and Coastguard Agency confirms an internal document was in existence and that a number of recommendations would be made to government before going to full public consultation. The RYA legal team will be monitoring this closely, as will the OGA on members' behalf.

Drunken Sailors?

As part of a wider Safety Bill, Shipping Minister Keith Hill has announced new plans for alcohol and drug testing of all commercial and recreational mariners. The proposal will give police the power to conduct breath tests and it will be an offence to refuse unreasonably. The RYA consider there is no evidence of a need to change the present law and do not consider it will have any effect on safety. They urge the government to think carefully about the practical implications of random breath testing of craft up to 12 miles offshore before making any new legislation applying to privately owned leisure craft.

Trinity House news

Thames - The North Edinburgh Channel is silting up and as a result the nearby and much wider Fishermans Gat has been buoyed and will be the main channel in the future. The N.E. Channel buoys will remain for most of the year before being gradually removed.

Isles of Scilly - Trinity House has been looking at the aids to navigation in this area following the incident earlier this year when the *Albatross* ran aground. Among the recommendations are a new leading line for the approach from the west and a light on the Spanish Ledges Buoy. All subject to financial sanction from the government.

Differential GPS (DGPS) - This system continues to operate on a trial basis in the UK. Two new sites are planned at old Decca stations and should be operational by Sept 2001. The new stations are sited at Birmingham and Stirling and should greatly improve coverage especially in the Irish Sea.

Port Marine Safety Code - Trinity House Lighthouse Service has distributed pamphlets to all local authorities detailing their responsibilities for aids to navigation. A revised inspection and audit regime comes into effect in 2002 that should encourage 'maintaining authorities' to properly maintain them. Among the things that have to be recorded is how long it takes to bring a defective 'aid' back on line, these records being inspected by THLS.

Robert Holden, OGA External Liaison

demonstrated that they have really got their act together, sailing the boat to her very best in a whole range of conditions. It is a tragedy that we may not see their partnership with *Snippet* again, as very regretfully Father Bushell has put her up for sale!

Thus ended the 2001 East Coast Classics, the longest and most varied festival anywhere (and the best value at £35 for ten days!) The southwest wind turned to a light northerly to give southbound vessels an easy trip home, all according to programme!

Our thanks go to: Seafarer Books, Waveney District Council, Harbourmaster Ken, Haven Ports Yacht Club, Harbour Marine Services, Paul Webster, Mistley Quay, Watercraft Magazine, Classic Boat Magazine, Harbour Inn Southwold. I would also like to thank the large number of people who helped out during the event, particularly Brian, Lorna, Phil, Wendy, PTK, Adele, John B, JK, Ken Self.

Thank you also to all those who came along - you really made it a lovely holiday for everyone.

Jon Wainwright - EC Area Secretary

WEEKEND WITH ARTHUR RANSOME - 7/8 JULY 2001

After three weeks of sunshine, in the run up to the second little boat event at Walton, the weekend had now arrived with very unsettled forecasts. This did not seem to put off the entrants however, for by Friday night the car park at Walton and Frinton Yacht Club was filling up. The first to arrive was Arthur Ransome's own *Cocky*, now lovingly looked after by the Arthur Ransome Society. Next came a campervan loaded down with two Mirror dinghies, a bike, deck chairs, parasol, and kitchen sink, which quickly transformed itself into the alternative venue - "The Knives' Cocktail Bar". Meanwhile down river the main barbecue was well underway. Some of the larger gaffers and mother ships were anchored up at Stone Point, including *Witch*, *Mudskipper*, the Wainwright prawnier fleet, *Linnaea* and several of the little boats. *Kathryn Marie*, the 14' Lune Pilot Punt was amongst the fleet, this year sporting a beautiful new cabin top complete with port

holes and gaff sloop rig with tiny dead eyes - a real little gaffer.

