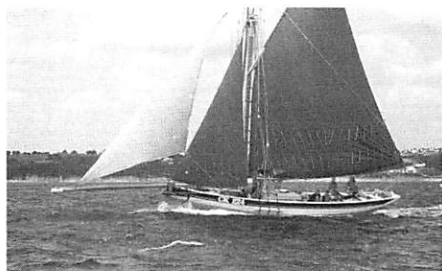


Gaffers Log

JUNE 2001

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION





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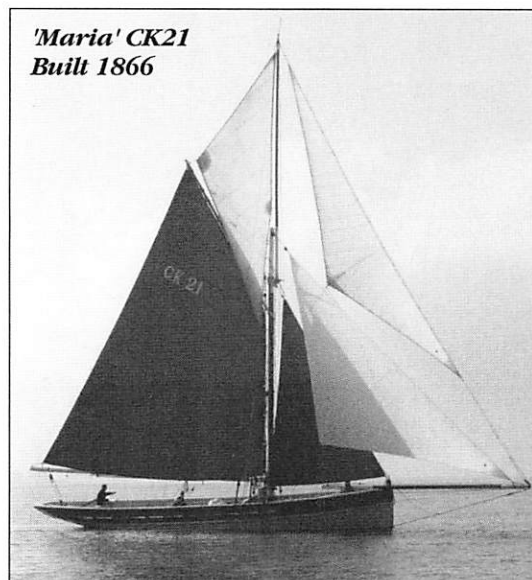
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ASSOCIATION STOCK LIST

		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 - not available at present			
Cap Badges	Small	£ 5.50	£ 6.00
	Large	£ 6.00	£ 6.50
Sweatshirts	M,L,XL,XXL	£ 15.00	£ 16.00
Polo Shirts	M,L,XL,XXL	£ 15.00	£ 16.00
New line - Smocks	L, XL	£20.00	£ 21.00

Smocks are available in Breton red only.

Sweatshirts are available in Navy, Green, and Burgundy.

Poloshirts 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.

OFFICERS OF THE ASSOCIATION

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

HON. SECRETARY:

Position vacant

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5 Station Road, Faversham,
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Steps Cottage, Playden,
Rye, Sussex. TN31 7NT
Tel: 01797 223040

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GEOFF SKINNER
8 Jesmond Grove, Locks Heath,
Southampton, Hants. SO31 9NW
Tel: 01489 572427

DEVON:

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Dartmouth, Devon. TQ5 0NP
Tel: 01803 834323

CORNWALL:

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

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34 Rue Ampère,
85340 Olonne sur Mer, France.

BRISTOL CHANNEL:

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12 St James Square,
Monmouth, Gwent. NP5 3DN
Tel: 01600 712629

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

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Stoke on Trent. ST7 2QX
Tel/Fax: 01270 874174

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6 Myrtle Street, Phibsboro,
Dublin 7, Eire.
Tel: 353 1 8301440

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ALISON LYONS
4 Knockdene, Bangor,
Co Down. BT20 4UZ
Tel: 028 9145 3099

SCOTLAND:

Position vacant

EUROPEAN LIAISON:

RON VALENT
Van t'Hoffstraat 139,
2014 RD Haarlem, The Netherlands.
Tel: 31 23 5442980

WESTERN AUSTRALIA:

WALLY COOK
6 Baskerville Street,
Mundijong 6123, Western Australia.

Website: www.oldgaffersassociation.org

	PAGE
EDITORIAL	3
WELCOME ABOARD	4
NOTICE BOARD	5
ANNUAL PHOTOGRAPHIC COMPETITION	6
OGA WEBSITE	6
THE OGA BOAT REGISTER by Nick Miller	7
THE INTERNATIONAL FESTIVAL OF THE SEA	8
LETTERS	8
WHAT'S IN A NAME by Bernard Patrick	16
SNIPPETS & BOATING NEWS by Robert Holden	17
BRIGHTWORK - THE UNVARNISHED TRUTH! by Patrick Reid	19
ROLLING DOWN TO RIO - Part 2, by Richard Woodman	20
THE FOX IN THE CHICKEN RUN by Robert Simper	23
OGA & OTHER TRADITIONAL EVENTS 2001	25
AREA NOTES	29
END PIECE FOR IFOS	43
BOOKSHELF - 5 new books reviewed	44
ADVERTISEMENTS - Boats etc. for sale and Crew list	48
ASSOCIATION STOCK LIST - including the new smock	52

Front cover: *Lily May*, by Tony Pickering

Back cover: *Sallie & Sunbeam*, by Tony Pickering

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

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

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.

VIRE 12HP 2-STROKE PETROL ENGINE

Forward and reverse gears, complete with prop-shaft, 2 blade folding propeller, 'P' bracket, 12 volt Dynastart power supply, petrol tank, exhaust system, remote controls and some spares. Missing automatic choke. 1992 vintage. Price £750.

Contact: Kevin Fuller, tel. 01621 855755.

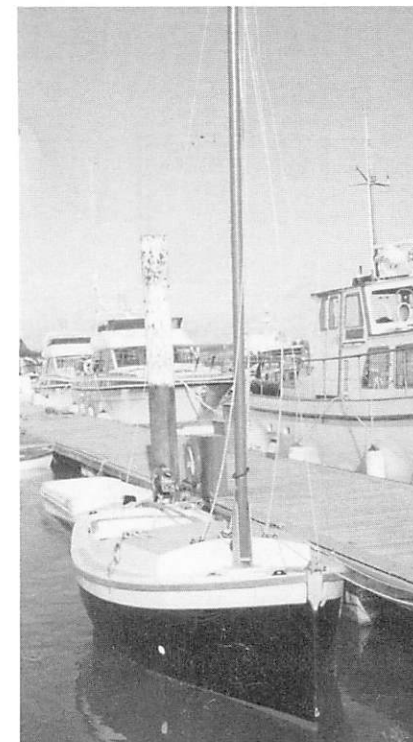
SABB DIESEL ENGINE WITH GEARBOX MODEL HG

10hp single cylinder. New piston liner and piston just fitted (cost £210). In very good condition. Genuine reason for sale. Price £500.

CREW AVAILABLE

Experienced retired male available for Solent or Offshore, including blue water. Sailing CV on request.

Contact: Will Moran, 21 Spicers Hill, Totton, Southampton SO40 9ED, tel. 023 8066 7738



WALKER LOG

In good condition, complete with trailing prop. Estimate about 40 years old. Price £200.

Contact for both above items: Peter Osborne, tel. 01206 392733 or 0797 4804743.



LOCH FYNE TYPE GAFF KETCH "CRAIGNAIR"

LOD 36ft. Built Port Bannantyne, Bute, 1925. Thornycroft/BMC diesel. Requires considerable renovation, no interior fittings, etc. Lying afloat Stornoway, Outer Hebrides, N W Scotland. Rare opportunity to acquire an unrestored classic. Professionally valued at £7,000.

Contact for further details:
willefans@ukonline.co.uk

HUMBER YAWL "SNIPPET"

LOA 28ft, LWL 22ft, Beam 8.5ft, Draught 2.75ft (6ft c/b down)

Designed George Holmes, built Smith Bros., Goole, 1913. Larch on oak, cabin and cockpit original teak. Substantially re-built 1989/91 - new deck, 66 new timbers, original planking re-fastened. New spars, sails, standing and running rigging. 3 berths, lavac, force 10 cooker, log, echo sounder, vhf, gps, 10 gall. fuel, 25 gall. water. New Dolphin engine with gear box. Owned by Holmes until death in 1940, in present ownership since 1989, including 3 cruises in Holland. Sensible offers around £30,000 considered.

Contact: Kate Bushell, tel. 0116 247 8056.



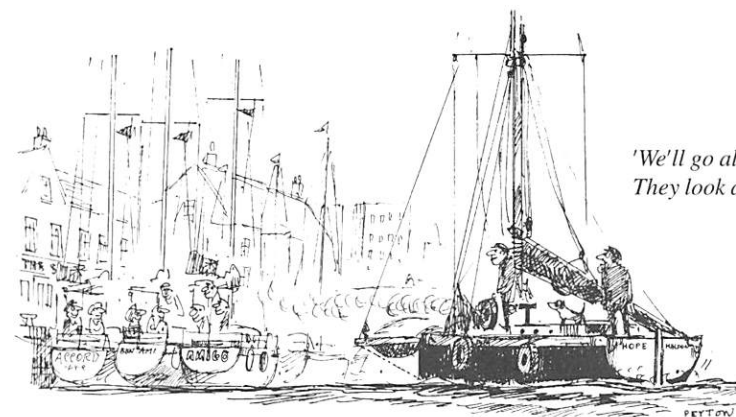
KETCH RIGGED EAST COAST OYSTER SMACK "SPEEDWELL"

LOD 50ft, Beam 14ft, Draught 6ft.

Designed and built by William King of Burnham on Crouch, 1901. Pitch pine on oak. Sail area 1800 sq ft. Re-decked, re-rigged and extensively refurbished in 1991. Many accessories. Registered as an historic fishing vessel with the National Historic Ships Committee. Lovingly maintained over 23 years of ownership. Circumstances force the sale and a suitable caring owner is sought. Price by negotiation.

Telephone: 01273 454445

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



I started boating in a limited way, due to the War, in Leigh Creek, schooled by my father. Since those days I have had a number of wooden boats, from a One Design, to a smack, to our present Deben 4 Tonner. During all these years, there have been a number of changes, from the growth in restoration of many wooden yachts, revival of a sailing smack fleet - albeit not a working one, but one my father would have dearly loved to see - to the expansion of a number of builders of GRP gaffers. So life moves on, and this year sees the OGA once again involved in the International Festival of the Sea (IFOS), for a second time, due to their experience and resources for running these types of sailing events.

It was during the last IFOS, but not for the first time, that a number of wooden Bermudan boat owners approached our President about some form of inclusive register of their boats within our Association. Since the OGA first started, there has now grown up a number of specialist organisations who do a very good job for their members. From the approach of most of those who contact the OGA, one gains the impression that they like the variety of our sailing events and the general atmosphere of our social events and want to be included.

It is worth remembering that this Association is run by very few people, but its strength is in the fact that it has a tried and tested structure and procedures that have been in place for nearly forty years. This plank of our tradition is not going to be thrown away over night, but neither are we going to stand still. Like all good seamen we keep one eye on the changes going on around us. Already, at least four of our Areas run events for local wooden Bermudan boats, in separate race classes, as part of their programmes. As I understand the proposal, making fellow boat owners more formally welcome, or inclusive as they now say, is not a bad idea. Just consider one aspect of our Association, but not to be taken out of context please - wooden hulled boats. There are less wooden boats being built today and one of the biggest threats to our boating heritage comes from losing for ever those wooden boats that we see abandoned in boatyards or on the saltings - not in joining forces with Bermudan boat owners.

Let me finish by quoting a woman who phoned me some months ago - she said "I want to join the OGA because what I see and read about it sounds good fun". Let's try to keep this image, the rest will follow.

Please ensure that any input for the next Log reaches us by 1st August latest, due to our involvement with IFOS, and for the same reason, this Log may be a few days late going out in the post.

George Jago

Editor

- BC** Mr W B Kindness, Bryn Banal Fach, Bethel Road, Pontyberem, Llanelli SA15 5NH, 3951 *SANTANA 1997*
- CNW** Mr Ronald Baines, 42 Talbot Road, Penwortham, Preston, Lancs PR1 9QX, 3958 *FLYING FISH*
- Sue James, Eryl Mor, 8 Menaiville Terrace, Menai Bridge, Anglesey LL59 5ES, 3952 *ASTRID 2457*
- Mr D Moss, 7 Boyles Avenue, Catterall, Garstang, Preston, Lancs, 3950 *FREYA*
- CWL** Mr J Paton, 98 The Hornet, Chichester, West Sussex PO19 4JR, 3972 *MARY GRACE 1025*
- Brig. & Mrs G P R Ransby, Old Fovant House, High St., Fovant, Salisbury SP3 5JL, 3943 *LIZZY DRIPPING 2459*
- Dr. C Veal, 36 Century Close, St Austell, Cornwall PL25 3UZ, 3966
- Mr D Walsh-Newton, Lyncot, Newtown, St Martin, Helston, Cornwall TR12 6DP, 3955 *LUFRA 697*
- DEV** Mr M Gallop, 10a Fore Street, Shaldon, S. Devon TQ14 0DZ, 3939 *AGILITY*
- Mr J Scott, Trelake, Bridgetown Hill, Totnes, Devon TQ9 5BA, 3967 *JULITTA 2463*
- Ms W Yates, 8 Ridge Road, Netherton, Newton Abbot, Devon TQ12 4RH, 3957 *LYNHER*
- EC** Mr Bill Bolam, Cherry Tree Cottage, Horsley Cross, Manningtree, Essex CO11 2NP, 3969 *SUNLIGHT 2460*
- Mr & Mrs R Evans, 6 Fabyc House, Cumberland Road, Richmond, Surrey TW9 3HH, 3947 *SONIA 2470*
- Mr T Green, 2 The Chase, Tollesbury, Essex CM9 8QH, 3945 *CYGNET OF ARDEN 1005*
- Mr J F Jones, 22 Brownlow Rose, Totterhoe, Dunstable, Beds LU6 1QL, 3970 *MARRIETTE*
- Mr Bob Orrell, 1 Woodland Cottages, Lamplugh, Cumbria CA14 4RN, 3964 *HALCYON 2456*
- Mr & Mrs D J Pagnillo, 43 Belstead Road, Ipswich, Suffolk IP2 8AU, 3942 *THIRZA*
- Mr & Mrs D Rose, 55 Low Corner, Butley, Woodbridge, Suffolk IP12 3QD, 3946 *DAISY*
- Mr Steven Truss, 220 Butchers Lane, Merenorth, Kent ME18 5QG, 3953 *ARCADIA 2454*
- NE** Mr C J Sinclair, Church Lane Cottage, Hutton Buscel, Scarborough YO13 9LL, 3961 *KERRY*
- Mr Alan Sutton, 13 Chapel Street, Eccleshill, Bradford BD2 2DA, 3962
- NI** Mr R Cocup, Rose Cottage, 266 Killinchy Road, Comber, Co Down BT23 6AB, 3956 *ALWAYS FLORA*
- Mr & Mrs R Monson, 2 Castlehill Road, Belfast BT4 3GL, 3965 *FAMILY'S PRIDE*
- NW** Mr G Griffiths, Sun Vale, Simonscales Lane, Cockermouth, Cumbria CA13 9TG, 3948 *PUFFIN*

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.



NEW BLOSSOM CLASS GAFF CUTTER "BOLD HAMSTER", OGA No. 198

LOA 19.5ft (plus bowsprit), LWL 18.5ft, Beam 7.4ft, Draught 2.2ft (4.5 c/b down)

Designed John Leather, built Ian Brown Ltd, Rowhedge, Essex 1965. Pitch-pine planking on oak, copper fastened, ply decks. Iron ballast keel, lead internal ballast. 2 berths, galley stove. 4 foresails, 1 mainsail, all recent. Seagull Kingfisher long-shaft o/b. CQR and fisherman anchors, chain and warp, echo sounder, cruising inventory. Characterful and comfortable weekender. Lying West Mersea, Essex. Price £5,500.

Contact: Tony Bailey, tel. 020 8692 9577 or 01206 384777.



DEBEN CHERUB GAFF SLOOP "AGILITY"

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

Designed Curjel, built Eversons, Woodbridge, 1932. Larch on oak. Generally sound but requires some TLC. Albin 5hp 4 stroke petrol engine. Seen ashore Torbay, Devon. Price £1,000.

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.

