



Gaffers Los

MARCH 2001

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION

Published by, and copyright of, The Old Gaffers Association, Smugglers Cottage, North Fambridge, Essex CM3 6NA
Typeset and Printed by, School House Graphics, Ferry Road, North Fambridge, Essex CM3 6LS

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		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.

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Website: www.oldgaffersassociation.org

CONTENTS

	PAGE
EDITORIAL	3
WELCOME ABOARD	4
NOTICE BOARD	5
OGA PHOTOGRAPHIC COMPETITION	5
PRESIDENT'S REPORT from AGM	6
MINUTES OF ANNUAL GENERAL MEETING	7
THE INTERNATIONAL FESTIVAL OF THE SEA 2001	10
LETTERS	11
GAFFERS & THE BERMUDAN REGISTER - by the President	18
THE WAY FORWARD FOR THE OGA - a paper by David Moore	19
BUILD HER STRAIGHT & STRONG - the story of <i>Hallowe'en</i>	22
OGA & OTHER TRADITIONAL EVENTS 2001	24
ROLLING DOWN TO RIO - Part 1, by Richard Woodman	27
AREA NOTES	29
BOOKSHELF - 3 books reviewed	43
ADVERTISEMENTS - Boats, etc. for sale & crew wanted	45
ASSOCIATION STOCK LIST - including the new smock	48

Front cover : Dinghies at Derwentwater, by Alison Lyons

Back cover : Can we come alongside? Portaferry, by Carol Laird

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

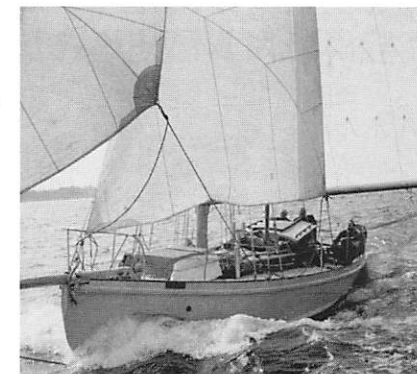
NE - North East	CWL - Cornwall	SCO - Scotland
EC - East Coast	BC - Bristol Channel	EU - EU Liaison
MNK - Medway & North Kent	NW - North West	FR - France
CP - Cinque Ports	CNW - Conwy & North Wales	GER - Germany
SOL - Solent	DB - Dublin Bay	WA - W. Australia
DEV - Devon	NI - Northern Ireland	

MORECAMBE BAY PRAWNER YACHT "ELLIDI"

LOA 36ft, Beam 10ft 6in, Draught 5ft 6in.

Built Andersons of Millom 1912. Major refit 1988-1997. 5 berths, echo sounder, GPS, radio, liferaft, good galley, sea toilet. Converted back to gaff 1998. Winner of Nobby Races Liverpool and Conwy 2000. Price £25,000.

Contact: Bob Rayner, tel. 01253 810241.



GRP SMACK'S DINGHY

Length 12 ft. Unused stable centreboard dinghy with ample buoyancy. Fitted out for sailing but no mast or spars (bamboo spars available). Price £1,500.

Contact: Brian Kennell, tel. 01621 850468 evenings.

GALVANISED PRIMUS STOVE GIMBALLS

Internal diameter 8½ in., to hold a primus approx. 11in. high. Open to offers.

Contact: Geoffrey Bolt, tel. 01553 773819.

WOODEN MAST

40ft x 7in diameter, fitted with hounds, cheek blocks at truck and wired for top tricolour light. In sound condition, varnished and ready to use. Sold as and where lying in Cornwall. Price £375.

Contact: Frank Argall, tel. 01872 862724, e-mail: jaycee@exl.co.uk

WANTED

PART-OWNERSHIP ARRANGEMENT

One or two enthusiastic, flexible individuals required to take part ownership of 22ft gaff cutter "CHLOE". Built 1936, believed to be a Coronation OD. Pitch pine on oak, iroko deck, basic accommodation for two, ideal for weekend cruising. To be SW based following professional fitting out.

For further details contact: Simon Bates, tel. 01789 765603.

CREW WANTED

Crew required for taking 30 foot gaff rigged Miller 'Fifer' ketch, built 1929 as a motor sailer at St Monance, into the French canal system. Vessel currently lying in the Wet Dock at Ipswich, Suffolk. Duration and extent of voyage to be determined after discussions with owner.

Contact: Eric Reade, Boat 'Linnhe Sheile', c/o Ipswich Haven Marina, New Cut East, Ipswich, Suffolk IP3 0EA.

FALMOUTH TOSHER 18 "ARIEL OF SWANWICK"

LWL 17ft, Beam 6ft, Draught 3ft.

Built T Heard 1984. GRP hull. New racing rig, good sail wardrobe, 5hp Mariner longshaft engine. Needs minor refit for season. Internal ballast currently removed. Winner of her class in OGA Race 1989 and overall winner 1990. Lying near Southampton. Price £4,750 o.n.o.

Contact: Tim Quinlan, tel. 01489 582852/07712 049290 or e.mail: timquinlan@hotmail.com



CLINKER-BUILT DINGHY

Length 8ft 6in. Built 1985, oiled and varnished. Perfect tender but now too small for family plus dog. Lying Faversham. Price £295.

Contact: Julian Mannering, tel. 01795 537644.

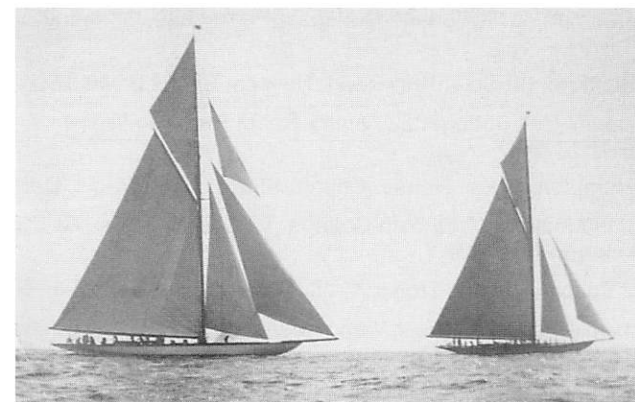


1896 TREDWEN BARGE YACHT "DOREEN"

Restoration to complete of this genuine Tredwen 'flat-iron'. Superb new hull (no bulkheads nor interior yet), with perfect original pitch-pine mast and fittings and some other original details. All her provenance and historic information (there is a model of her in the Science Museum) go with her. A really unique way of sailing the East Coast - draws 11 inches! Price £750.

Contact: Mike Burn, tel 01473 333368 or e-mail: mike@gfhouse.net

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



Velsheda (No.7) & Shamrock (No.3) off Southend 1935

Photo: Jago Family Archive

Let me start by wishing you all the best for a good sailing season in 2001 if you are in the Northern Hemisphere or a mild winter in the South.

With the New Year, there have been a number of changes in Officers, Area Secretaries and representatives. So, I will start with a very big thank you to Margaret McNee, who is standing down after over three years in the post of Membership Secretary. Her replacement will be Adrian Sharpe when the handover is completed. Then there are thank you's to Mick Bentham, Attracta Neeson and John Crozier, from Dublin Bay, Northern Ireland and Devon respectfully. In the same order we welcome Willie Murphy, Alison Lyons and Charles Holden. Overseas, we are sad to hear that Patrick Reid has stood down as President of the OGA of WA due to ill health. Many of you will remember his visit to our northern hemisphere in 1999. In France, Jean Le Faucher announced his retirement at the OGA Rally at Sables d'Olonne. We thank them both for their past efforts and wish them well for the future.

Well what's in the Log this time? Besides the President's and AGM report, the main topic for discussion is the Gaffers & Bermudan Register. The brevity of this little explanation could, I am sure, cause me more problems than enough, but anyway..... How did Bermudan rig reach the area known as Northern Europe? Evidence of the spritsail rig has been found as far back as the second century AD in the Mediterranean, but it did not arrive in Northern waters until 1420. The Incas were said to be trading with people in the Pacific who had triangular sails before the Spanish Conquest. By 1609 the Dutch, having discovered the islands of Bermuda, followed an independent line of development of the triangular sail that became the sailing boats of Bermuda. Meanwhile, at about the same time, the Dutch modified the sprit, which became the half sprit and later the gaff. The man who brought both of these terms into our vocabulary was a fellow called Samuel Fortree. He wrote to Sam Pepys about these developments around 1675 - pamphlets which are now in the Pepysian Library, Cambridge. But which, I wonder, can claim to be first? It must be worth a letter to the Log - I certainly would not like to say, but having sailed with both, either seem to be quite good at driving boats through the water!