Saturday morning dawned with light northerly winds, more little boats poured in, a whole convoy of scows drove up from Burnham, and the tide crept up the river towards the club bring with it *Linnaea* and *Dirty Girty* - the low, black hull of infamous speed. Twenty three little boats were entered for the traditional "Round the Island Race", and slip ways were soon busy as the boats left to beat down over the tide to the start line. The scows were laden with assorted swallows and amazons, escorted by a couple of native boats. The wind was light, and making the start line seemed a challenge enough to some, but not to the Feathers in their newly launched Smacks boat *Lettuce*, who soon showed their skills in pair rowing. Soon after the start the winkle brig *Woody*, this year being helmed by her new owner, stormed through the fleet to lead across the Wade and down Kirby Creek against wind and tide, defending her title won last year. The fleet struggled around the corner, and then flew down towards Stone Point and the run back to the finish line. Several little boats had begun to bail, two decided that the majority of their attention was in keeping water levels low, so retired exhausted, although they had almost completed the course.

As the boats turned at Stone Point, *Dirty Girty* goose winged her sails and over hauled *Woody* to lead the fleet home. Then came *White Heather*, the graceful 18' Walton One Design. Shortly after that came a gang of four smacks boats, *Willow*, *Happy Days*, *Gandalf* and *Lettuce*, all within three minutes of each other, and with them *Cloud Nine*, Sarah's Mirror, which was sporting a spinnaker. They were followed closely by a couple of local boats, a Heron and *Puffin* - a Woodbridge Kingfisher. Next came a cloud of clinker dinghies, including the five scows - the leading one helmed with great concentration by a young Amazon, then came *Corky* and *Kathryn Marie*. The rain had just started, and the boats quickly made their way up to the club to get warm and dry, followed by the W&FYC volunteers from the safety boat and start/finish boat. Prize giving

actually second, and *Sea Eagle's* time gave her an average speed of 52 knots, which puts her in favourable competition with *HSS Stena Discovery*! *Snippet* took second Bell, and *Deva* took third Bell by a whisker from *Gromit*, by setting topsail over her reefed main. *Vashti* was last to finish, but covered the distance at an average speed of 10 knots! It was an idyllic sight at Ramsholt, with the pub nestling in the wooded hills, the little lane leading away, the evening sun glinting on the water, and beautiful classic boats. The Ramsholt Arms had erected a marquee and served us a magnificent dinner.

The last race, for the President's Cup, was from Woodbridge Haven to Ipswich. The wind by now was down to a five, but still gave some interesting seas in the wind over tide condition. Both *Maryll* and *Vashti* grounded on the bar, but eventually refloats. *Maryll's* tactic of putting the first tack out to sea paid off handsomely, and she led to the Platters windward mark. However, the wind dropped

away, allowing *Snippet*, *Cara Cara* and *Bona* to slip through. *Bona's* lofty topsail paid dividends in the upper reaches of the Orwell, while others were often becalmed, and she led *Snippet* and *Maryll* under the Bridge to the finish. However when the handicapping had been worked out, it was *Vashti* who took the cup, despite having to jury rig her jib with her trysail! With the fleshpots of the Pin Mill barge match to attract many, not everyone locked into the Wet Dock as planned. With Maritime Ipswich having pulled out at the eleventh hour, the classics moored in the new Ipswich Haven Marina.

The last day saw more regatta sports, including dinghy sailing, rowing matches, dinghy football, dog show and an assault course. Brian did a tremendous job, despite the lack of a PA! Then it was time for the final prizegiving. *Ma Solitude* won the Bermudan Points, *Vashti* took the Classic Racers Cup. *Deva* won the Gaff Points Cup, while the Humber Yawl *Snippet* won the Victor Ludorum Trophy. Kate and Paul



Prize-giving at Ipswich

Photo: unknown

BRITANNIA 1935

I hear that "they" have a project to build a new *Britannia*. Not the one that is pensioned off in Edinburgh, but the REAL *Britannia*, King George V's yacht. I know that there are better things that could be done with the millions that this will cost, but I wish them well. To my mind there are three things that a yacht should have, that she looks good, even beautiful, sails well and be soundly built. Of all the yachts that ever were, *Britannia*, designed by G L Watson and launched in 1893, met that specification.