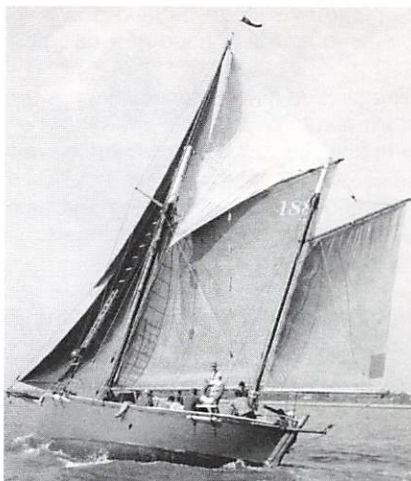
FOR SALE

GAFF KETCH "NELL"

LOD 46ft, LWL 43ft, Beam 12ft, Draught 7ft 6in

Designed G L Watson, built Thomas Orr, Greenock 1887. Impeccable original condition - oak panelled main saloon and stained glass windows. Full cruising order. New (1990) 90hp diesel. Offers.

Contact: David Stabb, tel. 01303 248656.



IAIN OUGHTRED 13'6" GREBE

Gaff rigged Bruynzeel ply dinghy. Bronze fittings, oars, fitted cover, combi trailer/trolley. 2nd prize winner 1998 Wooden Boat Show. Lying Maldon, Essex. Price £3,500 ono.

Contact: Ron Hockey, tel. 01621 772698

GAFF CUTTER "MORAG"

LOD 28ft, LWL 28ft, Beam 10ft, Lifting bowsprit 12ft 6in, Draught 5ft 6in.

Built Martin Heard 1990, replica Falmouth Working Boat. Flush deck - teak on grp - wooden spars, long keel with integral lead ballast, tiller steering. 5 berths, large cockpit, almost new cooker. 24hp 3 cyl. Yanmar, completely re-conditioned 1999. Sails in good condition. Autohelm, Corus nav. system for depth and speed, VHF radio. Lying ashore Tregartreath, S. Cornwall. Price £35,500.

Contact: John Cochrane, tel. 01993 878641, e-mail: cochrane@mailbox.co.uk.



SCO Mrs Elaine Barker, 19 Smith Street, London SW3 4EE, 3937

Mr A Field, 9 Anderson Drive, Newton Hill, Stonehaven, Kincardineshire AB39 3PW, 3959

12461
MOONSHINE

SOL Mr J Cottrell, 3 Prospect Villas, High St., Partridge Green, West Sussex RH13 8EN, 3938

CAM

Mr & Mrs D Hadnett, 2b Linden Ave., Old Basing, Basingstoke, Hants RG24 7HG, 3963

2477
GRAND DAY OUT

Mr Simon Horner, 4 Oakfield, 48 Redlands Road, Reading RG1 5HR, 3949

2465

Mr G Lawson, 51 Tollerford Road, Poole, Dorset BH17 9AQ, 3960

TARKA

Mr & Mrs M Matthew, Rodwell Manor, West Lambrook, South Petherton, Somerset TA13 5HA, 3954

1092
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Mr W Moran, 21 Spicers Hill, Totton, Southampton SO40 9ED, 3940

Mr T & Mrs N Munt, 12 Elm Lane, Calbourne, Isle of Wight PO30 4JS, 3968

SON SUFFIRE

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2452
LOUISA

Mr & Mrs Tutton, Woodlands, Billingham, Newport, Isle of Wight PO30 3HB, 3971

2467
BREEZE

Mr P Wilkinson, 3-5 Strand Street, Poole, Dorset BH15 1SB, 3941

1248
CORYPHEE

NOTICE BOARD

1. **ANNUAL SUBSCRIPTIONS** - Due to the excessive costs incurred by the Association in changing overseas cheques and money orders, the F&GP Committee will recommend to the next Association Committee that **all** payments for annual subscriptions shall be in sterling.

2. **AREA FUNDING** - This, as approved at the last AGM, still appears to be causing some confusion in certain areas. The President has stated that he will write to all Area Secretaries explaining the guidelines on what costs are appropriate for reimbursement and how to claim.

3. **MEMBERSHIP LIST** - 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. **WELCOME ABOARD** - In addition to name, address and boat name, this will now include the OGA membership number of all new members.

5. **OGA/VKSJ** - An exploratory meeting has taken place in Holland with the aim of closer co-operation and the provision of additional facilities for the members of both Associations. See Area Notes - Europe.

6. **IFOS** - Please see notice on page 8 re. the President's request for more volunteers at Portsmouth.

7. **NEW OPEN BOAT VENUES** - The President has been approached by two members with suggestions for new Open Boat events. The 2 sites under consideration are at Rutland Water and at Clywedog, near Llanilloes, Powis. More information in a later Log.

ANNUAL PHOTO COMPETITION 2001

18 Gaffers sent 50 entries to the Photo Competition. Not as many as last year, but the standard was again very good. On Sunday 18 March, the members of the Royal North of Ireland Y C had a good show of the photographs. Alison Lyons had put on an excellent display, with the help of John Stannage and Irene Aston. The judging was done by Gillian McCleave, wife of the Commodore of the RNIYC; Irene Aston, OGA member and previous winner of the competition; and Stephen Clarkson, BBC cameraman and owner of *Vilia*. They took thirty minutes to produce a result and the winners can be seen on the OGA Website or on the covers of Gaffers Log during the next year.



Competition judges - l to r:
Stephen Clarkson, Peter Lyons, Irene Aston, Gillian McCleave
Photo: unknown

In the Gaff Rigged Class the winner was Jane Jones, from Suffolk, with a lovely shot of one gaffer framed by another. Second was of *Alpha*, a Bristol Channel Pilot Cutter, at anchor in Scotland, taken by Fiona O'Neill from Northern Ireland. Third was Tony Pickering, from Medway & North Kent, with a shot of *Lily May* in Douarnenez.

In the General Sailing Category, the winner was a shot of *Shenandoah* sailing with other gaffers at Perth, Western Australia, taken by Patrick Reid, retired President of the OGA of WA. Second was a shot by Nicola Dixon, from the Isle of Man, taken at Douarnenez. Tony Pickering again picked up third prize with a picture of *Sallie* and *Sunbeam* in France.

I would like to thank all those who sent in their photographs. They are at present with George and Brenda Jago. When they are returned to me I will send those back to the owners who requested them. The winners will receive vouchers for a camera shop, to a total value of £250.

Don't forget to take your cameras along to this year's events. We need more photographs for next year's competition.

Peter Lyons

OGA WEBSITE

The OGA Website continues to go from strength to strength. The site promotes the OGA message all over the world, as well as acting as a method of gaffers being able to see what others are doing in their own and other areas. The site was recently reviewed in a Swiss sailing magazine "See Meile", with a picture of the site and some words in German to encourage the readers to visit.

Private (non commercial) adverts can be placed on the site by members free of charge - for boats, bits, crew, etc. Adverts placed on the Website can be accessed from all over the world. The Forum page is there for the views of members. Please use the site and send any info by e-mail to: gaffer.lyons@btinternet.com

remarkably recede, is little short of miraculous. If any seafarer plans a long distance passage and is in need of a talisman to ensure safe arrival, take Nicola.

The second half is described as 'A Practical Guide', presumably directed at readers starting from scratch, and as such seems a somewhat less than full brief. But if the wish is to emulate the author's experiences, any more information might spoil the adventure.

The book avoids addressing age as a relevant factor for such aspirations, but the way the story is told, with idyllic endings to virtually every passage, any student's gap year could easily become a gap lifetime!

Published in paperback by Seafarer Books, 102 Redwald Road, Rendlesham, Woodbridge, Suffolk IP12 2TE, ISBN 0 95381 802 0, price £6.95.

THE SCHOONER - Its Design and Development from 1600 to the Present - by David MacGregor

Reviewed by George Jago

This new publication of David MacGregor's book 'The Schooner' is a scholarly piece of research. Once again the story starts with our old friends the Dutch. The first recorded illustration of the schooner rig appears to be an ink drawing by the Dutch artist Rool, dated 1600. The English seem to have imported the idea before the century was out, as there is a painting of a schooner flying British colours of the day by the artist Van der Velde, who died by 1707.

The versatility of the rig lead to its expansion and use both Naval and commercial, and later in the world of yachting. When I was a boy, I became a believer when my father made a sailing model of a topsail schooner and took me to see the film "Captains Courageous". I have only sailed on a schooner twice, but it confirmed my view as to how attractive and adaptable the rig can be.

The book follows the development of a number of craft in various parts of the world. As with all healthy concepts, the variations are almost countless, hull design and size depending on use, with sail plans needing between two and six masts. The stories behind this wide variety of vessels must be infinite. The Americans seem to have made the most use of the schooner, although the UK, Europe and Scandinavia had large fleets engaged in coastal, fruit and fish trades. Line drawings of many of these vessels supporting technical explanations are well placed throughout the book, giving the reader the chance to follow the finer points of the writer's explanations.

'Yachts', chapter 12 states - 'When yachting first started in England, two masted gaff rigged vessels were used for pleasure craft'. In size and number, these yachts probably peaked before the start of the 1914-18 War - however the attraction is not lost even today. Our CNW Area enthusiast should find interest in this authoritative history of one of the world's most attractive types of sailing vessel.

Published in paperback by Chatham Publishing, 61 Frith Street, London W1V 5TA, ISBN 1 86176 165 1, RRP £14.95.

very useful original research and produced a readable little volume mainly about the yachts built at Gostelow's yard, with photographs of finished boats and rare ones of them under construction.

With all today's "Fashion Police" around getting worked up about "That's not a fishing boat, it's only a yacht" syndrome, it is interesting to note that Gostelow and his like just built "boats" in those days. Unless you had your own naval architect's drawings, basically you got the standard smack design and construction. The builder would take on board customer requests for minor items like cabin tops, but they would not like deviating from the basics. Gostelow, like many fishing boat builders, built boats to an evolved design, working on feedback from his fishing boat customers. He was also in advance of his time using machinery wherever possible in the building process.

Gostelow saw the need to diversify into yachts when the deep-sea fishing fleet went to Fleetwood after falling out with the local council. The inshore fleet was also in decline. After building the Eastern Fisheries bailiff boat *Witham* which had facilities for sleeping, he got the idea of smack yachts. *Privateer* (see "An Old Gaffers Tale" by the late Martin Eve) was one of the first of this new breed of vessels. Using the economies of standard fishing boat design and construction he was able to produce a 32ft boat for £115, which was cheap even in 1931. Word was out, and much more business came Gostelow's way for smack yachts like *Lillibullero*, *Northseaman* and *Eleanor*. The quality was good and strong, and soon even boat designers and naval architects were passing their work on to him. After Gostelow died, Tom Barkham took over the business, producing the *Sybella* in 1951, his last boat.

It is very good that someone has taken the trouble to ensure that at least this part of Boston's maritime heritage is not entirely forgotten.

Published in paperback by the author, 58 pp, price £11 (incl. p&p) from - 6 Ellough Road, Beccles, Suffolk NR34 7AE.

TRADE WIND HITCHERS - The Essential Guide to Crewing on Yachts - Britain to Venezuela - by Nicola Russell

Reviewed by Richard Walsh

It has to be said that this is something a little different. A front cover showing a blue water yacht sailing over a palm tree, a title including 'Hitcher', which in nautical parlance, according to Ansted's Dictionary of Sea Terms, means 'barge-pole, quant-pole or boat-hook', but here used with an entirely different meaning, sub-titled 'essential guide to crewing' and qualified 'Britain to Venezuela', would beg too many questions to ignore. Mindful of Seafarer Books good works, my interest was certainly aroused.

The first half of the book deals with the author's experiences afloat, ill prepared and certainly under funded. Having decided on impulse to leave her existing world behind, and spurred on by a casual glance at a library copy of a yachting magazine, she chose to sail around the world. Lack of any previous experience did not put Nicola off, nor, remarkably, the skippers with whom she shipped. This book is well worth reading for the first half alone. For those with yachting experience, her survival unscathed, despite the naivety with which she approaches her mission, and the potential pitfalls and disasters which rear up but then

The OGA Boat Register

As the topic of a Bermudan Register is up for discussion, consideration of the OGA Boat Register is timely. We can start from first principles by referring to our Rules -

Rule 2 - Objects, states:

The objects of the Association shall be to encourage interest in traditional gaff rig, to offer help and advice to members owning gaff rigged boats, and to organise annual races and rallies for gaff rigged boats in all areas where this is possible.

Rule 4 - Membership:

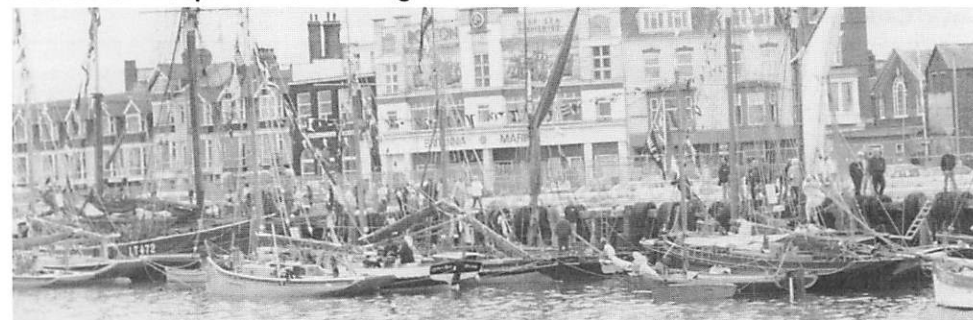
Membership shall be open to all owners of gaff rigged boats and to persons interested in gaff rig.

Whilst the organisation of races and rallies is the remit of our regions, an important central role is the maintenance of the Boat Register. The importance of this register is derived from the Objects, as it can both encourage interest and offer help and advice due to the wealth of detail that it can hold. There are in excess of 2500 boats registered, all of which add to the Association's sum of knowledge. The information that has been collected varies from the basic data requested on the registration form to one file that measures one inch thick. In order to give the credibility to the register that a resource with 2500 entries deserves we should all strive to keep it up to date with as much detail as possible.

As we in the OGA are about gaff rig I believe that the register should record details of the rig in addition to the history of the boat. This could help the Register to be of practical benefit to our fellow members. For example a record of whether the rig has evolved during the boats life and whether the modifications achieved their objectives can be of benefit to owners of similar boats. If those of us who have working boats and yachts, especially boats that were working without a big crew of paid hands, can record the fine detail of their boats original rig then the register can help and advise owners who sail short handed. We can if we wish be of value to the boat restoration and academic communities by facilitating access to the wealth of authentic original data that our boats represent. I hope that this development finds favour, and look forward to learning more about your boats.

The Association recognises the need to reissue the Membership and Boat List, and the March Log asked you to send in notification of changes. Many of you have sent information about changes to the Register, but even if you have not changed boat we would like to hear of anything that can bring your register entry up to date. Or if you have altered your rig's proportions I can provide a corrected handicap. To most of you your gaffer is a source of pleasure as a cruising or racing boat, and you do not seek anything more from her, but there may be something in her rig or her history that will help another member achieve their objectives through a complete register entry.

Nick Miller - Keeper of the Boat Register



Lowestoft Fish Fayre

Photo: Jon Wainwright



Portsmouth Profile

Photo: Editor

My thanks to all those members who have offered me their services for the International Festival of the Sea this year, as requested in the last issue of Gaffers Log.

I do however, **still need a few more volunteers** in order to reduce the duty times required from each person. Remember that accommodation will be available to those coming a distance and not on a boat, but I will need to book this very soon. The tasks which we will need to fulfil are as follows:

Events Office - Full time manning. I envisage 2 or 3 hour shifts on the four days in pairs.