2001 sees the 150th anniversary of the world's oldest and most famous sailing trophy - The America's Cup - at Cowes in August. This gives me the opportunity to use the above photograph of *Velsheda* and *Shamrock* from the family archive!

Please let us have your inputs for the next Log by 1st May 2001

George Jago

Editor

- BC** Mr Colin Freeman, 2 Myrtledene Cottages, Farm Lane, Shurdington, Glos GL51 4XN *2397*
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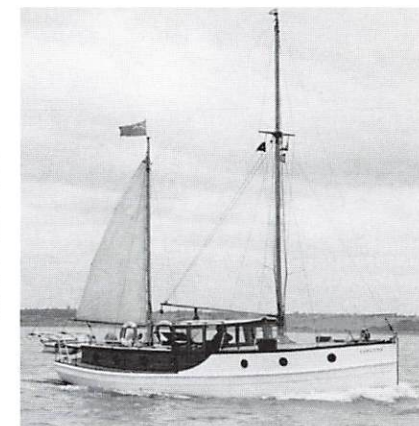
FOR SALE

MOTOR SAILER "CARETTA"

LOA 36ft, Beam 11ft, Draught 3ft.

Built Devonport Dockyard 1899 as a sailing pinnace. Converted 1929. Double diagonal teak with twin screw Thornycroft petrol/paraffin Handybilly engines. Extensively cruised - last major one was French canals, returning down Rhine. Room full of spares, including two complete dismantled engines. Lying Leigh-on -Sea, Essex. Brokers value £27,000 but price negotiable to good home. .

Contact: John Porter, tel. 01702 477156.



GRPITCHEN FERRY

Built GDB Marine 1975, rare gaff rig model. Yanmar engine, traditional gear, trailer.

Price £5,950

Contact: John Bird, tel. 0191 2401634.



LEIGH-ON-SEA COCKLE BAWLEY "MARY AMELIA"

Length 34ft, Beam 11ft 6in, Draught 3ft 6in, Displacement approx. 6 tons.

Topsail gaff cutter, built 1914, larch on oak. Hull, spars, sails and standing rigging in reasonable condition. 3 cylinder Lister air-cooled 20hp engine. Accommodation basic. Lying Benfleet moorings, Essex. Price £15,000.

Contact: Richard Lewin, tel. 01702 586312.

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

Reviewed by Richard Woodman

I once crewed for a skipper whose conversation was limited to an endless monologue about his boat. Had he been a brilliant seaman I might have forgiven him, but the lasting impression of nerdish obsession stuck, and I now tend to avoid sailing with people who think only of boats. After all, when you are involved in a long passage, the demands of your ship dominate your life, and it is important to recall that there are other things in life.

One might have supposed that Tom Cunliffe, that doyen of yachtmastery in general and gaff-rig in particular, ran the risk of falling into this nerdish category. Surely a seaman as expert as he, cannot be a master of more skills? Not so. Those of us for whom Tom's writing provides biblical guidance on how to handle our boats, know how well he handles words, but his new book, *Good Vibrations* reveals that not only he, but his wife Roz, can handle a Harley Davidson - and how!

I have no interest in motor-bikes; indeed I am terrified of the things, having once been scared rigid when riding from London to Poole and back on the back of a Vincent Black Shadow in my teens. I was equally apprehensive when, aged fourteen and dressed in Sea Scout's uniform, a mate and I parked our push-bikes and went into The Ace Café in search of a cup of tea. The hush in that bikers' watering hole on London's North Circular Road was palpable. Those two incidents and a reading of Pinsum's cult *Zen and the Book of Motor-Cycle Maintenance* is the extent to which the motor-bike has impinged upon my life, but Tom's account of his crossing of the United States from coast to coast might seriously change all that. Funny, self-disparaging, compassionate, shrewd, beautifully observed and subtly evocative, *Good Vibrations* deserves to be a classic in its own right.

My yardstick for judging a travel book is the extent to which I feel that I shared the author's experience. In this case I was hanging on in there and what a ride it was! Through the Cumberland Gap and over the Mississippi; across the great plains and over the Rockies to that weirdest of all weird places, California. Then back by way of Las Vegas, Death Valley, Texas and New Orleans. Tom and Roz met real Americans, not their cultural exports reserved for our TV screens. There was hardly a mention of a boat, but *Good Vibrations* is highly recommended for next season's bunk-shelf. A potent prophylactic medicine for sailing with obsessively boring skippers.

Published in paperback by Summersdale, ISBN 1 84024 1136, price £7.99.

NOTICE BOARD

1. OGA SUBSCRIPTIONS - members who have not signed up for either Direct Debit or Standing Order are reminded that subscriptions were due on 1 January 2001. The rates remain the same, namely £15.00 for single membership and £18.00 for family membership. Please send subscriptions to the Hon. Treasurer. Remember, there is a reduction of £2 per annum if you sign up for Direct Debit

2. CHANGE OF TEL. NO. AND/OR BOAT DETAILS - A new OGA Membership & Boat List will be published this year. To ensure that your details are correct, please notify any changes of address or tel.no. to the Association Membership Secretary and any change of boat details to the keeper of the Boat Register (both addresses can be found on page 1 of the Log).

3. OGA WEBSITE - www.oldgaffersassociation.org - The site has had well in excess of 5000 visitors since it started in April 1999. There is a forum/bulletin board on the site where messages can be left and private advertising is free to OGA members.

4. GEORGE BECKET & JON WAINWRIGHT - The Association Executive Committee agreed that, due to their knowledge and many years of experience, George and Jon should be co-opted onto the F&GP Committee. See 'Gaffers & Bermudan Register', page 18.

5. INTERNATIONAL FESTIVAL OF THE SEA, PORTSMOUTH - 24/27 AUGUST 2001 - A support team is again required for this event. Please see President's request on page 10.

6. EU RECREATIONAL CRAFT DIRECTIVE - Noise and Emission update. Robert Holden, OGA External Liaison Representative, was required to provide formal comment to DTI on the above subject. The Association's grateful thanks go to retired Marine Chief Engineer John Porter of Leigh-on-Sea for his professional advice on this matter. See OGA website for full details.

7. CREW LIST - Don't forget to put your requirements in the Log or on the website, whether you want a crew or you would like to crew. See also Area Notes - Europe - by Ron Valent.

OGA PHOTOGRAPHIC COMPETITION

The OGA Photographic competition has been running now since 1996. Last year's entry was the biggest ever with about 70 entries. It is run by Alison and Peter Lyons in the Northern Ireland Area of the OGA. This is one of the things all OGA members could do to 'promote gaff rig'. Take some photos during the year and enter them in the competition. There is a prize fund of £250 provided by the OGA and this is given to the six winners in vouchers for one of the camera retailers. The winning entries in the competition are used as covers for the Log. All of the entered pictures are seen by George Jago, who may use some of them within the Log. It is important that all Area Sec's promote the competition by encouraging and motivating their members to send in their photographs. The photos are also put on the OGA website for all to see.

This year's competition will be judged on or about 11th March 2001, so all entries to us before 9th March please.

Peter & Alison Lyons
4 Knockdene, Bangor
Co. Down BT20 4UZ

OLD GAFFERS' ASSOCIATION



PRESIDENT'S REPORT

This is our 38th Annual General Meeting and the past year has been a significant one. At last we have started to make the growth in membership that we need if we are to achieve the luxury and proficiency of a professional secretariat. I think this is still a few years away but it is achievable if we exploit our enhanced position in the traditional boat world and attract membership from the various factions that are currently without an obvious home. I am fully aware that we must never lose sight of the aims of our Association, being specifically gaff rig (and my first love), but because of our strength, we provide an excellent platform to expand and embrace other parts of the culture. Where this becomes difficult is in its parameters. As a rig Association, we accept any form of hull construction and clearly, for practical and aesthetic reasons, this is not possible in a move to embrace Bermudan rigged "classics". What are "classics"? I believe we all have our own ideas and prejudices, so a considered set of limitations would, or will, be necessary. I have had the opportunity to speak about and discuss this subject with almost all of our areas during the past eighteen months and, with one notable exception, the proposal has been well received and approved in straw polls. Based on this encouragement, I intend that we should "make haste slowly" and with the support of the officers, we should ease into "slow ahead".