Britannia sailing off Southend

Photo: unknown

1935 was *Britannia's* last year, although nobody suspected it at the time. Certainly at the tender age of 3 I was not in the business of predicting the future. She was becoming outclassed by the new J's, *Shamrock V*, *Velsheda* and *Endeavour* racing round the buoys. But there were no takers for a thrash across the channel and back like her race against the American *Navahoe* at the turn of the century. They completed the course in just under 11 hours with less than a minute between them. Two miles off Cherbourg both yachts housed their topmasts! Spare a thought for the masthead man who was paid an extra shilling a day for the privilege. The weather was so bad that the committee boat had taken shelter in Alum Bay. And this was a steam tug.

In 1935 she had problems recruiting a full racing crew even though the King had offered to pay prize money whether they won or not. So volunteers were sought from the Royal Navy and my father applied from HMS Vernon, the mine and torpedo school. He was drafted to the *Victoria and Albert* (to sail the season on *Britannia*). This was to keep him on the navy payroll as the V&A was a navy ship while *Britannia* was not. So we spent that year at Cowes where she was fitting out at Marvin's yard. *Britannia* was alongside the pontoon with the barque *Fantome* astern. As a family we had the run of the yard as my uncle was engineer foreman and was installing an engine in *Fantome* and Dad was working as a rigger on *Britannia*.

Roy Rolf's father in *Britannia*'s uniform

Photo: unknown

Small boys don't know very much, but everyone (even me) knew who the owner was and we watched all the Solent racing able to identify *Britannia* because she was the largest cutter and black. The highlight for us was the Friday of Cowes week. She did not race that day and crew's families were invited aboard. So in our Sunday best we boarded the launch and were assisted up a gleaming accommodation ladder (port side of course). After showing us around the deck we went below into the saloon. I can still remember the varnished panels and the table with its bowl of fruit. The steward gave me an orange. In my ignorance I thought he was the captain! There was an armchair in the corner which I tested - very comfortable but a bit high for a small boy.

Only after I became an adult with a lifelong passion for sailing did I realise how fortunate we had been that our first visit aboard a yacht had been that one and that within a year she would be gone for ever. After the King's death in January my father was part of the RN crew that was detailed to sink the yacht at the back of the Isle of Wight. I still have his crew's overalls - still serviceable - from Rowes of Gosport, a menu card for that Friday and a round hat with a *Britannia* ribbon (rather like a Wren's hat of today). There is a Beken photo of her that hung on our wall for 50 years with Dad and 20 others tucked under the weather rail and 2 snaps of him in working and shore going rig.

By 1937 Dad was back in a destroyer for the Coronation Review and remained with them until 1945 ending up in command of *HMS Stevenstone*. Then he transferred to boom defence and salvage and another phase of an interesting career which included coping with the East Coast floods of 1953, salvaging wrecked aircraft in Hong Kong and searching for the submarine *HMS Affray* when he was called out in the small hours by a dockyard policeman on a bike!

Roy Rolf

beat over a stiff tide out of the Orwell, the huge fleet rounded the Shotley Spit and sped up Constable's famous and beautiful river. Ness Yole *Gone for a Burton* was first, winning the Thorn Trophy, followed by *Airlie* who was awarded the Two Rivers Cup, with Folkboat *Skandale* in third place. Rafted up on Rigby's Quay at Mistley, where barges and battleships used to sail from, the fleet made a wonderful sight, while their crews sunk ale in the Thorn Hotel. In the afternoon the fleet dropped down river to Wrabness, famous for its unusual beach dwellings built into the cliffs. A huge barbeque was held in aid of the OGA, with the prizegiving on the veranda of Paul Webster's beach residence. Later that night we were treated to a tremendous electrical storm heralding a major change in the weather.