Association Stand - Similar to above selling membership and regalia.

Open Boat Racing - Four persons with experience in this field to be committed to two afternoons in pairs. Racing up the harbour and involving crews from foreign ships.

Rowing Events - This is popular, great fun and involves teams from ships and the three services. Six persons needed in two groups of three doing two half days each.

Gaffers Race - The Solent area race officers have agreed to cover this.

Classics Race - Again covered by Solent area.

Motor Boat Event - This will require one or two persons spread over three days.

It may be that some people will be prepared to be flexible and do a stint on a stand or a desk as well as helping with the racing, we need you but do not wish to make the experience hard work - it should be fun, as it was last time! Any member anywhere who thinks they could give a little time, if you are there in a boat or not, please get in touch with me on 01797 223040, or write and let me know your preference.

David Cade

RNLI Station, Burnham on Crouch

30 April 2001

Dear George

May I, through your pages, thank everyone who kindly replied to my query in the March Log regarding the boat being launched at Shuttlewoods yard. The general opinion seems to be that it was a boat called *Unity*, which is thought to now be on the River Medway. If the owner would like to contact me, I would be pleased to give him the photograph.

Tony Glaze

improving the lot of fisherman. Fortunately for us in 2001, we all have a chance to obtain this very fine publication about one of our most taken for granted basic foods and the industry by which it is obtained.

Published in hardback by Chatham Publishing, 61 Frith Street, London W1V 5TA, ISBN 1 86176 124 4, RRP £35.

SHIPS AND SEAMANSHIP - The Maritime Prints of J J Baugean - Text by John Harland

Reviewed by Richard Woodman

We rely upon relatively few artists for images of the maritime world before the advent of the camera. Those who practised during the culmination of the naval wars between Britain and France in the period 1793 - 1814 enjoyed a vast array of subject matter, although most were concerned with ship portraits, grand seascapes, or formal pictures of naval actions. These were commissioned by naval officers, ship-owners and individual masters, or were designed with an eye for the popular print market. They were almost universally splendid and inspiring works, and often included detail, reflecting the rigour imposed by the purchaser.

During this climatic period the French artist Jean-Jérôme Baugean set out to record not just the grand and specific, but the mundane aspects of the busy maritime scene. His plates range from representations of the contending ships of the line, by way of obscure ship-types such as the designated troop transport of the day, to the meanest coasters and harbour craft, all set within their proper context. As must be expected of a Frenchman of the period, Baugean was anti-British, but this provides the British reader with unfamiliar images of the Napoleonic French Navy as well as pictures of the coastal craft of the Mediterranean.

Little is known of Baugean's life, but he found favour with King Louis XVIII, restored to the throne of France after the fall of Napoleon. The legacy Baugean has left, however, is a wonderful collection of plates, depicting vessels in all manner of situations. This volume faithfully reproduces over 190 of them, accompanied by an authoritative text by John Harland, himself an expert on square-rig seamanship.

Chatham Publishing are to be congratulated for so faithfully replicating Baugean's original work at a price that would not today secure a single original. "Ships and Seamanship" is a beautiful and valuable addition to the ship lover's personal archive.

Published in hardback by Chatham Publishing, 61 Frith Street, London W1V 5TA, 208pp, ISBN 1 86176 143 0, price £40.

GAFF RIGGED OUT OF BOSTON - by S R Wright

Reviewed by Jon Wainwright

Whilst, with a few notable exceptions, there has been plenty written about working boats and the yards which built them, there is a dearth of material on the traditionally built smack yachts and yachts which were built alongside them. Shaun Wright has undertaken some

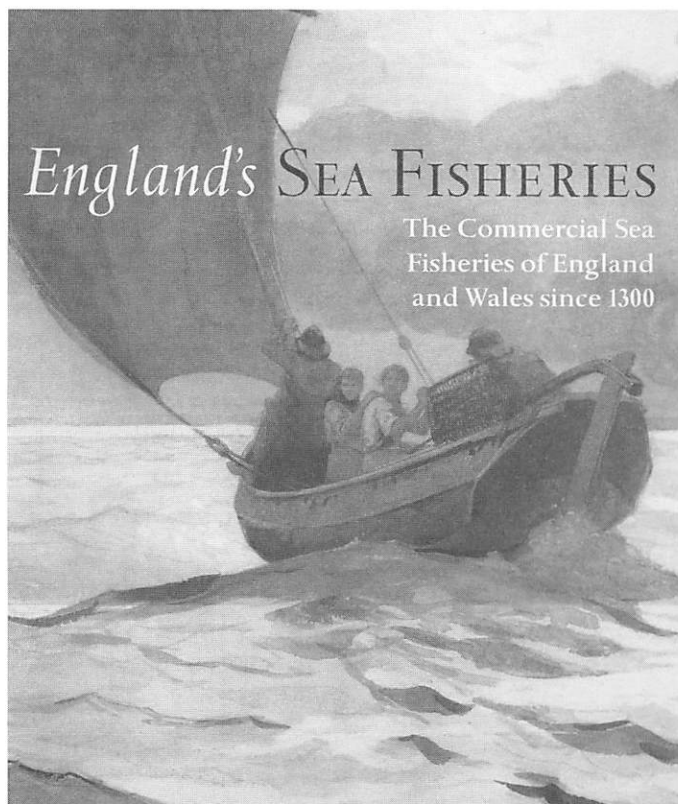
Reviewed by George Jago

It is perhaps a strange way to open a review, but I do not know where to start. This is one of the most comprehensive histories of sea fishing around our shores that I have had the pleasure of handling. It is a most detailed account of the British fishing industry from 1300 to the present day, with twenty six pages of chapter by chapter detailed references at the end of the book for the reader to take further any particular aspect if he so wishes. You cannot do justice to a book such as this in a book review, when each page tells you just how much research and effort has gone into its production.

Fish has formed an important part of our diet for the inhabitants of the UK from the very earliest

times. One man, Richard Doughty, with the support at the time of North East Lincolnshire Council, set up what was intended to be a National Fishing Heritage Centre (NFHC) at Grimsby, with the aim of providing a permanent home for the record of this industry. This book is the product of the NFHC and the Maritime Histories Centre at the University of Hull, and what an outstanding success it is. NFHC took its subject very conscientiously and, when I was acting for Heritage Afloat, in conjunction with the Ministry of Agriculture, Fisheries and Food (MAFF), they accepted the role of custodian and leaser of vessels saved from the decommissioning scheme. It is good to be able, in another way, to say thank you. Alas, this facility, for various reasons, is now no longer available.

Such is the strength of this book that it brings home the very real story of the UK fishing industry. A story which, in this micro chip and supermarket world now appears to count for so little, unless stocks run short on the shelves! This was not always the case. In 1883 there was public interest in a Fisheries Exhibition held in London at South Kensington. Social and spiritual welfare was also a concern to Victorian Britain. In 1887 and 1889, the Queen accepted books dedicated to her by the Mission to Deep Sea Fisherman, about



6 Stuart Close, Stubbington
Fareham, Hants PO14 2PD

Gaffers Log

28 February 2001

Dear Sir

I was pleased to get the March Gaffers Log, which is very interesting. I think the Editor might have the wrong caption on his photograph, or at least it cannot be 1935. In that year my father was in the crew on *Britannia* and by that time all the "big class" had converted to bermudian. The four *Shamrock* challengers for the Americas Cup had all been broken up (see "Famous Yachts" by John Scott Hughes, 1928, Methuen) and the surviving *Shamrock* was the old 23 metre yacht built in 1908. Then *Shamrock V* was built in 1930 for Lipton's final challenge. She was the first to the J Class rule so her sail number was 'J' over 'K3'. The 23 metre was just '3'. *Velsheda* was 'J' over 'K7'. Both J's were bermudian rigged.

So I think that George Jago's picture might be the two 23 metres *Shamrock* and *White Heather*, which were famous adversaries under their skippers Fred Mountfield and Sycamore. Built in 1908 and 1907, by 1927 *White Heather* had 107 wins against *Shamrock's* 104. The year would be 1925. Then the rigs and length of bowsprits would be about right, as would the hull colours.

Yours sincerely

Roy Rolf

P.S. Beken's book "Beken of Cowes", Volume 2, has a photo of *Britannia*, *Velsheda*, *Westward* and *Shamrock V* on pages 68-69. The date is probably 1934.

1 Maple Avenue, Alsager
Stoke on Trent ST7 2Q

8 March 2001

Hi George and Brenda

We are back now!! (from the Antarctic). Not happy to be back; want to go again. Experienced a full hurricane off Cape Horn - hairy!!

Thanks for the Gaffers Logs. I have a query for George. Surely *Velsheda* was built as a Bermudan J class and never was a gaffer. If the yacht in your photo is K7 (can't tell in the Log) she may be *White Heather II* before she was converted to J class. Stevenson then used her mast and keel to create *Velsheda*. If it is *White Heather II*, the photo must date before 1931.

Just thought I'd pick a few nits.

Pete Farrer

My sincere thanks to Roy Rolf and Pete Farrer for putting me right on this matter. I hereby eat humble pie! The one saving grace of this error is that it reveals the interesting information that we have a member whose father sailed on 'Britannia'. Maybe we will have some more! Editor.

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

Editor, Gaffers Log

8 March 2001

Dear George

OGA RATINGS

Having read some criticism of our rating system, I would like to make a few comments for inclusion in the Gaffers Log.

1. The OGA system, although fairly crude, is remarkably successful for measuring and comparing different gaffers. Having worked out the handicaps for about 70 gaffers in the West Country, we find that the results achieved are remarkably close between those boats racing with good sails and skilful helmsmen. When competing in a race, owners of such varying vessels seek a reliable means of handicapping, so that elapsed time can be adjusted to suit yachts of differing size and sail area.

2. There is often a danger that Gaffers which are not set up for optimum performance in terms of rig, sails, equipment and general boat tune, are the ones that complain about their OGA handicap! The reality is that if shortcomings are dealt with, the handicap is reasonably accurate.

3. There are a small number of lightweight planing hulls beginning to appear, which should be appropriately penalised. Also, certain new boats have a modern yacht underwater profile. I have no problem with this, where the yacht is gaff-rigged, providing there is a mechanism in our OGA rating formula to handle these design characteristics and increase the rating accordingly.

4. There is one important change that I would make and this is to do with encouraging the use of topsails and imposing some penalty for the use of a chute or asymmetric off-wind sail. The OGA handicap system measures total topsail area in the same way as other fore and aft sails. However, a boat carrying a chute or off-wind sail, sometimes with substantially increased sail area, will be able to use this without it being measured at all - i.e. it comes within the headsail measurement. I suggest that some penalty should be worked out for the use of a chute, so that any Gaffer carrying one should experience a negative effect on the handicap (thus increasing it). However, in order to give encouragement for the use of topsails, which require considerable knowledge, effort and extra gear, I suggest that only a proportion of the topsail area should be built in to the handicap. This would have a positive effect, thus reducing the handicap. The above idea is not an original one and has been mentioned to me by a number of competing skippers. The object would be to reduce the benefit of expensive go-fast chutes and to reward the owner who is prepared to set a topsail.

5. Finally, under no circumstances should we have Bermudan rig craft rated to race against Gaffers in the same race. These are the very boats that will fly spinnakers, have efficient upwind sails and can have minimal underwater profiles. This type of yacht should be rated using current Bermudan rating rules. Our opinion on this matter in the West Country is that no attempt should be made to integrate bermudan yachts and race them with Gaffers, trying to use the OGA handicapping system. It won't work and it will certainly be disapproved by Gaffers competing in the same event.

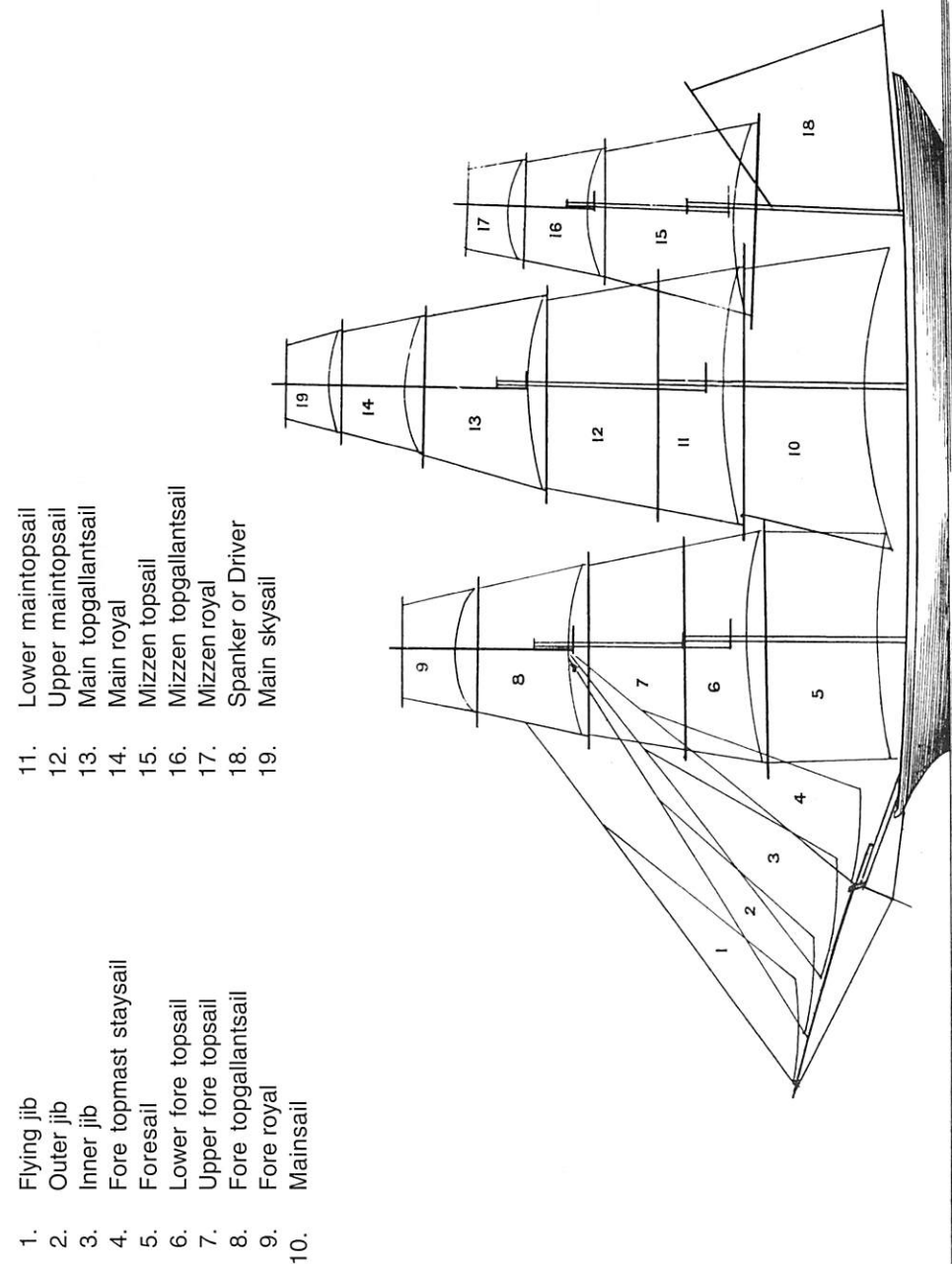
Kind regards

Yours sincerely

Mike Lucas

END PIECE FOR IFOS

or do you know your sails on a full-rigged ship?