Despite the appalling weather during the summer, all areas had very successful events, and I am particularly pleased that our newer areas are thriving and attracting membership. They deserve our support. This coming year sees the International Festival of the Sea for the second time at Portsmouth and once again we are involved and will, as before, be running the "on water" events. I shall therefore be seeking a number of volunteers to help run these events - we shall not be involved in any other administration. The other Association activity for the coming year is our stand at Boats on Show, which you will be aware is the replacement for the old Wooden Boat Show and is now held at Beale Park on the banks of the Thames at Pangbourne. We have found that this is a valuable recruiting base as so many people come to be interested in the rig through small boats.

It is on this point of small boats, a subject I have aired before, that I am sure we could do more. The event at Derwentwater run by Pete and Sue Farrer had more entries than they could accept last year and if someone knows of a suitable stretch of water with good facilities, nearer perhaps to the Midlands, please let us know and we could create another similar event. I know that the East Coast have an open boats event and we are hoping to provide something similar on the South Coast, but I feel the best chance of success is inland, with good launching, parking and social facilities.

I sometimes think we are incredibly lucky to belong to an Association such as ours which provides a vehicle for us to enjoy our boats, do a little racing, socialise and keep us in touch with like minded people, be provided with information at the end of a telephone, and these days on a website, but it is not luck; it requires a lot of work by quite a number of members who give up a great deal of their time to our enjoyment, and I thank them most sincerely for it.

David Cade

January 2001

THE LANCASHIRE NOBBY - by L J Lloyd

Reviewed by Mark Miller

Apart from a few magazine articles, no serious effort has been made to record the rise, development and eventual fate of the nobby - the traditional sailing fishing boat of the NW coast. Now L J Lloyd has written a book about them which should be read and studied by everyone with an interest in their history.

It is a mistake to think that the word 'Nobby' is merely an alternative for the longer description 'Morecambe Bay Prawner'. While the basic design appears to have originated at Crossfields Yard at Arnside around 1890, the concept was adopted and modified by boatbuilders in ports from the Solway Firth to Cardigan Bay.

L J Lloyd documents the development of the type with a series of line drawings and sail plans. Other detailed chapters cover construction, mast, spars, rigging and even the fo'c'sle bogey stove. The book is well illustrated with sketches and photographs.

My one criticism is that no mention is made of the many yachts which were built on nobby lines, nor the many fishing nobbies which were converted to pleasure use. The *Kathleen*, for instance, built at Southport in 1896 was converted to a yacht in the 1930's and is still well remembered as the only boat to finish in the appalling conditions which prevailed during the Tranmere Sailing Club's annual midnight race to the Isle of Man in 1935.

Published in 1998 by Merseyside Maritime Museum, ISBN 0 95304082 8, price £10.95.

SOUTHPORT & NORTH MEOLS FISHERMEN & BOATBUILDERS- by L J Lloyd

Reviewed by Mark Miller

In this, his second book, L J Lloyd concentrates on the considerable fleet of nobbies built in the Southport area and the various fishing methods used in the adjacent waters.

There are clear illustrations of shrimp nets and trawls and a wide range of fascinating photographs. I particularly liked the series showing the newly built nobby *Snipe* being towed through the streets in 1895 by upwards of fifty men en route from her builders yard to the Marine Drive to wait to be launched on the tide.

L J Lloyd is to be congratulated for having recorded so vividly the way of life, now gone for ever, of a small community of boatbuilders and fishermen.

Published in 1998 by Merseyside Maritime Museum, ISBN 0 95304083 6, price £6.95.

Regatta (11 February 2001) - a showcase on the Swan River for our West Australian Gaffers. The Couta boats and the 28ft Royal Freshwater cutter *Aorere* join us in the challenge for the 'Fastest Gaffer on the Swan' Trophy. The Pelican Point Sea Scouts will sail the 'C' class for the Doug Rickman Perpetual Award for Youth.

LADIES OF VARIETY - OLD GAFFERS KIDS' DAY - 5 MAY 2001

Our Service to the Community Day. The children have varying degrees of disability and lack of mobility, ages ranging from 4 years to around 12/13 years. Mounts Bay Sailing Club supply the venue, the OGA supply the boats and skippers for short sails, followed by lunch.

Our good wishes to all members and their families, both home and overseas, and may 2001 be a year of fair winds and a safe haven at the end of each day.

Shirley & Wally Cook

NORTH WEST

At the beginning of another year, we have both social and sailing events already organised, in the hope that you will find space in your diary to write down one or two.

1. To get the season off to a good start there will be a trip to the Beaulieu Boat Jumble on the weekend of 7/8 April. A coach will leave Liverpool on the Saturday morning, stopping en route for lunch and will arrive in Bournemouth at about 5.30pm. Hotel accommodation will include an evening meal, entertainment on Saturday evening and breakfast on Sunday morning. The coach will then take us to the Boat Jumble and we will make our way back to Liverpool at about 4.30pm on Sunday. The coach trip, dinner, bed and breakfast will cost approximately £40 per head - the exact price will be identified a little closer to the date. Please give me a ring if you are interested.

2. We are invited by the Mersey River Festival organisers to take part in the Gaff Sail Race on Sunday 10 June. Berthing arrangements have been made and we

may enter the Albert Dock any time within a fortnight up to 10 June, by prior arrangement with me. There will be a gathering in the Albert Dock on Saturday evening 9 June when we will all be having a party. If you wish to attend this event please contact me as soon as possible.

3. For many years now, a number of clubs have joined together to organise a picnic on the sandbanks behind Hilbre Island. This year, five clubs are involved, including our own Association. The picnic will take place on Saturday 30 June and I ask you to let me know if you wish to go. Any non-boat owners will be able to join us by prior arrangement with me - we have a number of members prepared to provide transport. Following the picnic, for those who are interested, the social day can extend to an evening at the Dee Sailing Club, who have kindly agreed to accommodate us.

4. As in previous years, the Conwy River Festival organisers are having an Old Gaffers Race, to which we are invited. This year's date is 5 August and I ask you to let me know as soon as possible if you wish to attend. It is a very busy time in Conwy and adequate berthing arrangements must be made should you wish to attend.

In addition to the above events, we will have a number of sailing days of a very informal nature. If you have attended any in the past you will realise that sometimes only three or four boats turn out. However, they are good fun and if you would like to set aside the odd weekend in June, July or August, please give me a ring, by which time I will have firmed up a few dates.

Please do attend as much as you possibly can. We do tend to enjoy ourselves regardless of the size of attendance, but there is no doubt that the more the merrier. I look forward to hearing from you and hope you get as much as you expect from your Association in the coming year.

Tom Middlebrook - NW Area President

28 Birch Road, Oxton, Prenton, Cheshire CH43 5UA

Tel: 0151 652 9744 (home), 0151 236 4696 (office)

Minutes of the 38th OGA Annual General Meeting, held on 13th January 2001

at the Cruising Association Headquarters, Limehouse Basin, London.

Present:- The President David Cade, 8 Officers of the Association and 36 members.

1. Apologies were received from:-

Roger Bucknall, Miles Cousins, Dick and Pat Dawson, John Denner, Lorna Hammett, Alan Hidden, Declan Hughes, Helen Hunter, Scott Metcalfe, Richard Montgomery, Chris Payne, Jason Winstanley.

2. Approval of the Minutes of the last AGM held on 15th January 2000.

There was one amendment, that it was the 37th AGM and not the 36th as stated, after which acceptance was proposed by Brian Hammett and seconded by George Jago with unanimous approval.

3. Matters Arising.

3.1 Registration of name and logo. The matter is still in hand.

4. President's Address.

4.1 David Cade gave his address and a copy is attached.

5. Hon Treasurer's Report and presentation of accounts.

5.1 David Godsal gave his report in which he explained the difficulties he had endured with members' banks during the past year. He had persevered, generally overcome the difficulties and had extracted compensation from most banks resulting in a substantial contribution to the RNLI from the OGA. The year had ended in a small surplus and the Association financial position is sound.

5.2 In view of the current financial position the Treasurer recommended that subscriptions remain unchanged for a further year, including the £2 reduction to those paying by Direct Debit. At present about 30% of members pay by this method, but he would like to see this figure double over the coming year as it greatly reduces costs and paperwork.

5.3 Margaret McNee, who has been Hon. Membership Secretary for the past three years, is standing down at this meeting and David wished to thank her for her co-operation during her term and her hard work, particularly with new members, and this was supported by the President and others.