Next morning for the start of the Pennyhole Bay Race to Walton, it was very still, only *Bona*'s lofty topsail scraping a tiny south west breeze from the heavens, as the fleet ghosted down with the ebb. But by Landguard a spanking wind had built up, causing many a spanker and tops'l to be struck. Amazingly little *Molly Cobbler*

bounced over the seas, keeping up with much larger vessels. After rounding Cork Ledge and Armada, the race went up the Walton Backwaters to finish off Island Point. *Airlie* won in the gaffers, followed by *Molly Cobbler* and *Deva*, with *Ma Solitude* first bermudan. There was a fishing competition for our two fishing boats, the Cockler (and Dunkirk Little Ship) *Letitia* and the Cromer Crabber *Paternoster*. *Paternoster* had a fine drag in the channel up to the Backwaters and landed the bigger catch.

Thirty five knots of wind made many doubt the wisdom of racing to Ramsholt on the Deben next day for the Scandinavian Seaways Bells. However several boats decided to have a go at this pursuit race, and they were rewarded with a splendid sail to Outer Ridge, then through the Deben Bar all the way up the River Deben past the Rocks to finish. *Letitia*, having made a fine start, rent her main off Woodbridge Haven, but otherwise it was the Norfolk Gypsy *Cara Cara* who led the fleet to the finish, well ahead of the next boat *Maryll*. There were some interesting declarations - *Maryll*'s declared time put her last, when she was



Party/Barbeque at Wrabness

Photo: Jon Wainwright

This year the Classics started with a 30 mile passage race from Harwich to Southwold, sponsored by Harbour Marine Services. The wind was fair, the sun shone, and it was marvellous to see the sea full of gaff and classic sail, a rare sight north of Orfordness. Nobby *Maryll* took line honours, but was beaten into second place by her Mistley stablemate *Deva*, being skippered by the notorious Pete the Knife! Third was *Avola*, back from her 3000 mile cruise of Russia and the Baltic States, setting her squares'l. On the other passage race, there were also fast passages by *Snippet*, *Bona*, *Blackbird*, *Vashti* and *Ma Solitude*.

Southwold had a bad name for its harbour entrance, with fierce currents and a shoal bar. With the major rebuild of the north pier, entry is now much easier, but taking in a fleet of this size was no mean feat in itself. Every boat, including the local fishing boats had been moved, to leave the staging clear for the Classics. All the berthing positions had to be worked out in advance, boats had to be piloted in, in a set sequence, and sometimes assisted to berth. Southwold Harbour had really put itself out for us again, much appreciated by the smackies as they quenched their thirst at the Harbour Inn.

The local brew was on the agenda the next day as well, with Adnams sponsoring the Sole Bay Race, which took the fleet past East Anglia's most charming seaside town. The media were out in force, not only for the Classics but for an escaped vulture which was flying around! The Bawleys *Bona* and *Blackbird* made much of the running, with the brand new gaffer *Daisy* and the clipper bowed *Airlie* slipping along nicely into first and second place on corrected time. *Blackbird's* skipper, apart from winning a barrel of ale, also was awarded half an hour with a "Naughty Nurse" for his birthday! High jinx were the order for the next day too, with blind fold rowing and tug of war with the locals in the pub garden.

With some regrets the fleet left Southwold on Saturday, and raced north again to Lowestoft, in aid of the Nancy Oldfield Trust. Locally based lugger *Girl Sybil* thought she'd repeat last year's winning tactic of skirting

the shore for more favourable current and wind, luring *Maryll* into her wake. Unfortunately the wind died as they headed out to sea, causing them to have to tack, much to the mirth of *My Quest* and *Deva*, who took first and second places! The fleet sailed on through the pier heads into the Fish Dock, as stars of the annual Lowestoft Fish Fayre. Old memories of trawling smacks and herring drifters cheek by jowl were rekindled, with the big smack *Sunbeam* pride of the show.