WESTERN AUSTRALIA

SOUTH AUSTRALIAN WOODEN BOAT FESTIVAL - GOOLWA

Once again an OGA (WA) member has taken off one of the top prizes at this Festival. Clive Jarman, his kyack *Maid of Pligh* rigged with a lugsail, won the Doug Jolley Perpetual Trophy "Best Overall Competition". In the last three bi-annual Festivals, a Western Australian craft has twice taken out this award - *Karina* in 1997 and now *Maid of Pligh* in 2001. Congratulations to Clive - not only is the craft judged, but the overall input of craft and its skipper throughout the three days of the Festival. There were 200 entries, with competition from all over Australia.

AUSTRALIA DAY COASTING & CHAMPAGNE BREAKFAST - ROCKINGHAM - 26 JANUARY 2001

About twenty members and friends enjoyed a great weekend. Once again this event was one of the highlights on our calendar - what an ideal venue this Cruising Club hardstanding presents us. Sunday morning steered for Garden Island for lunch. At this event, Shirley and Wally Cook were presented with the Australia Day Trophy for 'Outstanding Service as Office Bearers'

OLD GAFFERS INTERNATIONAL PAINT REGATTA - 11 FEBRUARY 2001

What a contrast to the Regatta 2000 were the sailing conditions on the Swan River! A strong and gusting southwesterly made the Regatta 2001 a challenge for the smaller boats. *Eclipse* (C Bowman) headed *Hero* (John Leggo) to the finishing line to claim "The Fastest Gaffer on the Swan" Trophy by 15 seconds. *Marie* chased these two Couta boats to the line. The 1st Canning Sea Scout Troop entry *Tawa ni Kirabati* 7, a Pacific Island sailing canoe, crewed by Sea Scouts, crossed the finishing line 13 minutes ahead of *Wyndham*, taking out the President's Trophy for the fastest in "B" Fleet. *Tawa ni Kirabati* was also presented with the Doug Rickman perpetual Trophy

for the first boat crewed by youth to cross the finish line. An award for rowing/paddling would have been in order - several had that sinking feeling. Out of 19 entrants, 7 retired and 12 finished.

I have two thoughts, which to my mind are connected. One is about the Boat Archive, which I have been endeavouring to maintain, and the other is about getting young people sailing Gaffers. At the recent Regatta 2001, Pelican Point Sea Scouts and the Canning Sea Scouts made up 25% of the sailing crafts, whilst gaffers *Eclipse*, *Tarpot* and *Karina* had young sailors aboard as crew. When I said the Archive and young people are connected, the consideration is whether there will be anyone in the next generation to appreciate the Archive, unless we make the effort to get them interested in our boats now!

This is my last newsletter as Editor, having produced it for six years. Mike Igglesden has been handed the tiller.

Shirley Cook - Secretary, OGA of WA

NORTH EAST

Preparations are well in hand for the OGA meeting at Hartlepool June 23/24. Please contact Richard Montgomery for details.

If you can contact me by e-mail (monti@compaqnet.co.uk) so much the better because information distribution costs are reduced and it's quicker. Please contact me even if you can't come so I can put your name and e-mail address in my address book.

No-one has yet contacted me with any interest in a meeting on the Tyne or in Blythe. Last years social meeting on the Tyne had quite a low attendance, so unless YOU contact me if you are interested, it won't happen.

Look forward to seeing you at Hartlepool and elsewhere this summer.

Richard Montgomery

Port View, New Road
Mistley, Essex CO11 2AE

30 April 2001



ADELLE

Photo: C. Robbins



A 30 square metre - SILHOUETTE - R.S.A.Y.S.

Photo: Editor's collection

Dear George

Bermudan Register

Whilst the anxiety being expressed by some of your correspondents is understandable, I would say from my experience of over ten years running a Classic Boat Festival, that there is nothing to worry about. Some members who have not been actively involved with the OGA for a few years may be forgiven for thinking this is a centralist inspired initiative to build up membership numbers, but actually that's not where it all started.

There have always been a number of OGA members who have had classic Bermudan boats. Shotley is often misquoted, by those who should know better, as the first OGA event where Bermudan boats were involved, but that is not the case. Shotley was an opportunity where existing OGA and Sailing Barge events were combined to create the Classic Boat festival. It was also an opportunity to involve our friends and members with Bermudan classics, as it was not the official Area Old Gaffers Race. That was in 1989. I can honestly say, after scores of races, cruises and social events, there is not a problem. Until Mike Burn and Robert Simper emerged in print, all the comments I had received from OGA participants with wooden gaffers were along the lines that they had as much affinity with classic wooden Bermudan boats as they did with grp gaffers. The classic Bermudan is maintaining a tradition in boat building construction, the grp gaffer is maintaining a tradition of rig.

Sailing together is no problem. I can recall you crewing on *Adelle*, a 21/2 ton Blackwater Sloop, competing against, and just beating *Korybant*, a 30 square metre. Ron Valent talked about the VKSJ European Challenge Cup - gaff riggers *Deva*, *Maryll* and *Snippet* have all featured in the silverware. A gaff rigged working boat (*Bona*) won the Victor Ludorum Trophy at the 2000 East Coast Classics.

The social side has been the biggest eye-opener for me however, and the real engine behind officialising the Bermudan situation. We have found the chaps with Bermudan classics are just like us - mad! They've joined the party wholeheartedly, they are our friends. If Messrs Burn and Simper (who incidentally have partaken in the occasional Classic Boat Rally at Shotley and Southwold) had witnessed the nearby (for them) exceptionally well attended East Coast AGM at Woolverstone which discussed the Bermudan situation, they would have seen what I mean. There was not one dissenting voice, we know what we want to do, the question is how. We put forward a motion for Central, but found it was not necessary, because most of the other areas had independently come to the same conclusion.

The Old Gaffers as we have known it since 1963 is still very much alive. Gaff riggers are racing for the same prizes as they did. Bermudans race for their own prizes. At the holy of holies, the East Coast Old Gaffers Race, there will only be gaff riggers competing for gaff prizes, but a few minutes later VKSJ Mersea Classics Race starts, on the same course, with same instructions and going to the same party afterwards.

Our President wisely refers to the issue as the "Bermudan Register" because that is the only significant constitutional addition to what we have had in the past. How we look after our members (existing and future) with Bermudan boats is the practical issue. There is quite a body of opinion favouring the OGA acting as an "umbrella" to a separate Bermudan chapter or club within a club, for example. So the Bermudan owner would be joining an appropriately named classics club (e.g. UK VKSJ), but he/she would be paying the OGA sub. And be part of the OGA "Party". Which is where we started.

I really am very excited at the prospect. It will do the OGA a tremendous power of good.

Yours sincerely

Jon Wainwright

4 Knockdene, Bangor
Co Down BT20 4UZ

29 April 2001

Dear George

I was disappointed to read the comments by Michael Burn about the inclusion of Bermudan rigged boats in some form to the OGA debate. I am a gaffer that works to see gaff rig being seen in the best light possible. Michael talks about cars. I believe that there are many more old cars in this world than old wooden boats. The argument about dates and qualification for inclusion in a special sort of Association, for me this does not apply. Old wooden boats are too thin on the ground and too hard to move into one place for regular meetings.

I have owned an old wooden boat now for 6 years. Built in 1939, it is gaff rigged. I sail regularly with another old wooden boat that is 3 years older than my boat. It was built in Harland and Wolf Shipyard in 1936. It is Bermudan rigged and always has been. The people who sail this Bermudan boat are of a like mind to myself, they are true gaffers, attending more meetings and events than some of our gaffers who sail gaff rigged boats. If we adopt the suggested date of the end of the last war as a cut

to say the meeting went down so well and we had such a good time, both in the restaurant and the hotel bar, that for the life of me I do not remember what we discussed.....just kidding George.

It was a long and fruitful talk where a large number of subjects were dealt with. Both our Associations have massed a wealth of experience and knowledge in their particular niche of the traditional boat scene and all we have to do now is make that available to each other. When you look at it, the OGA and VKSJ are actually very like-minded; we both sail traditional boats and yachts which are mainly, but not necessarily, made of wood. To keep this piece short, I will have to simplify a bit, so please do not feel offended if I leave out some of the finer nuances of the membership criteria of both organisations. The only real difference up to now has been that the VKSJ was both for Gaff and Bermudan, while the OGA was solely for Gaff. The VKSJ has defined their membership to solely traditional (Klassiek) boats whereas the OGA defined it more or less solely by looking at a traditional rig (gaff). Both these criteria are at the moment undergoing some finer tuning. The VKSJ is now quite busy putting to paper what we have been doing by gut feeling for nearly 20 years; a clear and defined membership description. The word 'traditional' means different things to different people and that was where we were encountering more and more problems of late. The OGA Committee is considering a Register of Bermudan boats owned by members. The OGA also feel that there is a need among the hundreds of beautiful traditional wooden Bermudan rigged classics in GB to belong somewhere. I think both our organisations will emerge stronger and more powerful from this piece of evolution. Stronger because our whole existence will be further justified. More powerful because in this time when European Legislation is looking more and more at conjuring up rules that may endanger our hobby, having more people behind you as an organised body makes you a force that needs to be listened to.

Back to the meeting - In the following

editions of Gaffers Log I will elaborate more on the subjects dealt with. For now I think it will suffice just to sum them up.

- * The idea of crew interchange has been well received and is seen by both boards as a good way to bring our organisations closer together, at the same time offering more to our members.

- * Handicapping experiences in both organisations are to be compared, whereby the idea is, if possible, to come to a mutual system used by both organisations which is also fair to all sorts of craft, both Gaff and Bermudan.

- * Historically interesting information stored in our respective archives could be made available to each other.

- * My role as liaison person between the two organisations is to be extended whereby I will be expected to ensure that information that is interesting to members of both organisations will be publicised in both our magazines.

- * Gaff members of the VKSJ are to be approached and their interest polled in receiving the Gaffers Log.

- * The next step, once the OGA-VKSJ link is up and running is to seek contact on this level with other Europeans, probably starting with the German Freundeskreis.

- * The most important subject discussed was how the VKSJ defines a classic boat. This is a long, complex, but at the moment reasonably transparent description, that may be of help to the OGA in their Bermudan adventures. I will translate this and publicise it in the next Gaffers Log.

- * All further meetings are to be non-alcoholic.

The next get-together will be in England, some time this summer. Hopefully David Cade will by then have sorted out his plumbing and have his fleet in sailing condition, as I think Cowes during the America's Cup Jubilee would be a nice venue.

Ron Valent - European Liaison

to: Classic Malts Cruise, United Distilleries & Vintners, 1a Wimpole Street, London W1M 8DM; or e-mail: cmcruise@udv.com - or for more information feel free to contact me on tel. 07721 626801, or e-mail: Stephen@pointy1.com

Stephen Clarkson

EUROPE

The OVAGKSJ, or freely translated, the Old Club (Vereniging) and Association for Classic (Klassiek) and Gaffered Sharp (Scherpe) Yachts (Jachten).

I think it was way back in 1988 or 1989 that I first spoke to George and Brenda Jago. The VKSJ were gearing up to host the 1989 Dutch Classic Yacht Regatta and we were interested in the OGA's experiences organising larger events for classic boats and of course we really wanted some British boats to come across as well. We naturally also discussed further ways in

which the OGA and the VKSJ could co-operate. Unofficially, that is what we then proceeded to do for the next 12 years with, generally speaking, good results. The cross-fertilisation of boats and information was always reasonably successful, but on both sides of the pond there was a growing feeling that a more structured approach was needed. That has now been set in motion with, on the one hand, the OGA considering a Bermudan Register of members and on the other, with official high level talks between the two boards. The first meeting took place here in Haarlem a few weeks ago, where I was present as OGA European Liaison and ex-VKSJ Vice Chairman. Also at the meeting were Jack Leisink, VKSJ President; VKSJ Committee members Gisone and Upp; George Jago, representing OGA President David Cade, who was unfortunately unable to attend; and Jon Wainwright, OGA East Coast Area Secretary. I was asked to make a summary of the subjects we discussed, but I am sorry



Dutch Classic Yacht Regatta, Hellevoetsluis

Photo: editor

off date for gaffers, what happens to the Shrimpers, Crabbers and so on? Do we exclude these gaff rigged boats? If we adopt the attitude of Michael Burn and exclude these people and others like them, I think the OGA will be a poorer organisation.

I live in Northern Ireland, fairly remote from London. I have attended the OGA AGM every year since Michael Burn stood down as Hon. Sec. This involves a complete weekend away from home, as the meeting cannot be done in a day. In 1999, there were more Irish gaffers at the AGM than there were gaffers from other areas in attendance. This debate about the Bermudan boats has been going on now at the AGM for some considerable time. Perhaps if Michael Burn (and others who have an opinion) was able to attend the AGM once a year, approximately 1 hour away from his home, he would know that the intention is not to dilute the ideals of the OGA, but to enhance it by encouraging other members with similar traditionalist views to join and swell the numbers.

I sail my gaffer in the appropriate class at regattas. Bermudan boats sail in their class. I joined the OGA in 1989 and have had lots of fun with the members since then. Some of these members sail Bermudan boats, but their hearts are in the right place. About ten of those members, over the years, either changed to gaff rigged boats or converted from Bermudan to gaff. If they had not been welcomed in the first place, we would have lost their support.

Peter Lyons

Old Fovant House, High Street, Fovant
Salisbury, Wiltshire SP3 5JL

George Jago

8 April 2001

Dear Editor

I write, with some trepidation as a very new member, on the 'thorny' subject of 'classics' and the build date issue raised by Michael Burns in the March edition of Gaffers Log.

Rightly, in my view, David Cade stresses that the OGA is all about the rig. What hull, or how that hull is constructed, is not really relevant to those who have chosen the gaff rig for its own characteristics. And surely that is what the OGA is all about.

Of course we would all like to own a true vintage boat circa 1900 but, as they say, 'God is not making them anymore'. Instead we can still experience the real joy of a gaffer by choosing one of the more recent examples - like my own superb Heard 28 - which embodies all that is best in the type, and with its GRP hull allows me to sail far harder and more often instead of scraping and caulking. The Heard rig is true to the traditions of the type and that is good enough for me.

If we wish to differentiate in races then it is very simple to set out the various classes or ages covered by a particular prize. The XOD Class - and that is my other boat - do this very easily with designated prizes for the older boats at Cowes. Let us not get bogged down in arguments over who built boats with 'integrity' before 1939, or what equipment can, or cannot, be fitted. The old boat builders produced just as many disasters as their modern day counterparts. If the rig is a true gaff then that should be enough. The members will soon spot the bogus intruder.

As for hydraulic brakes! - I have not even found the handbrake on the Heard yet. And as for the odd winch to help an old duffer like me get the gaff up, 'what winch' said Martin Heard when I enquired!!

Yours faithfully

Geoffrey Ransby

44 Innisfayle Park
Bangor, Co Down

2 May 2001

Dear Editor

There seems to be much discussion at the moment regarding what boats should and what boats should not be allowed to participate in events organised by the OGA. As the organisation was formed to 'preserve and promote the gaff rig', I believe that is what it should be doing. By letting vessels sporting other rigs into OGA events takes away from what the OGA is trying to achieve (I think).

I am a realist however and with the relatively small number of gaff rigged vessels around, it would be silly to totally exclude Bermudan rigged yachts if they can be considered to be a 'classic' - but what is a classic yacht? In the Northern Ireland Area, the definition of a so-called Classic yacht is simple - one that is made of wood and has a long keel - so a few of these at a traditional sail event would not look completely out of place and also helps the uneducated onlooker to tell the difference when they see the two different types sailing together. I realise that this slightly compromises the aims of the OGA but as long as this is as far as it goes I can't see a problem.