5.4 David Godsal then thanked Russell Read, our Honorary Auditor for auditing the accounts.

5.5 Proposed by Jon Wainwright and seconded by Peter Lyons that the accounts be approved, the motion was carried unanimously.

5.6 David Cade thanked David Godsal for his continuing good work above and beyond the call of duty and regretted the tiresome times created by the move to Direct Debit which we all hope is now on a steady course. There then followed appreciation from the floor.

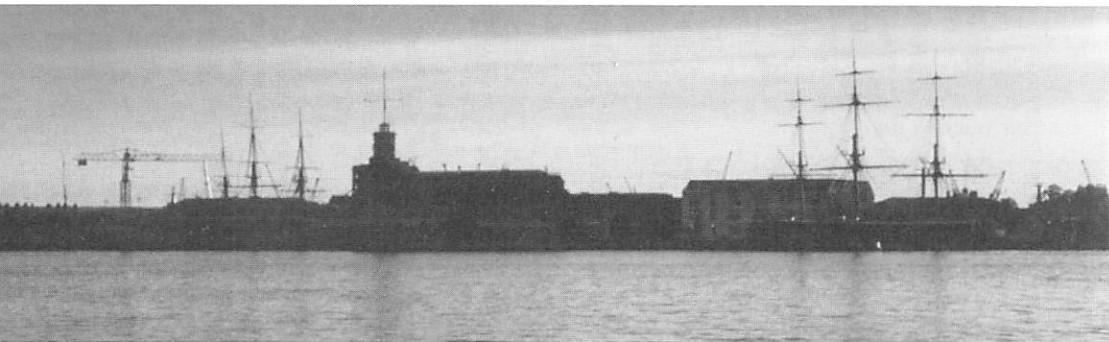
6. Election of Officers.

6.1 President.

David Cade had come to the end of his second term as President and there being no other contenders he submitted to standing again and left the room while the chair was taken by

The International Festival of the Sea, Portsmouth

24-27 August 2001



Portsmouth Profile

Photo: Editor

The Old Gaffers Association have been invited to be an integral part of the International Festival of the Sea and we have agreed to participate on similar terms as in 1998. We have, however, tidied up the agreement by running the "on water events" only and will not be involved with berthing which involved so many man hours and stretched our resources.

I think all who took part last time enjoyed the experience thoroughly and we, as an Association, certainly acquitted ourselves well. That was thanks to the volunteers from our members and I am hoping to persuade a similar number to offer their services this year. I intend us to be better organised than before and try to reduce the amount of time required from each person so that you may all enjoy the show. Accommodation will be available to those coming a distance and not on a boat but I will need to book this in good time. 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.

I am pleased to report that we shall have the support of the RNSA sailing school at Whale Island as before, under their commandant Bill Rothwell (who is one of our members). Not only do we get the advantage of their local knowledge and experience but they may provide extra boats for us to offer crews from the overseas ships and others.

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! 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

saltwater race committee will be organising a Feeder Race (ECCFR) to the East Coast Classics on Saturday 24 June. This is naturally also open to English entries who, through this, wish to qualify for the VKSJ Challenge Cup (CC). For those who are not acquainted with this the CC is a cup that can be won by a yacht that collects the most points in a series of races held in Holland and on the East Coast. The only really restraining factor is that to qualify for winning you have to take part in at least one of the sea races across the North Sea (CPR or ECCFR) or the long distance qualifier that will be sailed off IJmuiden in early October. Other races that count for points are those during the East Coast Classics, The East Coast Race and the VKSJ Classics Race in West Mersea on July 14. There will also be a number of races on the IJsselmeer in Holland in May, June and September. What makes this cup so interesting of course is the fact that all participating boats in all these races do make the list and help decide who wins as ALL participants do score points. This will be the fourth time the Challenge Cup will be held and if you think it is only for big racers I would like to remind you that the 1995 winner was the Hillyard 6 Tonner *Soma* (with *Deva* coming second), the 1997 winner was Jon Wainwright in *Deva* while the 1999 winner was indeed a large steel classic but once again Jon was in the picture in third place with *Maryll*. For more information on this series please contact me or Jon Wainwright. Please also remember that you must enter beforehand for the various sea races.

Having tried to get larger numbers of boats travelling between the various events in Europe now for 13 years, and where it has only really worked for Brest, I have more or less given up on the idea of realising my dream. As an intermezzo I spoke to some German and Swedish owners this winter and asked them if they would mind receiving crew members for events in their country from abroad and themselves going abroad to crew on other people's boats. The reactions were quite positive and so I offered to try and find out if there is any

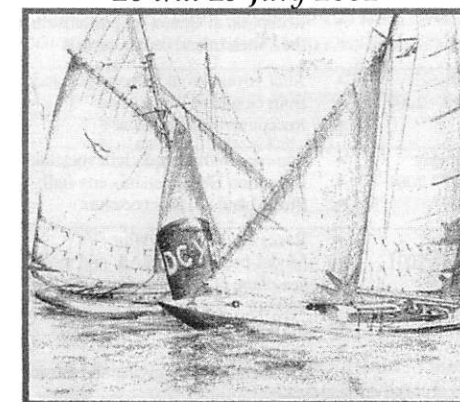
interest in this idea of mine. Classic boats sail with a husband and wife/family crew. Most boats though could really use an extra hand or two during racing. Everyone you know is on their own boat so short of hiring some professional winch gorillas what do you do? How about some experienced boat owners from abroad? To find out if there is any interest in this I would like to ask OGA members to post, email or fax me an answer to the following 3 questions: Are you willing to take on board a (limited) number of foreign crew members during OGA events? Are you interested in visiting events abroad by car/plane etc and do you wish to crew on boats participating there? Are there events you are possibly interested in and or for which events are you willing to take on board guests? I am in touch with most traditional events in Holland, Germany, Denmark, Norway and Sweden. Most are during the summer. Below is a list of some of the most interesting. If you are in any way interested in this crew-interchange project please look carefully at them and let me know which ones you might be interested in. Please do not call me on the phone as I would like to structure and administer this properly. My fax number is: 00 31 (0)23 544 2983, my email address is: HYPERLINK <mailto:ronvalent@hotmail.com> and my address is printed up front in this Gaffers Log.

7e

Dutch Classic Yacht Regatta

Hellevoetsluis

26 t/m 29 July 2001



Le Faucher will be organising, as he announced his retirement during the rally. There will be many British Old Gaffers who will wish him well.

Sam & Maggie Bayliss (Brilleau)



Seen at Hellevoetsluis!! Guess who?

Photo: Editor

EUROPE

Whatever happened to the year 2000? Due to personal circumstances I am sorry to say 2000 wasn't the happiest of years for me, but I still must apologise to my fellow OGA members for not even getting the tiniest bit of news through to the Gaffers Log. Although a bit late for New Year's Resolutions I will do my utmost to keep a more regular flow of information going for the next 12 months. Luckily for me there is so much going on that that shouldn't be too difficult. As you read this I should hopefully just have relaunched my boat *Taifun* with a new deck, new sails, several new ribs and some fresh planking.

It is going to be a busy year for the enthusiast who has enough time to visit several events and I am just looking at events in my part of the woods let alone France and GB itself. Dutch Classic Yacht Regatta (DCYR) is on of course and they are naturally hoping that

entries from England will once more be up to their pre-1999 numbers. Read all about The Classic Passage Race (CPR) Levington to Roompot, the cruise in company to Hellevoetshuis and three days of racing and parties in East Coast Area Notes. Entering early pays as the DCYR gives a discount if you enter before May 1. For information check their website: HYPERLINK <http://www.gbpk.demon.nl/dcyr>. Entries and further info can be sent to/gotten from: St. DCYR, Stougjesdijk 137, 3271 KB Mijnsheerenland, The Netherlands or mailed to : HYPERLINK <mailto:dcyr.avd@wolmail.nl>. VKSJ

22 Bella Vista Road, Brixham TQ5 8BQ

Dear George

I write as an Old Gaffer who has, alas, had to part with his beloved Oysterman *Emily* due to work commitments and is now in the process of selling the family home in order to purchase a twin-screw powerboat (wash-your-mouth-out!) as a live-aboard in the Med.

I read with unbounded amusement those letters in the Log going on, ad nauseum, about the various handicapping laws that should/should not/must not be applied whenever a bunch of superannuated boats and, if I am any model, superannuated owners get together to have a race. PLEASE! Isn't it sufficient that enough people care for these beautiful old ladies to maintain them and give them a little frolic from time to time without getting involved with the complicated business of trying to work out a handicapping system?