Later that evening, the classics entered the sumptuous harbour of the Royal Norfolk and Suffolk Yacht Club, already busy with a Squib championship. At the eleventh hour the Waveney District Council picked up the tab for the moorings, as they had at Southwold. Some boats such as *Deva* and *Maryll* found it easier to manoeuvre as a pair, and could be seen playing pirouetting prawners in the approaches. With the OGA band in fine fettle, and the audience well fed on kipper barbecue, the party carried on till daybreak.

Hardly had we sank into our berths, and it was time to catch the tide south to Orford. There was no racing today, but we had a blistering hot day and a gentle breeze from the North to waft the fleet along the Suffolk Heritage coast, past Dunwich, Sizewell and Aldeburgh. The classics entered into the Alde's swirling entrance, some going up to Orford Quay to celebrate *Daisy's* official naming, where the champagne flowed. That evening we anchored off Dove Point and barbecued on a remote shingle spit.

Next day was a passage race to Levington on the Orwell. The weather had been so kind to us in the more challenging northern waters, and was kind again to see us to shelter. The wind was fair and light, giving boats a chance to try out all their sails. *Maryll's* huge bowsprit spinnaker took her to a commanding position, but she lay becalmed off Bloody Point with the smack *Quiz*, while the others all caught up. *Deva* won, followed by *Ma Solitude* and *Bona*.

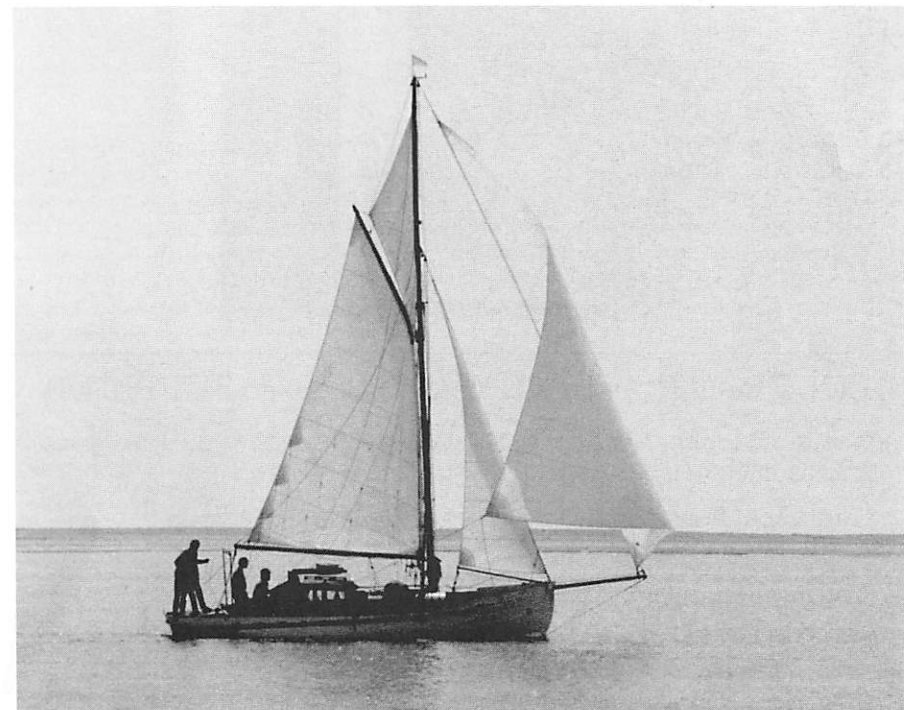
Because of the need to berth at a set time at Mistley Quay on the Stour, a pursuit race was called for the Two Rivers Race. After a

Technical details from the OGA Boat register

Playmate - OGA No 1087

Built 1898 by T Musselwhite of Hamworthy, Poole as a Poole cutter. These were typical of the boats of the western English Channel, transom sterned and straight stemmed. Edgar March has a photo in volume II of "Inshore Craft", with a description provided by John Leather, and "The Chatham Directory of Inshore Craft" also has a potted history. Poole cutters were used for trawling and spratting, when spratting they used a 14 foot fly net. This was a beam trawl, with the back of the net and beam raised above the irons on 4 foot stanchions, by controlling speed and the amount of warp paid out the net was fished in mid water.