In Northern Ireland I, and several other OGA members, believe that we have a problem, with a fibreglass imitation Folkboat being admitted to our events on at least three different occasions. I have nothing against grp Folkboats and I certainly have nothing against its owner, who has been a regular supporter of OGA events over the years and is a fine upstanding chap, but I don't think his boat, or any boat like it, should be allowed to become part of the spectacle, as I believe that the currency is being cheapened by admitting any grp yacht to an OGA event. It also opens the way for other owners of non-wooden, non gaff rigged boats to try and gain entry. It is a pity that no-one in the NIOGA has informed this gentleman that his boat is not permitted to participate in local events as it comes outside the criteria of what they consider to be a classic yacht.

Finally, I wonder why I should continue to make the effort to maintain my 91 year old gaff sloop when it seems that I would be allowed to appear at an OGA event in Northern Ireland in any ugly old pile of plastic. Well before writing this letter I would!

Stephen Clarkson - *Vilia*

C/o 21 The Avenue, Brockham
Betchworth, Surrey RH3 7EN

Written from - Freemans Bay, English Harbour
Antigua, West Indies

24 March 2001

Dear Editor

I always enjoy the Gaffers Log, not least because it usually provides food for thought, and December 2000 issue was no exception.

"Hear, hear!" to Bill Robinson's thoughts on handicapping. We must not forget that - "Since handicap racing cannot be taken seriously, then it should be enjoyed as an interesting sail in company with some friends, with good photographic opportunities". Exactly. Bill's other letter about curly Dutch gaffs is a theory I've not heard before. The gaff being laminated and held together with leather thongs, it would act as a leaf spring to take the shock loads. If they had wanted it rigid, they would have used rivets. Maybe it's even made straight when new and ends up curly after some sailing, for that is the shape it would become, if you study the loads on it. It is also a very efficient shape aerodynamically for the head of the sail and the Dutch have been sailing longer than many of us.

But Doug Carrick should not denigrate the long splice, for where would gaffers and sailing ships be

CLASSIC MALTS CRUISE - 14/28 July



ALPHA, EDA FRANDSEN & VILIA

Photo: C. Spreiter

Now in its ninth year, the CLASSIC MALTS CRUISE has become a hugely successful event in Scotland's sailing calendar. United by a passion for sailing, scenery and single malt whisky, crews embark on a 200 mile voyage through the Inner Hebrides, choosing their own route from Oban to Skye, and back south to Islay, calling in at the Classic Malts distilleries along the way. Last year's Millennium Cruise attracted an unprecedented 167 yachts to Talisker, the home crowd being joined by a considerable Irish contingent and even some boats from across the Atlantic. Hospitality offered by the coastal distilleries of Oban, Talisker and Lagavulin provides the social focus for a relaxed fortnight of cruising. Built before roads, and therefore totally dependant on sea transport, the distillery sites were chosen with great care. The same sheltered anchorages which once

protected the coasters, now offers gaffers and plastic fantastics the same safe haven. The event is open to all who wish to join.

This year the organisers, Guinness UDV, are hoping for an increased contingent of 'Classic' boats to come and join the cruise. My 1910 gaff sloop *Vilia* will be making her fourth foray across the Irish Sea to the West Coast to take in the scenery, pose for the cameras and sample the generous hospitality provided at each of the three participating distilleries. The shore side activities will include barbecues, great music and dancing and, of course, the opportunity to meet those whose lives are spent making Scotland's Classic Malts.

This year the dates are - Oban 14 July, Talisker (Isle of Skye) 19/20 July, and Lagavulin (Isle of Islay) 27 July. Anyone interested in joining in the fun should write

raised the amazing sum of over £2,000!

Some progress was being made on building the Gig in NIACRO's Enniskillen premises. John Kerr, our old friend and mentor from Wales who constructed *Integrité* and who was arguably the moving force behind Atlantic Challenge in the UK, came to Enniskillen some time back and prepared the loftings and building frames. Building work halted during the winter after the NIACRO shipwright left to take up employment elsewhere. Our attempts to secure a replacement have, so far, been unsuccessful, but we are hopeful that an experienced shipwright who worked on building the *Dunbrodie* in New Ross will start work for us very soon.

Planning is well under way for our first big Gig gathering on Lough Neagh at Antrim Boat Club from 3-5 August 2001. All the Gigs from the UK, Republic of Ireland and France have been invited and we are confident that there will be at least four and probably more Gigs competing on the water. Sadly, it seems that our boat won't be ready in time. All NIOGA, and any other members are encouraged to come along and witness this spectacle - you will be sure of a warm welcome.

Peter Lyons - NI Area President

Obituary Note -

We have just heard that John Kerr, the moving force behind the Gig project, sadly died in the week after Easter. The OGA offer their condolences to his wife Jane. Editor.

SCOTLAND

Although we are currently without official representation in Scotland, we have received the following information concerning two events due to take place there this summer. Editor.

PORTPATRICK BOAT FESTIVAL - 29 June/ 1 July

Portpatrick is a picturesque harbour village tucked into a dent in the cliffs of the Rhins of Galloway peninsula in South West

Scotland. It is only 22 miles from Donaghadee in Northern Ireland and for centuries ferries operated between the two ports on what was the shortest sea route between Great Britain and Ireland. In the age of sail and steam, trade was brisk between Portpatrick and many sea ports in Ireland, England, Wales and the Isle of Man. For many years, Portpatrick was a kind of Gretna Green for Irish couples who wanted to marry under the flexible Scots marriage laws.

With such a setting and history the village has been crying out to be the venue for a maritime event of some sort. This year it will be. The PORTPATRICK BOAT FESTIVAL will take place from 29 June to 1 July. All boats are welcome but interesting boats of various kinds, particularly traditional and older vessels are invited to register as guest boats and enjoy the benefits of registration - free crew reception and buffet, free mooring, souvenir boat plaque and more. There will be traditional music, shanty singing, a maritime exhibition, street theatre, children's entertainment, stalls, boat jumble, etc. and seafood in the restaurants and pubs. Visitors are expected from all around the Irish Sea and further afield and the craic should be grand.

The Portpatrick Boat Festival will take its place among a number of established nautical events around the Irish Sea. Bangor Traditional Sail, Galway Hookers Festival, Portaferry and Peel Traditional Boat Weekend (*see Events List*) form a circuit on which distances are relatively short, making it eminently practical to visit several events, even if it means leaving the boat during the week.

For further information about the Portpatrick Boat Festival and Guest Boat registration forms, please contact me on tel. 01776 702151 ext. 61344, or e-mail: glenmu@dumgal.gov.uk

Happy sailing!

Glen Murray - (Convenor, Portpatrick Events)

without it? It has allowed countless people to go sailing, not to mention sailing ships make port safely, who could not afford a whole new length of line just because of a bit of chafe at one spot. In fact I always use 3 strand rope in preference to braid, simply because long and other splices can easily be used to prolong its useful life. I don't like to contemplate how many long splices there are currently in *Wylo II's* running rigging, even after her recent major refit, but at least there are none anymore in the wire standing rigging, as it has practically all been replaced. I hear a few shudders there, but you will find wire and rope long splices in tomes on ropework like Ashleys, and I have to say that I cannot ever recall one pulling out, in, er, rather a lot of ocean miles. I wouldn't call that 'sub-standard'.

Finally, I must applaud the friendly welcome cruising a gaffer produces on arrival in almost any foreign port. This has happened to me recently in The Gambia, West Africa, and most recently here in Antigua. After 22 days single-handed from The Gambia, I sailed into Freemans Bay here among a mass of bermudan rigged plastic yachts and one green gaff cutter. The only response from the mass of yachts was one chap who asked if I needed help. Well I guess that's a matter of opinion.....but it wasn't the time to discuss it.....when from the green gaffer came "come and have a drink.....dinner.....rum.....Bill Robinson said you might turn up". So thank you Tom and all the crew of *Kobbe* of Fowey, for the lovely welcome, and Bill, and the world of cruising gaffers which brought us together. Long live the OGA!

Fair winds and safe anchorages.

Nick Skeates

39 Oak Road, Rochford
Essex SS4 1NS

4 March 2001

Dear George

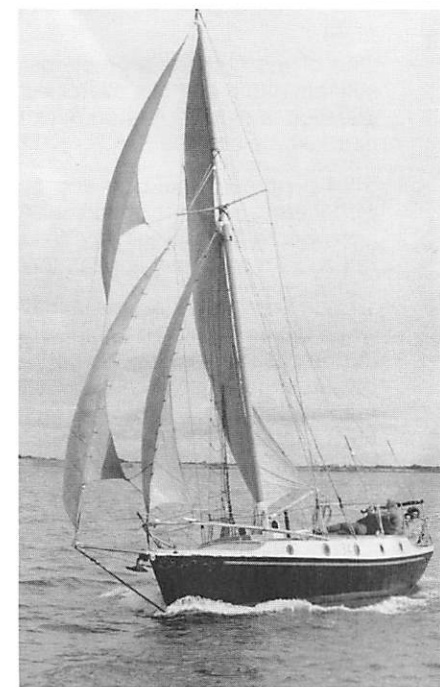
The vessel being launched from Frank Shuttlewood's shed in the photograph on page 17 of the latest Gaffers Log may possibly be the *Unity*.

She would have been built around that time and was one of the last, if not the last, working boats built by Frank. Of course, I'm not old enough to remember her launch, but I do remember her being at Paglesham for repairs some time in the early 1960's and she had the same bawley-type stern. I think she was owned at Leigh. Although her hull was more shapely than the usual motor cocklers, I don't think she was ever rigged for sailing. No doubt there were some other fishing boats built at Paglesham with similar shape, so my identification could easily be wrong.

As you no doubt remember, the bar of the "Plough & Sail" used to display a big collection of similar photographs of all the boats launched at Paglesham, going back to before the war, but nobody seems to know what happened to these when the pub was re-vamped some years ago. If they could be located they would form a valuable archive.

With all best regards

Ivor Jones



WYLO II

Photo: John Denner

WHAT'S IN A NAME

One of the numerous problems faced by the builder of a new boat is the question of a suitable name and this exercised our minds ever since the project began. That the boat in question is only 19 feet on deck does not minimise the heart-searching and agonising that has taken place.

That a name should be appropriate is self-evident - the first boat I built was named *Scheherezade*, after spending 'A Thousand and One Nights' in the garage - but what is appropriate for a small wooden gaff cutter, whose form was chosen for its dependability rather than aesthetic appeal, for comfort rather than speed?

The design is by that prolific naval architect Paul Fisher, who used the lines of a Cornish workboat as his starting point, specifically the Mevagissey Tosher. Apparently 'toshing' was the practice of stealing the copper cladding from HM ships laid up in West Country rivers, conjuring up a rather cheeky Celtic image, so early attempts at a name tried to give form to that image. *Spirit of Kernow* was suggested (Kernow being the Cornish name for Cornwall) but it sounds faintly Eastern European to the uninitiated; we then tried the classical approach, looking at characters in the Celtic epic "Tristan and Isolde". The name of Isolde's companion, *Brangaene*, has a nice resonance, but we didn't think Jon Wainwright would be able to pronounce it! From the classics to the Cornish saints is a short step and here one name stands out - *Azenor*. Not only did this lady have a splendid name to put to a pretty face, but

she was also a sailor, crossing the Channel in a wooden barrel. However, on reflection, did we want to associate our stout seaworthy craft with a barrel? Further research showed that the redoubtable *Azenor* also sailed the Irish Sea, this time in a stone coffin, so the name was abandoned as being more appropriate to one of Mike Peyton's ferro-cement vessels.

So, in desperation the net was spread wider; associations were attempted between the name of her builder, Fabian Bush, and the yard's location, Rowhedge, but the *Bird in Hand* sounds more like a pub than a boat. Family names were rejected as being too divisive, in fact any female name unknown to Hazel was likely to lead to serious and prolonged investigation, which I could well do without. Then, in a concert towards the end of the year, Hazel sang Kurt Weill's *September Song* and I was immediately struck with its appropriateness. The lyrics are beautiful, reflecting the changed perspective of



MOLLY COBBLER

Photo: unknown

Fellowship Fund. Stephen was extremely honoured by this gesture of goodwill by the Gaffers. We might never be invited back to this special venue, the only Edwardian Wardroom left in the Royal Navy Fleet, aboard one of the vessels listed in the National Historic Ships Committee's Core Collection. Again thanks to Stephen who made all this possible.

Alan Aston excelled himself on 23rd February with the Safety Demonstration. He got an RNLI chap to come to the Lightship at Ballydorn and give us a demo about servicing your lifejacket and let the Gaffers play with some flares. This hands on experience was invaluable to those who had a go. In response to the two white parachute flares that we shot into the sky, Belfast Coastguard had 12 calls to report sightings - very comforting. The 16 Gaffers who made the effort to come really enjoyed the evening. We hope to continue this safety theme at Bangor Traditional Sail.

March 23rd we had 'Celtic Voyage' by Ivor Neill. This was a very interesting talk about the voyage of Curragh *Colmkille* from Cornwall to France last summer. The adventures of Ivor and his friends brought back memories of my previous visits to France. Our thanks to Carrickfergus Sailing Club for the use of their premises and to the 20 or so gaffers who attended the talk. If anyone would like to join *Colmkille* on the rest of her voyage to Spain this summer, contact Ivor Neill on tel. 79329051 or by e-mail: ivorneill@hotmail.com. You can do either days or weeks as suits you.

On April 27th, Brian Williams gave an extremely interesting talk to about 50 Gaffers and friends at Hollywood Y C. Brian illustrated the history of Chart making, from well before the time of Christ to more recent times, although the last chart he showed us was from the 17th century. The evening was rounded off with a few songs from the Gaffers Boat Band. Our thanks to Brian and Hollywood Y C for the use of their premises.

Some dates for your diaries -

June 8/10 Bangor Traditional Sail, Bangor, Co Down.

June 16/17 Classic Boat Regatta, Royal St George Y C, Dun Laoghaire, Co Dublin.

June 22/24 Galway Hookers in Portaferry, Co Down.

June 29/July 1 Dublin Bay Area Rally, Poolbeg Boat Club.

July 4/8 Peel Traditional Regatta, Peel, Isle of Man.

July 17/22 Glandore Regatta, Co Cork.

Aug 3/4/5 Atlantic Challenge, see below.

Aug 18/19 Traditional Regatta, Maryport, Cumbria.

Aug 24/26 Ardglass Traditional Regatta.

Please see Events List for contacts for above events. Editor.

ATLANTIC CHALLENGE - NI GIG

Atlantic Challenge was formed to promote rowing and sailing between the youth of all countries on the Atlantic Seaboard. Those of you who were at Bangor Traditional Sail 1999 will no doubt have been much impressed by the sight of the 38 foot, clinker built UK Challenge Gig *Integrity*, as she surged through the waves under oar and sail, propelled by both young and old Gaffers.

The NI Gig Committee was formed during 1999 to progress towards the construction of a similar Gig for Northern Ireland. The NI Old Gaffers have four representatives on the NI Gig Committee. Alan Aston is the NI Trustee, Irene Aston is the Secretary, and Pat Conway and Carol Laird are active Committee members. Pat, through his work with NIACRO has been instrumental in helping with the construction of the Gig.

Many events have been organised to raise funds to build our boat and many members of the NIOGA have participated and enjoyed these, often slightly crazy, gatherings. Needless to say, the Gaffers Boat Band has been much in evidence. One spine-chilling event took place in Lough Neagh on New Year's day, when fourteen certifiable lunatics (including Carol and Irene) went swimming. This, albeit brief, extravaganza

published, Scott's Boatyard Party and the second tug trip should have happened.