By the very nature of the Old Gaffers, there can never be any rule that will be fairly employed whenever these old ladies pick up their skirts and frighten the living daylights out of Bermudan rigged owners. Surely the Olympic ethos must prevail:- Taking part is more important than winning.

If, some time in the future, a 42 foot mahogany-on-yacal, Grand Banks motor yacht should lie off a group of gaffers involved in a cut-throat race, please do not think harshly of us - we will be simply enjoying the sight of like-minded people looking after our shared maritime heritage. God bless 'em all.

Captain Peter Farrand

Deep Sea Pilot

River Gambia, West Africa

17 December 2000

Dear Editor

I note that the handicapping system is still alive and kicking in the September 2000 Gaffers log. John Mears claims that '*Kerneth* can never keep up with most of the others at all, being 8.5 tons, ferro, inadequately canvassed and skippered'. Surely something can be done about the last two points and as for ferro being slow, I see that *Rula*, a ferro ketch, came first in Class 1 of the Yarmouth Old Gaffers Festival, beating *Island Swift* *into second place, which (naturally!)surprised me at least. According to the OGA Boat Archive, *Kerneth* is a replica of an Essex smack, not an intrinsically slow design. Also, anyone who has sailed against *Moondance*, a Percy Dalton ferro cutter, will know that ferro does not have to mean slow. But of course, the real answer is to cheat! - see Sam Baylis's letter.

On a less prickly subject, Brenda Jago asks why Dutch boats have short curved gaffs. In the absence of a Dutchman, who must surely know, I've always understood that because they never set topsails, it is a more aerodynamic and efficient shape for the head of the sail. The detail design repays close study, if you can get close to a real curly Dutch made gaff.

I had never heard of a gaff being called a half sprit, but in Bequia, West Indies, I saw a development which would support this. All the large local sailing boats - seiners and whalers, approx. 27 foot open boats - have a sprit rig, except one - this was in 1996. The exception was the *Bluff*, the Prime Minister's yacht (now there's a man I'd vote for!) which was gaff rigged, but with the same shape of sail. In fact gaff jaws were not fitted, the gaff being laid alongside the mast, but it was very much shorter than the usual sprit, hence perhaps the 'half sprit'. The *Bluff* was also faster than the sprit rigged craft, due I think to less windage in the rig in the absence of the long sprit cutting across the centre of the mainsail.

All the best

Nick Skeates

**Island Swift* is a Wylo II, designed by Nick Skeates. Editor.

West Pill, Angle
Pembrokeshire SA71 5BE

12 December 2000

The Editor, Gaffers Log

Dear Editor

Re: Dutch Barge *St Michel* - Bill Robinson's letter in December 2000 Gaffers Log.

I was interested to read Bill Robinson's letter regarding his experiences aboard the Dutch barge *St Michel*. (For the purists she is actually a Lemsteraak and not a Boeier and was built in Joure in Holland in 1907).

My late father, Rear Admiral Peter Gray, bought the vessel out of Bickford's yard at Topsham on the River Exe in 1962 and he and my mother sailed and lived on her for the next 7 years after he retired from the Navy. They ended up in Holland, where *St Michel* was bought by a Dutchman who lavished many thousands of guilders on her and today she remains one of the best maintained examples of her type in Holland and takes pride of place in the Dutch "Admiralseilen" regattas.

My father sailed *St Michel* most of the time with only my mother as crew and I have no idea how they managed! As a university student at the time, I can recall many horrendous trips on the boat both in the English Channel and in Holland, as not only was she woefully underpowered, making manoeuvring in any sort of wind a nightmare, but for the first few years of my father's ownership the wheel was wired up to turn the wrong way!! Luckily, in those days harbours were not so crowded. Struggling to raise and lower the heavy oak leeboards in any sort of seaway is another memory I would rather forget.

Life underway was eased a bit by my father's habit, true to form for a recently retired Naval officer, of treating the vessel in congested waters as if she was the size of a destroyer and expecting everyone else to get out of his way. They usually did when seeing those bluff apple cheek bows bearing down on them. I also recall being equipped with warps and fenders large enough to moor up an aircraft carrier.

Having said that, I had many splendid times on her and she was supremely comfortable, with a solid fuel stove, a huge saloon and palatial sleeping cabins.

The enclosed photograph may be of interest.

Yours sincerely

Nicholas Gray



St. Michel

Photo: Unknown

local people out sailing each day for a "promenade sur mer", always in the afternoon "apres le déjeuner"! The mornings were free for sight-seeing, shopping in the superb covered market, or just socialising on each others boats. We enjoyed taking out a German couple for their first experience of sail, a local artisan from the town who was hoping to buy a boat and go cruising, and a volunteer translator for the rally.

A reception was held in the Town Hall on the first evening. The following evening we were all invited to a crew dinner, a sumptuous salmon buffet in the Jardin de Justice, which was followed by musical entertainment from shanty singers and a band. Notable contributions were made by the Deputy Mayor of Sables, himself a fisherman and keen sailor, and by the crew of the Ukraine vessel *Presviata Pokrova*. The latter is an interesting replica of a 19.5m x 3.5m trader from the Black Sea, with oars and a square sail. We had given them a leaflet about this rally when in Douarnenez and were delighted to find

them here. Sunday evening was enlivened by a parade of sail for which we were provided with packets of out of date flares to let off as we sailed to and fro in the bay. This must have been a wonderful sight for the many onlookers on the promenade.

The last two evenings began with the baptism and launching of some small boats of traditional type from the hard, followed by a 'pot pastis' at the club Amicale des Olonnais et Voile Traditionelle and then a barbecue meal followed by lusty singing, again ably supported by the Ukrainians. This club encourages and maintains the tradition of small sailing fishing boats, the 'Olonnois', which have been a feature of the port for generations. It was a wonderful 5 days which we will remember for a long time. We are much indebted to the President, Luc Favennec and the members of the club for their enthusiastic support of this event. We were pleased to renew our acquaintance with Jean-Claude Crépin, President of the French Old Gaffers, and other friends we have met over the years. Sadly, this is the last event at which Jean



Presviata Pokrova sailing off Sables

Photo: Sam Bayliss

was friendly and the racing was good.

Class 1- Big Gaffers, was won by Stephen Clarkson in *Vilia*, with her new Sloop rig; John Duncan was 2nd in *Biddy*; with Joe Pennington and *Master Frank* in 3rd place. Class 2 - Classic Yachts, was won by Gordon Garman in *Tantina II*; Jim Busby was 2nd in *Erlin Mor*; with Richard Tomalin 3rd in *Dream Twister*. Class 3 - Smaller Gaffers, was won by Richard Doig in *Oread*; Fred Reid was 2nd in *Young Pretender*; and Des Finlay 3rd in *Guillee*. Class 4 - Smallest Gaffers, was won by Lawrence and Pat Jess in *Moth*; Alan Aston was second in *Mantis*; and Chris Joblin 3rd in *Gan Ainm*. At 17 00, *Golden Nomad* was used as the guinea pig for an Air Sea Rescue. Alan Aston held *Nomad* steady as a Helicopter from 762 Squadron circled the bay and lifted a number of people from the deck and dropped them back on deck. This exercise was watched by a huge crowd all along the North Pier and Seacliff Road. The Official Reception aboard *Jean de la Lune* was attended by the Mayor and some NDBC councillors. Classic Malts of Scotland were also in attendance here. The Mayor, Alan Chambers, then came over to the Marquee and welcomed all the Skippers and Crews to Bangor. He said that Bangor was very happy to host the Gaffers and their boats and told us to keep on coming back.

At 21.00, 'Over the Hill', that amazing band of musicians, started the entertainment that kept everyone happy for the rest of the evening, dancing and singing into the night.

On Sunday morning, Stephen Clark started the Dinghy Dogdems. 50 small prizes were distributed amongst all the persons who took part.

The fleet again went out for a sail on Sunday, not to race, but just to enjoy the day. It was a particularly nice day to go sailing. At 18.00, the prizes were given out to all the racing people previously mentioned. The Bangor Rowing Skiff prize went to *Yonkers*; Pat Kennedy got a prize for her singing on Friday evening; Alan McLean in *Zara* got a prize for furthest travelled; and everyone got the now customary prize for turning up, which this year was a particularly nice ceramic gaffer made by Mill House Pottery in Millisle, Co.