Playmate was typical of the fully developed Poole cutter, 26 foot by 9 foot 8 and 4 foot draught with her centre plate up, fitted with a 11/2 ton iron ballast keel. She was decked to the mast, with side decks and a short deck at the transom. They were rigged with a pole mast, loose footed gaff mainsail, and the forestay was rigged from a short iron bumpkin. According to the excellent archive of five pages of history and photos lodged by *Playmate's* owners, she was sold for a yacht in 1908, but was not re-decked nor fitted with a coach roof until 1924. *Playmate* gradually evolved through a series of owners, one adding a doghouse, another splicing a topmast on to replace the topsail yard, whilst in 1962 she was fitted with a counter, that extended her length to 30 foot, and increased her speed by 11/2 knot. Having spent forty years cruising around the East Coast, *Playmate* is now based in Bristol and cruises extensively around the Bristol Channel. Currently owned by John Maxwell.



Playmate

Photo: Jan Wise

Built by William Anderson & Sons of Millom, Cumberland, designed by William's son Vincent in 1912. Although *Playmate* was built to fish and spent all but ten years of her life as a yacht, *Ellidi* was built as a yacht but spent a year licensed to fish. *Ellidi*'s building yard was set up by William, who moved down to Millom from Whitehaven in about 1866, setting up his boat shed on an inlet behind one of the loading quays that served the Hodbarrow iron mines and Millom Ironworks. William's sons Wells and the younger Vincent continued the business until Vincent died in 1926. The yard built both yachts and the local fishing boats (Lancashire nobbys). Nobbys are very yacht like, and their builders up and down the coast built both fishing boats and yachts to the same form. *Ellidi* is the only known surviving product of Andersons, and has a true yacht profile. She has a curved upright stem and used to have a long elliptical counter. Perhaps half of the length of the counter has been sawn off, unlike *Playmate* who grew one. *Ellidi*'s counter was much longer in proportion than that of a working nobby, and her deadwood is cut away in front of the ballast keel, whereas nobbys all have a sweet curve from the heel of the sternpost to the head of the stem. *Ellidi* currently measures 36 foot by 10 foot 6 beam, and may have originally measured 40 foot on deck. Apart from the loss of the end of the counter, *Ellidi* appears unchanged, and has been returned to gaff rig so that she can compete in the N W Coast events including the Mersey Nobby Race and the Conwy Classic Race, both of which she won in 2000. Currently owned by Bob Rayner.



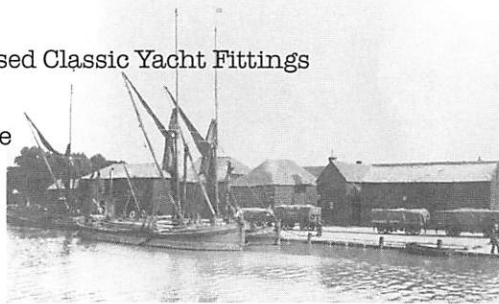
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EAST COAST

2001 EAST COAST CLASSICS - 20/30 JUNE

When Shotley Marina decided to give the OGA's Classic Boat Festival its marching orders, few thought it would survive. But the tradition has continued in a unique form, and some would say it is a lot better for it. Most of the old Shotley cups are still raced for, but we've now bolted on Southwold and Lowestoft. The East Coast Classics is a moving feast of traditional sail, which covers

the coast from Walton Backwaters to Lowestoft and virtually all ports between. For over fifty boats it is their main summer cruise now, lasting ten days. Unlike most festivals and regattas where boats race round the same cans every day, virtually every sailing event is a passage with a social function at the end of it. Sometimes it's a barbecue on a remote spot, sometimes it's a knees-up in a pub, sometimes we are in a well-known yacht club. It's proper sailing, good fun and every one's a winner, not just for racers, but fishing boats and motor vessels as well.