We have now got the sailing events to look forward to. Stuart Nicholls is organising three "meets" around Anglesey - the dates have already been published; Conwy Nobby, Gaffers & Classics event is at the beginning of August, and Derwentwater at the end of August. Add to those, events in Liverpool, Peel, Ardglass, Maryport & Bangor, and you can have a busy year in the Irish Sea.

On the boat front, John Duncan has parted with *Biddy*, and acquired *Irmgard*, the German built gaff cutter that has been around our area since Tony Wright renovated her at Fiddlers Ferry. Scott's (soon to be) Welsh Schooner *Wilma* is nearing completion; Scott hopes to take her to Maryport this year. Converted from a Scandinavian fishing boat, *Wilma* will be noticeable, and a good advertisement for Scott's boat building business.

We are off to the boat now for the Bank Holiday - have a nice season!

Sue Farrer - CNW Area Secretary

DUBLIN BAY

A chara

Just a short note to let you know that our Area Secretary is on holiday in the USA until the end of June, so I am taking up the slack till then.

DBOGA have just had a meeting and it was decided to alter our date and also change our venue for our event this year. Instead of Howth, July 6-8th (which clashes with Peel), we have decided to hold the

event in Poolbeg Boat Club, which will have its new pontoon in place very early June. Our new date is now the 29th and 30th June and 1st of July. This slots in between Portaferry Hookers on 23-24th June and Peel on the 5-8th July.

Everything is still F.O.C. and all are welcome.

Mick Bentham

NORTHERN IRELAND

26th January saw Irene and Alan Aston tell us about their cruise in Greece last September. About 15 Gaffers turned up at the Royal North to hear the tale. They enjoyed themselves and we enjoyed the words and pictures.

On 16th February, we had a Committee Dinner aboard *HMS Caroline* in Belfast Harbour. The Committee assembled in the Wardroom and we had a traditional Royal Naval Officers Mess Dinner. Lieutenant Commander Stephen Clarke RD RNR and Gaffer, organised the whole thing and as a gesture of our thanks we awarded Stephen a Certificate of Commemoration. This was to make him a fellow of the Ulster College of Knowledge and was sponsored by the Offshore



Committee Dinner aboard HMS Caroline

Photo: unknown

maturity and the message that something must be done before it's too late, neatly packaging the reasoning behind the new boat as a personal peroration.

Meanwhile, Hazel was quietly researching her literary archives. She is a great fan of the Canadian author Robertson Davies, one of whose characters is Molly Cobbler, a no-nonsense multi-talented lady of Welsh descent, attractive, reliable and with a robust humour. She became Hazel's candidate. Matters came to a head in the week before Christmas. I went to order a polo shirt as a surprise present for Hazel and, as it was to be embroidered with the boat's name, I had to make an on-the-spot decision. Christmas morning came and the parcel was unwrapped. Underneath the Bradwell Quay Y C insignia were the words - *Molly Cobbler*.

Bernard Patrick

Snippets and Boating News

Compulsory Boat Insurance Looming?

A report in the Financial Mail, a supplement of the Sunday Mail, on Sunday 15th April 2001 carried an article noting that a third of boat owners over Easter did so without any form of insurance. The report went on to observe that they will not be allowed to sail for much longer without 'cover'. In March the UK Harbourmasters Association unanimously backed moves compelling private boat owners to get themselves insured. In the report Mark Dix of the Basic Boat Liability Co. said that laws could be pushed through Parliament within 12 months, going to Ministers beforehand, soon after the general election. This would put the UK on an equal footing with America and the rest of Europe.

Alcohol Abuse on Recreational Craft

Following the press reports regarding the announcement by the Minister for Shipping, Keith Hill, to introduce a breath test similar to that to motor vehicle drivers that would apply to the skipper and crew of all vessels, we repeat part of the RYA's statement on the subject - "The RYA strongly deplores the abuse of alcohol in leisure craft. It would not object to breath tests for helmsmen of powered craft underway in the case of collision, speeding or dangerous navigation in certain beach, lake and harbour areas. There is no evidence that this proposed legislation will have any effect on safety. We would 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".

Red Diesel

The latest news from Brussels is that another hurdle has been overcome in trying to extend the derogation on red diesel for private pleasure craft. At a recent meeting the European Finance Ministers (Ecofin) have agreed the exemptions to excise duty rates on mineral oils which could extend the derogation on diesel excise duty for pleasure craft in the UK until 2007. This meeting though is but one of three that must be overcome before the details are finalized.

Antifouling Paints - an HSE Review

Following extensive review by the Health and Safety Executive (HSE) into antifouling paints the HSE has banned the use of two biocides common in some antifouling paints manufactured in Europe. Antifouling using the biocide Diuron will be banned from sale at UK chandlers after 21st November 2001 with a total ban on applications of antifouling containing it after 21st November 2001. (This is what the RYA printed. I believe it should read 2002 - RH).

Antifouling containing Irgarol will be banned from sale on 21st November 2001 with a total ban on application to all boats less than 25 metres overall after 24th November 2002.

BMIF go undercover!

The British Marine Industries Federation (BMIF) has recently undertaken a survey and found that most recreational marine retail customer services were inadequate. The survey was carried out by undercover surveyors called "mystery shoppers" who visited marine businesses around the UK and highlighted some glaring problems. More than 76% of the boatyards visited by customers wanting to buy a boat did not even ask the enquirers name or details. One third of customers trying to buy a VHF radio were not given any help, and nearly half did not find out about availability or what was in stock. The general opinion from the "mystery shoppers" was that only about half of all marine outlets visited wanted their business, while some 44% did not seem to want it at all! Following the report the BMIF have made recommendations that include, "Behave like a business, not an enthusiast" - "Welcome those with low budgets" and "Offer better value at marinas and moorings". The complete text of this item from the RYA information sheet is available upon request to me on tel. 01843-582997.

LPG on Boats

After earlier statements and information dissemination by the RYA on the topic of gas in boats the RYA Cruising Division ask us to offer the following clarification.

Boaters are recommended to refer to BS EN ISO 10239:2000 when carrying out any modifications or work to their existing gas installation. However there are no mandatory requirements that effect LPG installations on non-regulated pleasure vessels. Calor Gas produce a leaflet entitled 'LPG (Bottled Gas) for Marine Use Issue: 2000-2001 which gives the latest advice on gas on board boats. You can contact the RYA Cruising Division for a copy of the leaflet on tel. 023 8062 7400.

Port Maritime Information on the Internet

Not everyone yet has access to the Internet but for those who do the National Maritime Museum PORT maritime information website (www.port.nmm.ac.uk) was launched in April 1999 to enhance access to quality marine information sites available on the Internet. The idea was to provide a gateway to the diversity of knowledge that is available, and to arrange it by subject matter for greater accessibility by users. This provides a faster route to locating maritime information on the World Wide Web. PORT provides a fast and reliable route to Internet sites, through its browse and search functions. Subjects covered range from navigation to maritime art, recreation and sport, to military affairs and naval sources. The site also includes research guides to help maritime researchers in their enquiries, events listings for conferences and events, and links to the museums Journal for Maritime Research.

WEBSITE WATCH SPECIAL

Apologies again for those without ready access to the Internet but here is some more on the subject courtesy of the RYA. A list of various web sites covering such boating related items as - and take a deep breath - Government, Sailing, Observations and Analysis, Satellite Images, Weather, Radar, Buoy Data, WebCams (BBC), Text Forecasts, Forecast Graphics, Weather Simulation and other similar goodies has been produced. It is indeed just a list and would make very 'dry' magazine copy being just a series of www.somethingorother.com, so to preserve Log space and the Editor's friendship I will make copies available to anyone who would like to phone me for a copy on 01843-582997.

Robert Holden, OGA External Liaison

863096. Otherwise enter via the Falmouth Classics - contact tel. 01326 211555. Last year's entrants are normally sent entry

forms, but people change addresses, so ring in if you don't receive anything shortly.

Frank Argall - CWL Area President



MARISHKA

Photo: G. McLeish

Technical details from the OGA Boat Register:-

Gaff cutter *Marishka* (no previous name recorded) was featured in the Logs of 1964/2, 1965/3, Spring 1994, and November 1996. Designed by D Fyfe, built 1895 by Morris and Lorrimer at Sandbank on the Clyde. Her dimensions are given as 27' 6" LOA, 8' 6" Beam, and 5' 6" draught. There are no spar dimensions and no handicap is recorded. Owned since 1995 by Dave Reay, current home port Truro.

CONWY & NORTH WALES

We've now returned from our Antarctic adventure, and are trying (unsuccessfully) to come to terms with everyday life. The

area is beginning to wake up now, following what seems to be a prolonged wet, if not cold, winter. By the time Gaffers Log is

into her and Joe in Ploumanac'h last year she was scouting for performers for this year's event, and lobbying various French boats to come over and join us. As a result, we can expect to see a French Navy training vessel for part of the weekend. Let's hope the weather keeps fine.

The Three Creeks Race follows on quickly after Yarmouth and now attracts about a dozen Gaffers for this slightly competitive weekend cruise in company around the Solent.

Our usual July slot at Marchwood has been deferred until October this year, which will lengthen our season. Nonetheless, there can be some fine sailing to be had in the autumn, and coupled with the normal Marchwood hospitality, I am sure that we can expect a good weekend.

August sees not only the International Festival of the Sea (IFOS) but also the 150th anniversary celebrations of the America's Cup during the preceding week, centred on Cowes. This promises to be a really spectacular affair, with a multitude of 12 metre yachts and other fine sailing vessels. I understand that at least two cruise ships have been chartered to moor off Cowes to provide suitable accommodation for the multitude of American visitors.

Similarly, IFOS should also be a grand occasion, with many visiting Tall Ships and smaller vessels. Although we will be berthed in 2 Basin again, the berthing of Tall Ships and Naval vessels will be mixed, so that the Navy Days element will be a lot more integrated. Running our Race in the Eastern Solent and starting and finishing at Southsea will be an interesting departure from convention. It will certainly give us a lot more exposure and should make a spectacular sight from the shore. We hope, of course, that members outside the Solent Area will be able to join us, both for our race and the Festival.

IFOS will be followed by Bursledon Regatta, which will run to the usual formula of a race in the morning, watersports in the afternoon and fireworks in the evening - a well tested formula which makes for a very enjoyable and relaxing day.

September is rounded off as usual with a rally at Yarmouth which takes in the Royal Solent Yacht Club's Centennial Chase Pursuit Race.

Anyone not on the Solent Area mailing list wishing to take part in any of the above events should contact me for details.

Geoff Skinner - Solent Area Secretary

An unreliable source has advised us that, due to the significant increase in the number of vessels using Wootton Creek, commercial shipping can be seen to be queueing for their turn to enter. Editor.

CORNWALL

A buffet and social evening for local members was held at the Pandora Inn, Restronguet. Malcolm McKeand gave an excellent illustrated talk on the history and restoration of his Bristol Channel Pilot Cutter *Kindly Light* (ex *Theodora*). It is pleasant to report that much progress has been made in this mammoth task. She is currently lying at Gweek. The evening was a great success and attracted a capacity audience.

A welcome addition to the Cornish based fleet is the centenarian Pilot Cutter *Marguerite T*, recently acquired by Bob and Anna Brunyee. They are currently wintering in Bob's native Padstow, together with their new family. Another centenarian and stalwart of the Cornish fleet is the Fyfe designed *Marishka*. (See note at end). Under Dave Reay's ownership, she is now the subject of a massive rebuild - and I am told that there is a light at the end of the tunnel! Lastly, the Porthleven built *Carr Dhu*, of which quite a book could be written, has passed to a safe pair of hands over the border in Devon.

Looking to the future, the Cornwall Area Race will again be held as part of the Falmouth Classics Festival on Sunday 12 August 2001. Please note this correct date, as this was given incorrectly in the March Log. If you cannot be at the Falmouth Classics Festival and only wish to sail with us on the Sunday, please contact our Area Secretary, Mike Collins, on tel. 01872

BRIGHTWORK - THE UNVARNISHED TRUTH !!

"Nothing lasts for ever. Even the continents drift ". George Will.



6 metre ASTI V

Photo: Editor

Very few people can resist the temptation of running their hand along a glistening varnished rail or gripping the glowing polished spokes of a ship's wheel. My Celtic heritage tells me that this is one way of putting you in touch with the soul of a ship, especially one with lots of traditional woodwork. The varnished or oiled woodwork (brightwork) is only as good as the amount of time and effort spent in routine maintenance and touching up all knocks and scrapes. We also tend to forget that the prime purpose of a varnished or oiled finish is to protect the underlying wood from the savages of the elements.

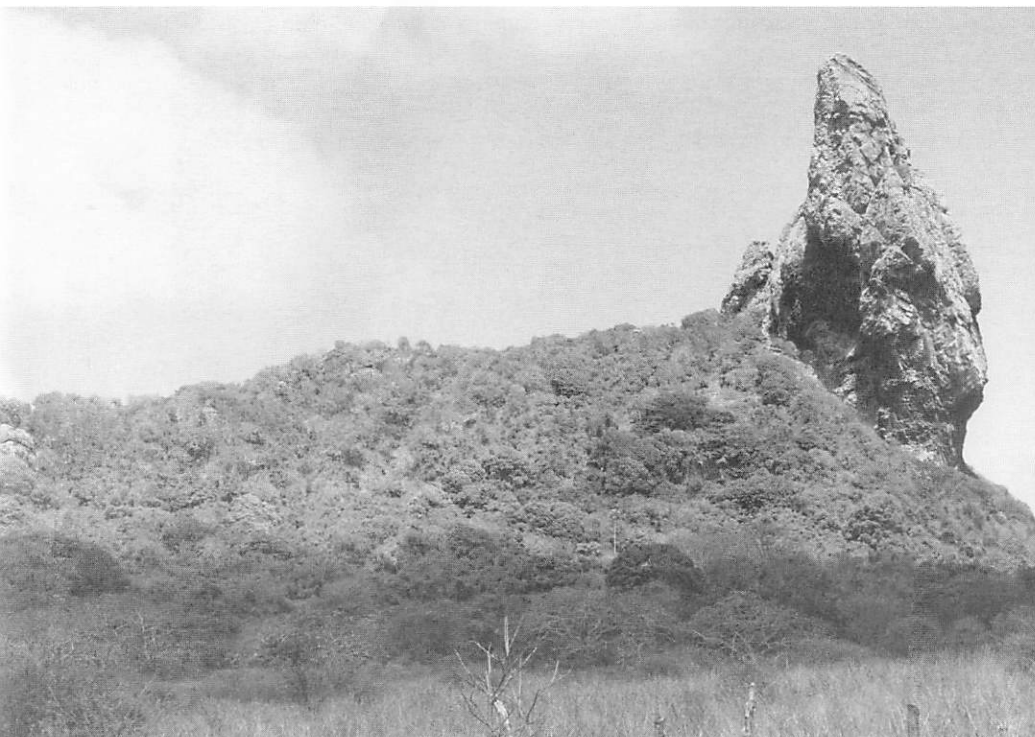
The oldest known varnished finish is in the British Museum on wooden mummy cases from Egypt, approximately 3000 years old! I wonder if today's products would be game to advertise a 3000 year guarantee?

So where does the varnish story begin? The name varnish has a fascinating history associated with it, including sacrifices, early astronomers and ancient Greeks! About 300 BC Berenice, a grand-daughter of Alexander the Great and the first Queen of Macedonia, who was renowned for her long red tresses, offered to sacrifice her hair on the altar of Venus for the safe return of the King from a war. The King successfully returned and Berenice's tresses were cut off and laid on the altar. However, the gods decided to carry them off to adorn the Milky Way, and they are still seen there today as the Constellation Como Berenice or Berenice's Hair. Early Greek voyagers brought back from the northern oceans the yellow translucent mineral we know as Amber. They called it Berenice, as a reminder of the beautiful Grecian woman and Queen. During translation into Latin, the "B" became "V" and was written as Verenice. In later centuries, the name became "vernix" and then the anglicised version, "varnish".