Down. I would like to thank all of you who made the effort to get to Bangor, without you it would be nothing. On your behalf I thank our sponsors - North Down Borough Council, Bangor Chamber of Commerce, Red Green, Kelly Fuels, Extratec, Crest Nicholson Marinas, BJ Marine, Classic Malts of Scotland, Cawoods, Classic Boat, Traditional Boats and Tall Ships, Nautical World and Alliance Wines. Don't forget next year's event will be in June, 8th to 10th, put it in your diary now to make sure you get there.

Peter Lyons - NI Area President

FRANCE

RASSEMBLEMENT DE VIEUX GREEMENTS DE SABLES D'OLONNE - 29 JULY/1 AUGUST 2000

Having attended the Traditional Boat Festivals at Brest and Douarnenez, we headed south to Sables d'Olonne via Lesconil, Pont Aven, Ile de Groix, Le Croisic and Ile d'Yeu. The characteristic rocky landscape of Brittany gave way to the lower, sandy coasts of the Vendée, with a distinctly Mediterranean feel to both the climate and the architecture. On the afternoon of July 28th we arrived at Sable d'Olonne and sailed up the entrance channel with crowds of spectators lining the pier heads. It is a holiday town fronting onto a beautiful sandy bay, with many restaurants and attractions, but spacious and with a friendly atmosphere. Once in the harbour entrance there is the big fishing harbour to starboard, where the gaffers were assembling along the harbour wall, energetically directed by Jean Le Faucher. Later we were joined by *Maude* from Emsworth, a Tamarisk 29 owned by John and Sylvia Travis, the only other British boat among the 40 or so present. Usually, yachts are berthed in the spacious marina built on reclaimed marshes further up the harbour and we were honoured to have the use of what is usually a busy working port.

The Rally was well organised and directed from 2 kiosks on the harbour wall. It was very relaxed, with no commitments or racing, but participants were invited to take

A copy of the previous letter was sent to Bill Robinson, who replies -

I am delighted to hear that *St Michel* is alive and well and astonished to find that she is a Lemsteraak, and there we were sailing about and thinking she was a Boeier. I think we may have thought so because of the illustrations in "Post War Yachting" by Maurice Griffiths. The profiles look very similar.

I used to sail in Larvik, in a Colin Archer designed Redningskoiet and she has been put back to original and is sailing somewhere in Norway.

Bill Robinson

Bryn Banal Fach, Bethel Road, Pontyberem
Llanelli, Carmarthenshire SA15 5NH

Old Gaffers Association

20 January 2001

Dear Sirs

6 Tonne Morecambe Bay Prawner

I am restoring an old gaff rigged cutter which I purchased by sealed bid tender from Swansea Marina just over a year ago. For reasons best known to themselves, the previous owners of this vessel do not wish to be identified. The Marina, who acted as a confidential broker, were good enough to **twice** forward, on my behalf, a request to the previous owners for information on this boat, but sadly my requests have been ignored. It would be sad indeed if the history of this boat were to be lost for the want of a little research and I wonder if your Association could suggest a path that I might pursue in seeking to obtain some sort of CV for this 'old gaffer'.

The name of the boat is *Santana*. However, a radio licence dated 1992 in the name of *Quiet Storm* was found amongst other papers on the boat. This suggests that the name may have been recently changed. I have already tried the Small Ships Register and the Radio Licensing Section of the Radiocommunications Agency. The former have no record of my ship under either names and the latter, being covered by the Data Protection Act, are unable to divulge information in regard to the radio licence. I have written to the person in whose name the radio licence was issued but have received no reply and he is listed 'ex-directory' with the phone number.

I would really appreciate any guidance you can give me in tracing any previous owners.

Yours sincerely

Brian Kindness



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

The Editor, Gaffers Log

29 January 2001

Dear Sir

I am saddened that the OGA has succumbed to the PC disease of 'social inclusion' as a blanket, without any judgements on quality or discussion of what the OGA is for. I joined the OGA, and put the immense amount I did into it, for its difference and its stand on the traditional virtues of Gaff Rig, not to join the racing freaks of any ilk.

I recognise the problems only too well, which were dealt with by the Vintage Sports Car Club so effectively over 50 years ago. Preservation of the *good* (not just the all) is to be applauded, but inevitably brings with it non PC discussions as to what good is. The V.S.C.C., in 1937, chose 1930 as a fixed point to define Vintage, because in 1930 there took place a fundamental change for the worse in car design and manufacture due to the Wall Stree crash and the depression. Cars before this date, even the grotty ones, were at least honest and hand-built, *most* of those afterwards were generically made out of pre-assembled parts and had little identity or integrity. Recognising the loss to posterity of the good cars created post 1930, the V.S.C.C. addressed, somewhat later on, the position and preservation of those post 1930 cars which did retain integrity and identity by instituting the Post Vintage Thoroughbred Membership - but it required deciding which were, and more importantly, which weren't nice cars *and* it does not extend beyond the war.

The *exclusive* judgement of what the OGA does *not* stand for is essential if it is to retain what it *did* stand for and the cachet that makes it fun to be a member. The V.S.C.C. did this by deciding which designers and which factories were still producing cars of integrity to the standards of which it approved. This often meant one model in a manufacturer's range was accepted and one not - but the absolute judgements of quality this entailed have maintained the integrity of the Club itself and what it has always stood for - it is enormously successful.

If the OGA is to retain any value for those members who sail traditional gaff rigged boats *because* they are gaff rigged, then it needs to address this thorny question of integrity and quality head on - the PC blanket simply will not do. I would suggest a cut off date of at least the last war, for the simple reason that boat design and production did take a very different and obvious turn in the years after the war, and even for those before the war, I would decide which designers were creating with identity and integrity and which weren't. I would also rule (as the V.S.C.C. did) on which accretions are admissable (no hydraulic brakes!) and which aren't. The Mediterranean Vintage racing administration is hugely to be applauded for tackling this thorn head on and so toughly. The OGA is about *traditional* boats and *traditional techniques*, and that should not be diluted.

Yours faithfully

Michael Burn

As Mike did not attend either the Association or the East Coast AGM, he was unaware of the OGA's cautious approach to this matter. Jon Wainwright has written him a letter of explanation. Editor.

General Meeting

Sunday, 5 August 2001 - Nobby, Gaffers and Classics Race, Conwy. Contact: Tony Mead, 01492-596253 for more information and application form.

18-19 August - Sailing weekend, Porth Wen, Anglesey. Contact Stuart & Julie Nicholls, as above.

31 August - 3 September - Small Boat Gathering, Derwentwater Marina. Contact Pete & Sue Farrer, tel. 01270-874174. All those who have ordered videos from last year's event have not been forgotten. We are in the process of copying the video and as soon as these are available we will forward them on. Anyone else wanting a video please contact me for details.



Elizabeth, Flying Fish & Cheshire Cat, Derwentwater

Photo: Sue Farrer

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

Sue Farrer - CNW Area Secretary

NORTHERN IRELAND

PORTRUSH 2000 FESTIVAL OF THE SEA
- Saturday 12 August

I was delighted to arrive at Portrush at 06.00 in the morning, having taken *Madcap*, with a crew of Gaffers up to the Portrush Festival of the Sea. John Cleary, Stephen Clark and

myself had left Bangor at 21.00 on Friday evening and motored through the night. We slept a while before breakfasting and then joining the fleet of small gaffers sailing around at Portandhu. We did not race but the large fleet did. It looked like close racing from where we were. In the evening we visited Robin Ruddock's converted Sailors Shelter to meet with all the others before going for a meal and an early bed. Saturday saw us leaving Portrush, going round to Portandhu again before setting off for home. We arrived at Rathlin Sound about 2 hours early so we called in to see the new houses being built and just had time for a pint and a plate of chips. We motored down the Antrim Coast through the fog on a flat calm sea, arriving in Bangor

about 23.00. Thanks to the Portrush Festival of the Sea for having us and thanks to Adrian Spence for letting us take his lovely boat whilst he was away in Estonia.

**B A N G O R
TRADITIONAL SAIL -
19 / 20 August 2000.**

This event was again a considerable success. It all started on the Thursday evening with the arrival of the brigantine *Jean de la Lune*. When we got them safely berthed, we took them to

McMillens for a beer. Friday, the harbour started to fill up from the morning onwards and by nightfall we had about 35 boats moored up. Over the whole weekend, 58 boats attended the festival. Saturday was a quiet morning before the Skippers briefing at 12 30. Classic Malts of Scotland arrived and put up a stand in the corner of the Marquee to dispense free whisky. The race started at 14 00, around a course in Bangor Bay. It was a lovely sight seeing the boats put their sails up in the harbour and sailing out into the bay to start the race. The wind

single-handed - and home again!