My Quest, winner of Southwold to Lowestoft race

Photo: unknown

NORTH EAST

HARTLEPOOL MEETING - 23/24 JUNE 2001

This weekend delivered the finest weather we have seen for an OGA North East meeting since we arose Phoenix-like from the ashes in 1999. We enjoyed two days of light to moderate winds and a fairly easy sea state. The only fly in the ointment was the slightly awkward spring tides with low water right in the middle of the day.

On Saturday morning, members of the OGA North East and their crews attended the blessing of the fleet at 11.00hrs and we had a lengthy lunch until the tide was right for sailing into Hartlepool bay in the afternoon. The different shades of pastel coloured houses glowed in the sunshine. As someone remarked - it was rather like Tobermory, but warmer. The palm trees swayed in the breeze. Open top Rolls Royces cruised up and down the corniche.

Truly a testament to regeneration. That evening, members retired to the Old West Quay for a pub supper. Controversy ensued as to whether this quay should more properly be called the Ballast Quay. That would certainly have been appropriate as we all left well ballasted!

Unfortunately, our President, David Cade, had to leave early the following morning when the weather was even finer, but the remaining members again enjoyed a sail on the bay in fine weather, although nobody could rustle up enough enthusiasm for a race and everyone seemed content to explore Hartlepool bay in the warm sunshine. Since we haven't got enough room in our house to keep this tankard on a permanent basis, clearly another meeting will be required.

Richard Montgomery
- NE Area Secretary



David Cade at the wheel of HMS Trincomalee (1817) with Hartlepool Historic Quay in the background
Photo: Richard Montgomery

OGA AND OTHER TRADITIONAL EVENTS - 2001 & 2002

2001

- Sept 15 OGA ANNIVERSARY RALLY & MALDON REGATTA.
Tessa MacKenzie, 2 Sugar Mill Cottages, Ulting, Maldon CM9 6BL.
- Sept 15 Stoke Gabriel Regatta, Devon. Mike Lucas, tel. 01803 212840
- Sept 29 OGA RALLY & CENTENARY PURSUIT RACE, Yarmouth, Isle of Wight.
Geoff Skinner, tel. 01489 572427.
- Sept 29 END OF SEASON RALLY & LUNCH, Devon Area. Mike Lucas, as above.

2002

- April 27 OGA REGATTA 2002, Swan River, W. Australia.
Wally Cook, 6 Baskerville St., Mundijong 6123, W. Australia
- June 15 MNK AREA ANNUAL RACE. Lena Reekie, tel. 01795 534212
- June 16 Bloomsday Classic Boat Regatta, Dublin. Mick Bentham, tel. 353 1 8476279.

David Cox M.Sc.

MARINE SURVEYOR AND DESIGNER

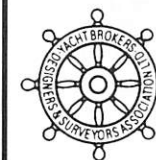
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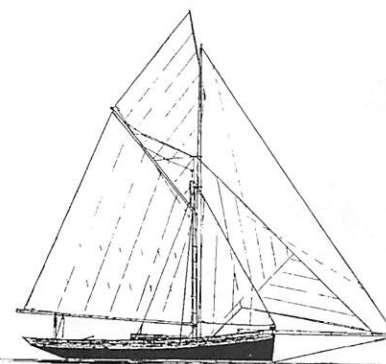
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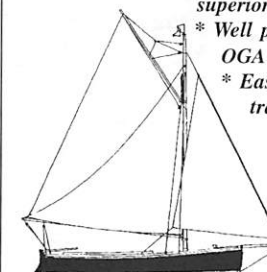
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