So now, what is a varnish? It is broadly defined as a liquid which, on exposure to air, hardens into a thin transparent film, which protects the underlying wood and gives a lifetime of employment to any "Old Gaffers" or owners of a much loved wooden boat.

Patrick Reid

ROLLING DOWN TO RIO - Part 2



The Pico, Fernando de Noronha

Photo: Richard Woodman

This was not the case at our next port of call, the island of Fernando de Noronha. Some 250 miles off the north east shoulder of Brazil, we reached it after ten and a half days of mixed sailing and motoring, averaging 5.6 knots. The NE Trades petered out well north of the magic line, and although we had never had a Doldrum calm, the fluky and unpredictable breezes had never given us a fair slant as we traversed the ITCZ under power. We had a few rain showers, but nothing too extreme, though large cumulonimbus clouds towered majestically into the sky, releasing dark curtains of rain all about us. In the end the wind filled in from the south and we set off on a long, long beat on the port tack. Pilot whales and dolphins joined the flying fish in accompanying our thrash towards South America, our watch-keeping routine kept us busy and the heat began to burn us as, every noon, the sun rose higher in the sky.

We had hoped to catch sight of St Paul's Rocks, the tip of a huge sea-mount rising from the depths of the ocean, but the wind would not let us lay a course within range, and we were obliged to miss this photo-opportunity. It was odd how such a small disappointment affected us. Then one afternoon, trying to sleep in the hot after-cabin, I saw through the open skylight a huge frigate bird soaring high above ; it was almost as good as a sight of land!

The Victory 40 is not a deep boat and close hauled her motion is as tiring as when corkscrewing before a following wind. We had lain quiet off Mindelo, but at Fernando de Noronha an open roadstead proved as unsatisfying to those in quest of a good night's kip as a sea passage. At sea the cramped forecabin had proved untenable for the two male crew members, and we had hot-bunked in the after-cabin, moving round every watch-

1st	<i>Pequod</i> Becket Rankine Cup
2nd	<i>Anjak</i> Owen Aisher Trophy
3rd	<i>Widget</i> George Becket Trophy
4th	<i>Jane</i> Mannering Mug
Tail End Trophy	<i>Kajan</i> Davey's Lamp
Seamanship	<i>Widget</i> Mowlem Cup
Longest Distance	<i>Vivid</i> Petranelle Cup
Special Award	<i>Kadzy</i> Smack Alley Trophy

The MNK Annual race for 2001 will be on Sunday 17 June, and in 2002 on Saturday 15 June. See you all there.

Robert Holden - MNK Area President

SOLENT

The season kicked off to a good start with a record number attending our Area AGM at Warsash Sailing Club in February. We were pleased to have Association President, David Cade, present and a sizeable number of new members. The meeting proceeded at its usual hasty pace leaving plenty of time to enjoy what seems to have been the best meal for some years, Sam and Maggie Bayliss' video of the Brest and Les Sable d'Olonne Festivals, and a good amount of socialising.

Mayfly has just been launched, leaving me more time than usual to get shipshape for Yarmouth, our first sailing event of the season. Pat Lester and her team have been working hard to produce another successful event and have managed to get Ellen MacArthur, who at one time lived in Yarmouth, to carry out the formal opening on 1st June. I am conscious that Pat takes the job very seriously - when we bumped



YOGAFF 2000

Photo: Yacht Shots

MEDWAY & NORTH KENT



VIVID leads the way to the finish line

Photo: Robert Holden

As in the previous two years, the MNK Area Annual race last year was again merged with the Medway Smack & Doble Association's Annual race, for the better competition, spectacle and popularity that this brings. The date jointly agreed was the 26th June, with the hope of warm breezes and sunny skies. This we did not get! Instead it was NW 4-5, cloudy and cool.

The Medway Cruising Club provided the start line formalities on the day and set the fleet on its way, with Hugh Pemble taking the first 'Old Gaffer' *Pequod* across the line for a smart dash to the Folly Point Fort. With the others in hot pursuit, the NW wind proved ideal for the run down river, giving the two supporting motor boats plenty of exercise in keeping up. It was all change at the South Kent distance mark, as the course brought all craft hard on the wind, gybing for the beat back to Stoke (No. 13) Buoy. Some topsails were handed for this leg, but others held on to them to fight the sluicing outgoing tide and dipped the occasional toe-rail as a consequence. The wind kept all crews busy, as they put in their alternating long and short tacks to round Stoke in fine style.

With the wind increasing slightly, the fleet were soon back down river to the finish line at Queenborough Spit. Great care was needed at this point to judge the flow of the outgoing Swale tide before it was entered, to ensure a close passage of the Queenborough Spit Buoy and to put in another gybe at the same time.

Emanuel provided the finish line to the buoy and saw many interesting feats of 'judgement'. Thankfully all rounded the buoy and finished safely. Prize-giving and the post race 'eats' were courtesy of Queenborough Yacht Club and Peter Marchington, who again did us proud. With the formalities over, the evening was nicely continued with the Geoff Gransden musical ensemble, who treated us to some really fine entertainment - Gaffer style.

Thanks must go yet again to Trevor Ryan and Colin Saville for escort duties, with the boats *Jemma Louise* and *Kadzy* coming round from Faversham to do so. Our thanks also to Medway Cruising Club, Queenborough Yacht Club and the crew of Swale Borough Council's trot boat *Sheppey I*, whose good humour and helpfulness provided the finishing touch. But most of all, thanks to all those who made the effort to take part and make the race possible.

Prizes, awarded on corrected time were:-

Start Line Honours *Pequod*
Silver Platter

change in a ritual dance with the skipper and his wife like a quartet of hermit crabs. I have a prejudice about serving on a boat without a modicum of space to call one's own. It is an important principle to permit privacy when mewed up within the confines of a small ship. Aboard the Rummer even dryer bunks elsewhere could not seduce either of the denizens from the sodden quarter berths where we had discovered nooks to stow our paperback books, found a place to lodge our glasses while we slept, and where our journals and other personal fripperies could be left undisturbed. However, at sea kip is important, secondary only to the quality of the grub.

Fernando de Noronha was an island playground, undiscovered by all but the itinerant yachtie and the youth of wealthy Brazil. These lucky, ethnically mixed youngsters tear about the place in beach buggies, glorying in the wonderful sandy beaches above which the magnificent frigate birds soared. A former Portuguese outpost, the island is a little slice of paradise teetering on the edge of exploitation. Dramatic in its landscape, formed as it is around the cores of extinct volcanoes, its indigenous population are as poor as the Cape Verdeans but somehow appear to bear their poverty more easily. Walking the length of the island with my fellow crew member, we were at a loss to discover how they subsisted at all, beyond an obvious reliance upon fishing and some sad-looking fields of sugar cane. The remnants of colonial rule formed a romantic-seeming focus to the island, with an eighteenth century church and fort, and an administrative headquarters outside which large, ancient Vickers-built field guns gave the impression that Pancho Villa would appear at any second to confront the 'federales'. Odd, we remarked, how the artificiality of celluloid images gave us the means of reconciling the landscape with our emotional response. 'Lack of a decent education,' my fellow crewman concluded, 'or a misspent youth!' Probably both true.



The Ramparts of Fort de Remedios, Fernando de Noronha

Photo: Richard Woodman

The last phase of our trip was a final eleven day stint, coasting well to seaward of the Brazilian coast. We kept well offshore partly to hold what wind there was, for it was high summer here, but partly to avoid any piratical attacks, for which the Brazilian coast is becoming increasingly notorious. Piracy is a growing third-world industry and my connections with Lloyd's made me well-aware of the very real danger we might find ourselves in. In fact we had seen hardly any other vessels at sea during the entire voyage, but on this leg we were nearly run down by a fine, well-found German-owned container vessel on charter to a well-known American company. The skipper had a rather touching faith in power giving way to sail, but fortunately acted on advice when it was clear we had not been seen. The ship thundered past, her two radar aerials motionless, the throb of her MAN diesels quite clear to us as we located the Officer of the Watch, head down attending to some paperwork in the wheelhouse. I am quite certain he had not seen us, for I felt sure that sheer curiosity would have brought him to the bridge-wing to gawp at us through his Zeiss glasses.

We had despaired of seeing any of the great whales, but in the last few days we were recompensed in full. One morning two humpbacks breached spectacularly about two miles off the starboard bow as we motor-sailed towards our destination. Then, a little later, a languid fin whale made an appearance not more than seven cables away and close enough for us to see his spiracle. He sounded slowly, waving his tail at us as he took to the deep, leaving us with an exhilarating feeling of exultation that was quite the best moment of the trip. Finally, as we approached Rio along the beautiful coast, trying to imagine how it had seemed to the first Portuguese conquistadors as they probed along the spectacular littoral in search of a refuge, we were visited by a large and energetic school of common dolphins. They were extremely handsome as they wove amongst each other in a breath-taking display of aquatic skill and it was difficult not to dispel the notion that we enjoyed some empathy; that somehow the dolphins' delight in their own revels was a response to our delight in seeing them. Not for the first time, one thought of their intelligence and their gregarious nature. It was clear they rode the pressure-wave ahead of the boat for the joy it afforded them. My fellow crew-member, a biologist, revealed that they had been discovered to hunt and kill seals for pleasure, another characteristic they share with humanity! Ah, a long voyage makes philosophers of even the most unlikely material!

And so, through waters increasingly filled with the detritus of human civilisation, we reached Rio. The approach is magnificent with the Sugar Loaf and the Corcovado crowned by the white figure of Christ high above, and below, at sea level, the embrasures of several defensive forts covering the approaches: God and man. Then, just round the corner, Mammon: the neon advertisements atop the myriad skyscrapers that dwarf what remains of Rio's colonial past lured us. Suddenly the ocean was astern and we were embraced by one of the world's great cities. Our pulses quickened as we turned into the Marina Gloria in the heart of the metropolis, the roar and reflected sunlight of speeding traffic reminded us that the voyage was over and with mixed feelings we put a harbour stow in the sails.

'Well, we did it,' said the skipper, grinning broadly. No argument with that.

Richard Woodman

passage to Orford Haven, anchoring for the night at Dove Point. Next day (Monday 25th June) we sail south to Suffolk Yacht Harbour at Levington for the comfort of a marina. The famous Two Rivers Race this year finishes at Mistley, where we tie up to the quay, before dropping down to Wrabness for a party and barbeque on the beach. The Pennyhole Bay Race takes the fleet to Walton where we anchor overnight (those who wish can pay to go in the marina). For the first time in some years we are going to go to Ramsholt on the Deben for the night, racing for the Scandinavian Seaways Bells. Friday is our last passage, which will include the President's Race, and we enter the Wet Dock at Ipswich in the evening. There berths have been reserved at the Ipswich Haven Marina (those who do not wish to use the marina may berth elsewhere), and we will hold our own Ipswich Maritime Festival, and celebrate the finale of the East Coast Classics with a prizegiving and social.

There has been a lot of organising in the background, and we are particularly grateful to Walton & Frinton Yacht Club, Suffolk Yacht Harbour, Southwold Harbour (Waveney Contract Services), Harbour Marine Services, Royal Norfolk and Suffolk Yacht Club, Ipswich Port Authority and Waveney District Council for their help and assistance.

Financing the event has not been easy with the loss of previous sponsors, but Southwold Harbour are giving the OGA free mooring. We have only managed to keep to the normal entry fee of £35 by dipping into last year's reserves. *If you are able to add a donation to your entry fee it would be much appreciated.* The £35 for the ten days or any part of it includes berthing at Lowestoft and Levington, race entries, prizes etc... almost everything except food, drink and getting your boat along! It does not include Ipswich Haven Marina, but there are cheaper mooring options available. Open boats pay only a fiver.

Please could we have your entry as soon as possible, as berthing is very limited, particularly at Southwold and Lowestoft,

acceptance of entries will be on the basis first come, first served. We look forward to receiving your entry for what promises to be a really special week!

The Arthur Ransome Weekend at Walton is being run as a separate event this year on July 7/8th.

EAST COAST OGA RACE & VKSJ MERSEA CLASSICS - 14 JULY - WEST MERSEA YC

There will be an update on arrangements in the next Eastcoaster, but here is the situation as of now:

Race Entry Forms to me by 1st July

No handicaps will be worked out at the last minute. A fixed THCF of 1.5 will be applied in the absence of information.

Bermudan Classics- anything built before 1960- traditionally built boats of later date of classic design may be accepted, subject to committee scrutiny.

New Class for Gaffers- Concept Class to encourage design of high performance vessels, which by the nature of their design and construction are not appropriate for comparison via the OGA THCF with the majority of the fleet.

Registration on Friday 13th July, to pick up number boards. Bring birthday card for Sue Taylor.

Entry fee £10 for members, £5 for open boats/ dinghies, £15 non members and late entries on the night.

Buffet meals will be available upstairs

START TIMES (HW 0626 & 1831)

0900 Gaffers, 0915 Bermudan Classics, 1030 Open Boats/ class 3

Prize Giving 2000 hrs. Music/ Entertainment

EASTCOASTER - There has been a temporary problem with the database sent to me, several of the names are missing. Also there was a problem with the printer handling the labels. Please accept my apologies. **If you did not get the Eastcoaster, please let me know.**

Jon Wainwright - EC Area Secretary

ashore in the Yacht Club, a converted Ro Ro ferry.

On the race back it should have been better for the gaffers, with generally reaching legs, but there was a trade off between working the currents and staying out of the lee of the many tall buildings. *Avola's* topsail jammed and *Deva* spent most of the time becalmed. *Sea Eagle* was first gaff, about 15th across the line at Tower Bridge, followed by *Deva* and *Linnaea*.

Prize giving was held at St Katherine's Dock. Results were read out in reverse order. *Avola* was seventeenth, *Sea Eagle* was eighth, *Linnaea* was seventh and we thought *Deva* had been disqualified, but

her name was read out last, and she was awarded the Taylor Woodrow Cup for first on corrected time, probably the smallest, oldest boat and only gaff rigger to have done so! In all it was a very good performance for gaff riggers, obviously we are still improving despite our vast age!

EAST COAST CLASSICS - 20/30 JUNE - SOUTHWOLD RALLY, LOWESTOFT FISH FAYRE & ALL PORTS TO IPSWICH!

We are pleased to announce that we will be staging another "East Coast Classics" this year, which includes the very successful Southwold Smack and Classic Boat Rally, the Lowestoft Fish Fayre and our traditional locations at Orford, Levington, Mistley, Walton, Ramsholt and Ipswich.

The event starts with the Passage Race to Southwold from Harwich. Last year, because of having to cancel the Sole Bay Race due to bad weather, we held an informal regatta day. This was so successful that we are having an extra day at Southwold for another regatta. After Southwold we sail for Lowestoft and take part in the Fish Fayre. Then it's time to sample the peaceful delights of the East Coast Rivers with a

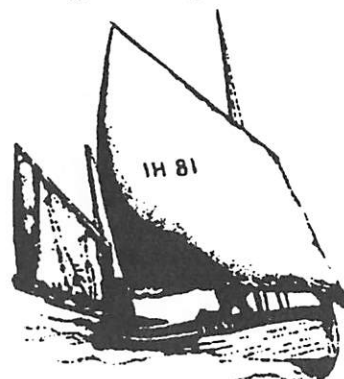


DEVA

Photo: unknown

Technical details from the OGA Boat Register:-

Deva, Rivers Class Yacht. Designer William Crossfield, builder William Crossfield and Sons, Arnside, in 1912 at the Beach Walk boatshop. Built as one of a class of sloop rigged half decked racing yachts for the Mersey, on Lancashire Nobby lines. LOA 23', LWL 18', Beam 7' 3", Draught 3'. Construction larch carvel plank on alternate sawn oak and steamed frames, iron ballast keel and internal iron ballast. Sail area approx 300 sq ft, originally mainsail, jib and yard topsail. Jon has owned her since 1963, and has raised her freeboard during a major rebuild.