The local duo of *Dorothy and Mizpah* (John Holden and Pete Nash) competed in nearly all the events and *Muriel* (Paul Heighway) and *Diana Joan* (Peter Wyatt) attended when they could. 'In river races' at Stoke Gabriel and Dittisham attract an increasing number of smaller gaffers, including *Marie Louise* (Mike Lucas) and *Pearl* (Neil Baxter).

Membership of the Devon fleet of gaffers continues to grow and now numbers over 140, with 60 to 70 of these local to the Dart. Our two main events of the year are the Brixham Festival Rally/Race and our own Start Bay Race and Rally. This year, the Brixham event is on Saturday 2 June and is quite a spectacle, since the local fleet of Brixham sailing trawlers compete and many of the gaffers from Dartmouth will be there. The Start Bay Race and Rally is on Saturday 30 June and we shall hope to see twenty to thirty gaffers, with visitors from the Solent and Falmouth. Finally, Dartmouth Regatta attracts over 250 yachts and is an event which provides competition for gaffers of all sizes, with a selection of courses being either well inshore for the smaller boats, or more ambitious for the larger gaffers with the main fleet.

Our programme for the coming season 2001 is as follows:

Commodore's Supper	Sat.17 March
Brixham Festival Race	Sat.2 June
Start Bay Annual Race & Rally	Sat.30 June
Plymouth Classics	Sat.28/Sun.29 July
Fowey Classics	Tues.31 July/Thurs.2 Aug
Falmouth Classics	Fri.3/Mon.6 August
Dittisham S C Regatta	Sat.11 August
Dartmouth Regatta	Thurs.30 Aug/2 Sept.

Stoke Gabriel Regatta
Sat.15 Sept.
End of Season Rally
Sat.29 Sept.

Mike Lucas - Devon Area Events

CONWY & NORTH WALES

Our annual dinner at Alfredo's was once again well attended with a few more than last year. We all enjoyed a very pleasant meal with good company and very pleasant surroundings. Barry provided us with the usual Christmas Quiz - thanks go to Barry and Ave.

Congratulations to Stuart Nicholls who will celebrate the big '50' on the 17 February !!

We shall be organising another tug trip on Manchester Ship Canal: a date will be fixed sometime in March.

Some dates for your diaries:-

Ruthin Amateur Dramatic Group will be performing the musical comedy "Lock up your Daughters" at The Leisure Centre, Beaumaris, Anglesey, N.Wales on St Patrick's night, 17 March 2001. Why not come along and support this worthwhile cause. Interested? - of course you are - contact Liz Kilburn, tel. 01248 811190.

Saturday, 28 April 2001 - Boat Shed Party at Penrhyn. Contact Scott, tel.01248-352513

26/27 May - Sailing weekend around Anglesey, exact location dependant on weather and wind. Contact Stuart and Julie Nicholls, tel: 01248-353887

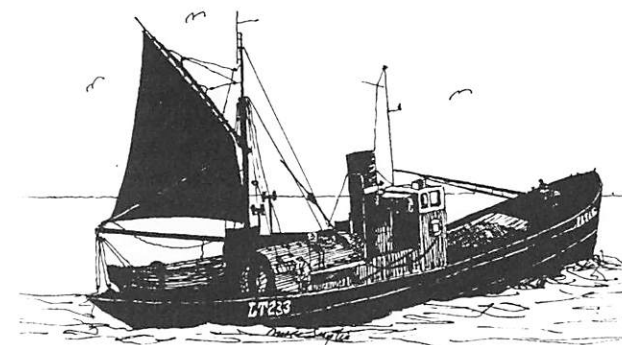
9-10 June - Sailing weekend, Wreck Bay, Pen y Parc, Anglesey. Contact Stuart & Julie Nicholls.

This year the Menai Straits fortnight commences on the 23 July and will include gaff racing on Monday, Tuesday, and Wednesday 23-25 July from Port Dinorwic and Caernarfon. If you are interested please contact, in the first instance, Tony Mead, Harbour Master, Conwy, tel. 01492-596253 or Scott Metcalfe, tel. 01248-352513.

Saturday, 4 August 2001 - Area Annual

40+ Fishing Boat Association
Hillcrest, 63 Birch Hill Crescent
Onchan, Isle of Man IM3 3DA

Dear OGA



SUMMER CELEBRATIONS 2001

The 40+ Fishing Boat Association is organising two special events in 2001 to coincide with the twenty-first issue of its newsletter 'Fishing Boats', and because we feel it's about time we encouraged the assembly of large numbers of fishing craft.

These events will take place on 20-24 June at Penzance and 18-19 August at Maryport, Cumbria.

The Maritime Fringe at the Golowan Festival, Penzance has, of course, been running for several years, but this year the festival is being actively run with the involvement of the 40+ Association. Dozens of events surround the immediate harbour area and there are, in the neighbourhood, other attractive harbours and places of interest. Free mooring is available between the 17th and 24th June and longer if the weather is poor. Details from Roger Lowry on tel. 01736 360214.

The Maryport Traditional Boat Festival, on the other hand, is a new festival on Cumbria's lovely coastline. Free mooring is available from the 11th to 25th June for all participating boats. There is lots to see and much to do. Details from Terry Low (our NW representative) on tel. 01900 816467.

Members of the OGA are very welcome to join in with the festivities at both events. We'd love to see you there. So, if you are planning a cruise in either of these directions, hop along and see what we are all about. We are an Association that is all about traditional boats - especially of course fishing craft of whatever age, of which we have over 200 in the Association. Come and meet people probably just as crazy and salty as you.

Details of both events can also be had from the Association address at the top of this letter, or by phoning Mike Smylie on 07971 255943. We look forward to your company.

Helsingør Turistbureau, P.O. Box 60
DK-3000 Helsingør, Danmark
Fon: +45 4921 1333, Fax: 4921 1577
E-mail: info@balticsail.dk

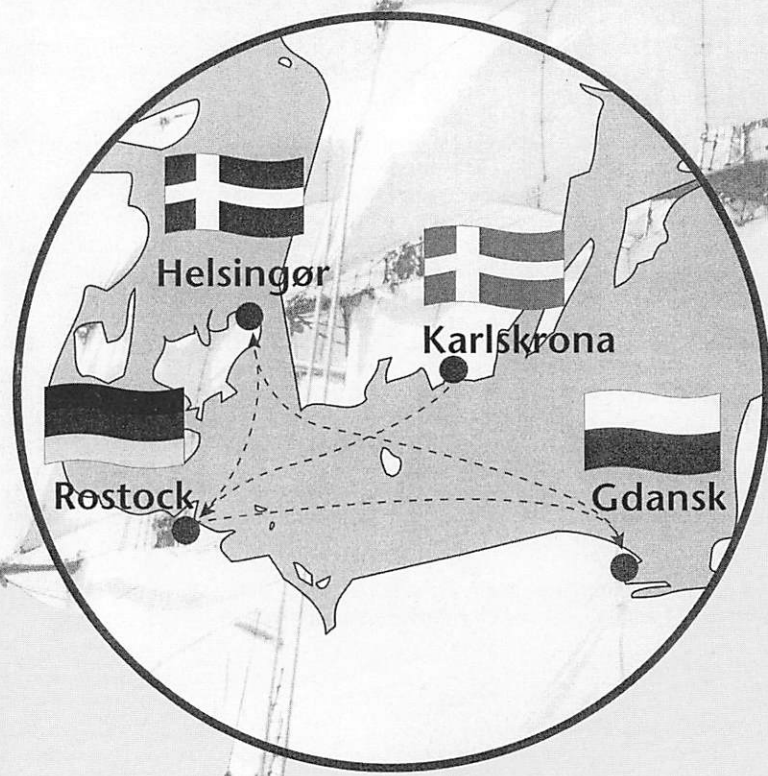
Dear Shipowner/Captain/Agent

The dates and participating ports of Baltic Sail 2001 are as follows -



Baltic Sail Karlskrona 02/08-05/08/2001
Cruise/Überfahrt Karlskrona-Rostock from 05/08/2001
Hanse Sail Rostock 09/08-12/08/2001
Cruise/Überfahrt Rostock-Gdansk from 12/08/2001
Cruise/Überfahrt Rostock-Helsingør from 12/08/2001
Gdansk Sail 16/08-19/08/2001
Cruise/Überfahrt Gdansk-Warnemünde from 19/08/2001
Baltic Sail Helsingør 16/08-19/08/2001
Cruise/Überfahrt Helsingør-Warnemünde from 19/08/2001

Baltic Sail 2001



lap of a short course was completed. The barbecue and prize-giving at East Cowes Marina proved most successful, with the assembled chorus on exceptional form following a flawless recital of the monologue 'Albert and the Lion' by a member of *Iseult's* crew.