THE FOX IN THE CHICKEN RUN

There used to be a grand piano in the Little Ship Club at Maldon. It was in the downstairs room near the bar. I never saw anyone play it, but it was useful for putting papers on when meetings were held there.

That piano came into use the evening the Old Gaffers Association was formed in the autumn of 1963. John Scarlett, a true secretary who loved acquiring bits of paper, spread all his correspondence out on the piano and began a lengthy account of his activities regarding the racing of gaff boats. In the previous July, the first Old Gaffers Race had been held on the River Blackwater and had been, to be quite honest, a flop. We hardy cruising types would have nothing to do with racing around buoys, that was for wimps; we had demanded a proper passage race from Osea Island to Harwich. There was very little wind and very few boats made Harwich, but everyone thought it was a darn good idea and we should hold another one next year. The meeting at the Little Ships was to start planning for the year. After the East Coast OGA Race, John had gone off to the South Coast and sailed in the race there. Actually, we had borrowed the name Old Gaffers, without being quite sure what it meant, from a race which had been held in the Solent for about three years. By all accounts, the first South Coast events were very jolly and extremely informal, which sounded like a winning formula. They had been a bit surprised when J Scarlett turned up bristling with new ideas for increased efficiency.

By the time the first Secretary of the East Coast OG Race got to the end of his long dialogue, some dogged old shellbacks at the side had lost interest and started ordering drinks from the bar in the Little Ships. Then came the suggestion that we linked with the South Coast to form a special association just for gaff boats. To start with this was not met with much enthusiasm - would we have anything in common with the yachty lot of the South Coast and would we really want to share our revenue with them? At the time, I still had the optimism of youth and strongly supported the idea of this strange sounding Association. It was agreed to form the Old Gaffers Association and the rest, as they say, is history. I think the OGA emblem, an idea the South Coast put forward, appeared some time during the next winter. Whether it was the jaw at the end of the gaff, or a pitchfork held by some old yokel, has got lost in the mist of time. None of the people I spoke to could remember why they had come up with this idea. But right from the start it was very clear that the Association was for gaff rigged boats.

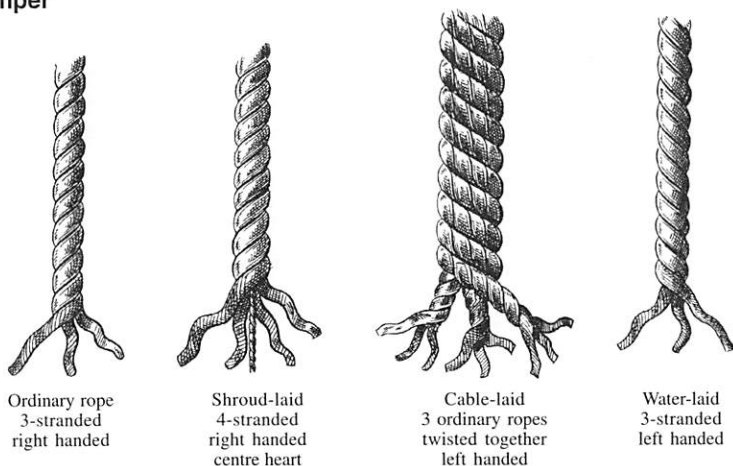
For several years, the OGA really did not seem to make any difference, the number of gaff boats probably stayed about the same, then quite suddenly the gaff rig, which had been totally out of favour, became fashionable. First there was a steady stream of old boats being restored, which is what we set out to achieve, but when people started building new gaff craft, this was beyond our wildest dreams. But it went further and grp classes, like the

Cornish Crabbers, and whole new generations of radically different gaff craft appeared. It would not be true to say that every one of the OGA branches thrived, some melted away and sometimes reappeared in a new form. Successive committees, local and national, came up with different rules and forms of organisation to suit their taste, but the secret of success was that the basic idea stayed the same.

Now, nearly forty years on comes the suggestion that the OGA should also cover the bermudan rig boats, providing they are not 'modern'. On the face of it a harmless suggestion, but it would in time radically change the OGA. Maybe the owners of bermudan yachts might remain respectfully in the background to start with, but in the end their increased numbers would steer the Association away from being single minded about the gaff rig. The idea that the OGA needs more members in order to survive is not a valid argument. It has never had cash flow problems, even with a far smaller membership. While increased membership simply means increased costs and boat owners with very different objectives.

All I suggest is that everyone is fully aware in which direction our Association is going and that the debate and final discussion is open to all the membership. The question must be put to all members as to whether they wish the OGA to stay with gaff, lug and small spritsail boats or whether it becomes, with a far larger membership, just another yacht club.

Robert Simper



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EAST COAST

EAST COAST OLD GAFFERS WINTER MEET - 17 FEBRUARY 2001

I always feel that our Winter Meet is significant, as it is our first event in a usually very full East Coast Calender, and this year started in style. If this had been a Naval do, there would have been more gold braid than at the Admiralty. The event was very kindly hosted by the Royal Burnham Yacht Club and to represent the club we were honoured to have at the dinner Cathy Herring, Commodore and Ray Sturmer, Rear Commodore. On behalf of the OGA we had World President David Cade, ex-World President Rob Williamson, East Coast President Brian Hammett, George & Brenda Jago of the Gaffers Log, Lena Reekie MNK Hon Secretary, plus of course members of our own humble committee, many of them who just love sticky toffee pudding. One committee member (initials JW) had four puddings in front of him. He was badgered into giving two away, and then regretted he had. Yum! Yum! Also in our company we had Dick Durham, the last mate on a Thames Sailing Barge in trade, and Roy Hart, owner of *Victory*, an ex-America's Cup Challenger, which will be taking part in the Cup celebrations on the Solent.

As this was an OGA event, we just had to have someone arrive by sea and from beyond the edge of the world (Faversham). Lena Reekie and Bob Berk sailed over in *Linnaea*, looking very smart in their shore going gear. Also Kees and Anneke Koomen sailed over from the Netherlands to join us, even if was on the Stena Line. It is always good to see our friends from across the North Sea.

After the Cheese and Port and some very short speeches, it was over to the guest speaker, our very own East Coast President, Brian Hammett to give an interesting talk with slides on his CA cruise to Russia and back. Although he made it sound just like a laid back summer cruise on the East Coast, there must have been some frightening moments, not just afloat, but ashore as well, but Brian makes it all

sound like just another day. A most enjoyable talk - it was just like being at the movies - to Russia and back with vodka. Then it was back to the amber nectar before time was called at around midnight. I think a most enjoyable time was had by all. Let's hope it can be repeated next year. It was great to see so many new faces at our first meet of 2001 and hopefully, we will have the pleasure of meeting you again at our other sailing events.

A thank you for the Commodore of the Royal Burnham for the use of the club, to the catering staff and the Godfather of the Crouch Mafia for arranging the seating plan, to Brian Hammett for his enjoyable talk and all those who attended. We would specially like to thank those who included donations with their meal monies - much appreciated.

Denise & Trevor Rawlinson

LONDON FROSTBITE RACE - 24/25 MARCH 2001

For thirteen years, the yacht clubs of London have competed in a race in winter which takes them from Tower Bridge to Erith on one leg, overnight at Erith, then a second leg returning to Tower Bridge. St Katherine's Y C do the handicaps and run the race, and Taylor Woodrow put up the cups. Craft vary from modern hotshots (whose City owners have been known to employ professional helms for this race) to Old Gaffers. This year we had four gaffers, *Avola* and *Deva* from the East Coast, and *Linnaea* and *Sea Eagle* from North Kent.

The thirteenth London Frostbite Race started in a flat calm, and some of us (in *Deval*) had to wait twenty minutes for the tide to turn so we could cross the line. However a fresh North Easterly set in, and soon we were tacking very frequently, particularly in gaff riggers. However, there were still bowsprits to be found amongst the Beneteaus and Jenneaus, laying about twenty degrees further off the wind, but making better ground working the strong currents. *Deva* was first gaffer (about 10th or 12th over the line), followed by *Linnaea* and *Sea Eagle*. The square rigger *Grand Turk* finished us at Erith, and we went

- July 14 EAST COAST AREA OLD GAFFERS RACE & VKSJ MERSEA CLASSICS, West Mersea, River Blackwater. Jon Wainwright, as above.
- July 17/22 Glandore Regatta, Co Cork. Peter Lyons, tel. 028 9145 3099.
- July 21/22 North Sea Classic Passage Race - Harwich to Roompot. Jon Wainwright, as above.
- July 23/25 Gaffer racing from Port Dinorwic & Caernarfon, N Wales, part of Menai Straits fortnight. Tony Mead, tel. 01492 596253 or Scott Metcalfe, tel. 01248 352513.
- July 23/26 Dutch Cruise in Company. Jon Wainwright, tel. 01206 393537/396066.
- July 26/29 Dutch Classic Yacht Regatta, Hellevoetsluis, Holland. Jon Wainwright, as above.
- July 27/Aug 6 La Route de l'Amitie 2001, Audierne to Belle Ile. BP 20, 29780 Plouhinec, France. The Friendship Route 2001, UK information & registration - Emil Schamp, tel. 01664 563651 (office), 567667 (home), e-mail: friendshiproute@aol.com
- Aug 3/4/5 Atlantic Challenge, launch of NI Gig and race, Antrim Boat Club, Lough Neagh. Peter Lyons, tel. 028 9145 3099.
- Aug 3/5 Trebatfestival, Risor, Norway. Ron Valent, tel. 31 23 5442980.
- Aug 5 NOBBY, GAFFERS & CLASSICS RACE, Conwy, N Wales. Tony Mead, as above.
- Aug 3/6 Plymouth Classics. Chris Daykin, tel. 01752 880724.
- Aug 7/9 Fowey Classics. Steve Yelland, tel. 01726 833186.
- Aug 10/12 Falmouth Classics. Tel. 01326 211555
Including CORNWALL AREA OGA RACE on 12th - *see Area Notes*.
- Aug 10/12 Hamburg Summer Classics, Hamburg, Germany. Ron Valent, tel. 31 23 5442980.
- Aug 10/12 Classic Yacht Regatta, Svendborg, Denmark. Ron Valent, as above.
- Aug 11 Swale Match, Kent. Lena Reekie, tel. 01795 534212.
- Aug 11 Dittisham Sailing Club Regatta, Devon. Mike Lucas, tel. 01803 212840.
- Aug 18/19 OGA SAILING WEEKEND, Porth Wen, Anglesey. Stuart & Julie Nicholls, tel. 01248 353887.
- Aug 18/19 Maryport Traditional Boat Festival, Maryport, Cumbria. Terry Low, tel. 01900 816467.
- Aug 18/25 America's Cup Jubilee, Cowes, Isle of Wight. Tel. 01420 474856.
- Aug 23/26 Laboe Klassiker Festival, Laboe, Germany. Ron Valent, tel. 31 23 5442980.
- Aug 24/27 INTERNATIONAL FESTIVAL OF THE SEA, Portsmouth. Tel. 02392 725000 for details and registration, or David Cade, tel. 01797 223040 regarding OGA involvement.
- SOLENT AREA ANNUAL RACE & RALLY will take place as part of the above Festival. Contact Geoff Skinner, as above.
- Aug 24/27 ARDGLASS TRADITIONAL BOAT REGATTA. Alan Aston, tel. 028 9042 6497.
- Aug 25/26 OGA WALTON & WOOLVERSTONE RALLY, Suffolk. Jon Wainwright, as above
- Aug 30 Dartmouth Regatta, Royal Dart Yacht Club, Devon. Mike Lucas, as above.
- Aug 31/Sep 3 OGA SMALL BOAT GATHERING, Derwentwater, Cumbria. Sue & Pete Farrer, tel. 01270 874174.
- Sept 15 OGA ANNIVERSARY RALLY & MALDON REGATTA. Jon Wainwright, as above.
- Sept 15 Stoke Gabriel Regatta, Devon. Mike Lucas, as above.
- 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.

OGA AND OTHER TRADITIONAL EVENTS - 2001

- Jun 1/3 YARMOUTH OLD GAFFERS FESTIVAL, Isle of Wight. Geoff Skinner, tel. 01489 572427.
- Jun 8/9 Flensburger Regatta, Flensburg, Germany. Ron Valent, tel. 31 23 5442980, fax. 5442983.
- Jun 8/10 BANGOR TRADITIONAL SAIL, Bangor, Co. Down. Peter Lyons, tel. 028 9145 3099.
- Jun 9/10 OGA SAILING WEEKEND, Wreck Bay, Pen y Parc, Anglesey. Stuart & Julie Nicholls, tel. 01248 353887.
- Jun 16/17 Classic Boat Regatta, Royal St George's Y C, Dun Laoghaire, Co Dublin. Mick Bentham, tel. 353 1 8476279.
- Jun 17 MNK AREA ANNUAL RACE. Lena Reekie, tel. 01795 534212.
- Jun 20/30 EAST COAST CLASSICS. Jon Wainwright, tel. 01206 393537/396066.
- Jun 20/24 Golowan Festival, Penzance. Cornwall. Roger Lowry, tel. 01736 360214.
- Jun 21/23 Festival Arts et Mer, Baie Saint-Brieuc, France. Jean-Luc Huet, 33 rue Bernard Palissy, 22000 Saint-Brieuc, France. e-mail: jeanluc.huet@wanadoo.fr
- Jun 22/24 Galway Hookers at Portaferry, Co Down. Peter Lyons, tel. 028 9145 3099.
- Jun 23/24 NE AREA OGA RALLY, Hartlepool Marina, Northumbria. Richard Montgomery, tel. 01325 333051.
- Jun 23/24 Three Creeks Race, Solent area. Geoff Skinner, tel. 01489 572427.
- Jun 24 East Coast Classics Feeder Race, Ijmuiden (Holland) - Shotley (Suffolk). Ron Valent, tel. 31 23 5442980.
- Jun29/Jul 1 DUBLIN BAY AREA RALLY, Poolbeg Boat Club, Ireland. Mick Bentham, tel. 353 1 8476279.
- Jun 30 DEVON AREA ANNUAL RACE & RALLY, Start Bay. Mike Lucas, tel. 01803 212840.
- July 5/8 Manx Traditional Boat Gathering, Peel, Isle of Man. Roger Willis, tel. 01624 844098.
- July 7/8 OGA ARTHUR RANSOME WEEKEND, Walton & Frinton Y C, Essex. Jon Wainwright, tel. 01206 393537/ 396066.

Continued on page 28

David Cox M.Sc.

MARINE SURVEYOR AND DESIGNER

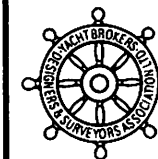
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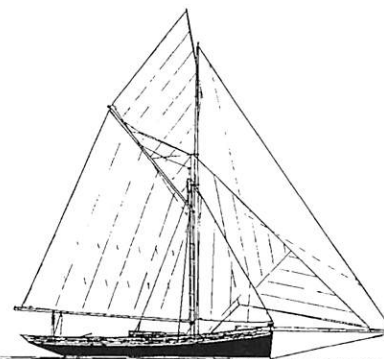
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