In contrast, there were fine breezes for the Bursledon Regatta and Centenary Chase races, both held in sunny conditions, to round off the season.

Several members attended the festivals at Brest and beyond and we were pleased to see the safe return of *Chloe May* and *Zinnia* from the Caribbean, *Partridge* continuing her sojourn to the Mediterranean. Others cruised extensively on the English and continental coasts.

Area membership has continued to increase and now stands at some 320. With little feedback from members, the Area Committee assumes that it has the balance and nature of events about right, but welcomes constructive comments.

We were again fortunate to secure sponsorship to support the two main events, in particular from Classic Malts and Badger Beers, which has enabled us to maintain Area funds in a sound state. We are also grateful to one of our members for the reproduction of our newsletter.

Our provisional programme for 2001 is as follows:

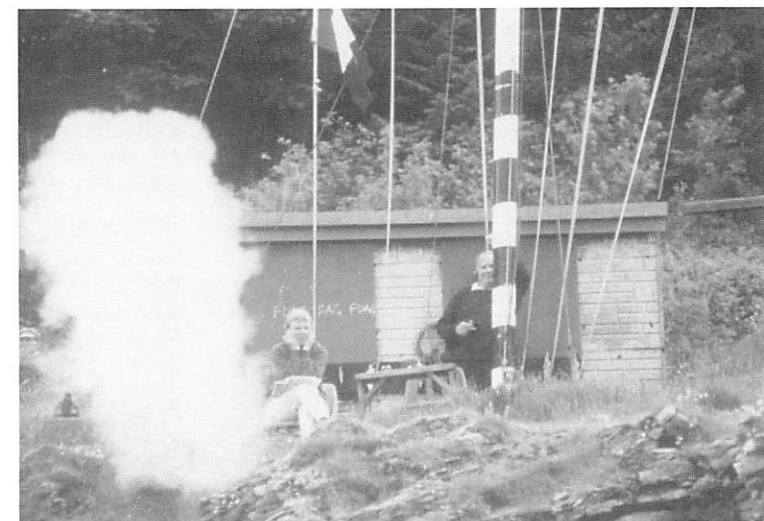
1/3 June	Yarmouth Old Gaffers Festival
23/24 June	Three Creeks Race
TBA July	Marchwood Rally

24/27 Aug	International Festival of the Sea/Annual Race & Rally
29 Sept	Yarmouth Rally/Centenary Pursuit Race

Geoff Skinner - Solent Area Secretary

DEVON

Last year, the Brixham Festival Race was, for the first time, organised by the OGA, and our President, David Cade, came down to be Principal Race Officer, accompanied by George Jago. Their involvement was much



OGA President & Brenda Jago at starting-box, Brixham 2000
Photo: John Cadd, SeaScape

appreciated and the event attracted a total of about 35 Gaffers, including 6 trawlers.

Start Bay Race had a disappointingly low entry last year, but a good time was had by all at the social event which followed, with supper at the Royal Dart Yacht Club. John Holden (*Dorothy*) was the overall winner and became our Commodore for year 2000/01.

Several Dartmouth boats went down for Plymouth Classics, including Peter Lucas with his lifeboat, and then went further west to Fowey and Falmouth Classics. Trevor Dunkley and Dave Keller sailed to Falmouth with their Falmouth Oystermen,

time of publication of the Log, that will be history.

Early spring is the time for starting the fitting out. It is also the time of the MNK Area AGM when the new Area committee is elected, and anything else we can find an excuse for is discussed. The date for your diaries is Friday 30 March 2001 at The Anchor Public House, Abbey Street, Faversham - near Standard Quay. This is to coincide with the last Winter Pub Meet of the season. We ask that as many of you as possible attend as this is an important event in our Area's Calendar. It is also very sociable, the last one being held on the end of Ramsgate East Pierhead, in the Eagle Restaurant, when we had an update presentation on the progress of the Dover Bronze Age Boat. In the spirit of moving it around the area this years AGM, as you can see, is to be held in the middle of our area - Faversham being pretty much central as far as it goes. Thoughts for next year, by contrast, are to have the AGM in our western extremity, perhaps in the Greenwich area. By this means we would like to think that it makes it possible for people, who otherwise would be unable to attend, to be able to take part in one of our MNK AGM's. Our area is rather a long one so this may go some way to addressing that problem.

As always - see you there.

Robert Holden - MNK Area President

SOLENT

For many, 2000 was not blessed with the best of weather, but it did not prevent any of our events taking place, nor a number of our members travelling fairly far afield.

The season started for most with the Yarmouth Old Gaffers Festival, now attracting more entrants than the Annual Race and Rally. This says much for the excellent planning and execution of the activities by the town's festival committee, led so ably by one of our members, Pat Lester. Despite some blustery conditions for those seeking an early arrival, the majority were able to have a pleasant sail to Yarmouth from most directions.



Dirk II overhauls Iseult, Centenary Chase

Photo: John Cadd, SeaScape

Both the 3 Creeks Race and the Marchwood Rally were well supported, the latter enjoying fair winds and traditional hospitality.

The Annual Race and Rally departed from recent practice and both started and finished in Cowes. After a long postponement waiting for some wind to fill in, the Race Officer shrewdly moved the fleet to Osborne Bay for the race where one

The fact that the Baltic Sail in Helsingør continues to be organised after 4 years suggests that the event has an enduring popularity! The 5th Baltic Sail in Helsingør, 16/19 August 2001, will consist of four days of festivities for the sailors and visitors, sails in the heart of Helsingør, a maritime event that should not be missed by anybody with an interest in traditional sailing vessels and maritime heritage.

We also have the pleasure of inviting the officers and crew to take part (free of charge) in a Captain's reception at the City Hall of Helsingør; a Sailors' evening; the crew activity programme.

How to participate in Baltic Sail in Helsingør? Contact our office for an entry form and send it back to us as soon as possible. When we have received the form we will send you further information and detailed programme for the event. If your vessel is a commercial vessel, we will provide, at a small commission, the service of booking receptions and cruises during the event.

Helsingør looks forward to welcoming all the vessels and their crews and we are proud of the opportunity to focus on our common maritime heritage.

Yours sincerely

Henrik Numelin

Operations Manager -
Baltic Sail Helsingør

It is always good to be able to help a member of the RNLI, who spend their lives helping the likes of us. This is a request from Tony Glaze, Secretary, Burnham-on-Crouch Station -



Can anyone give a name to this fishing vessel being launched from Frank Shuttlewood's shed at Paglesham, Essex in about 1946/50 (estimated date). It is taken from a Christmas card sent by Frank to Tony's stepfather, who also happens to be on board, dated 1949. It was he who had *Honora* built by Frank. *Honora* is currently owned by Peter and Alison Lyons in Northern Ireland - see Gaffers Log, June 1999.

Editor

Gaffers and the Bermudan Register



Gaffers & Bermudans, Farnbridge 1998

Photo: B. Jago

You will see that I made reference to this troublesome subject in my address at the Association AGM and I have been talking about the possibilities for two or three years. Never let it be said that we are rushing into something and we are certainly not rushing now! It was unanimously agreed in the executive committee meeting that during the coming year, the finance and general purposes committee, enhanced by the co-option of George Beckett and Jon Wainwright, should consider the application and implication of the inclusion of a bermudan register in our gaff rig association. What we want to do is to make quite sure that we do not dilute the objects and ambitions of our constitution in any way but seek to broaden our embrace on the traditional boat world and continue to enhance our standing and authority with a small "a".

We all know the problem about rigs and hull materials or design and I think one could argue forever on what is a "classic". That gives us a starting point – we cut out the thought or word "classic" and we will stick to the real essence of the matter. I believe that starts with a question - why did we buy or take a particular interest in gaff rigged boats? The answer to that may vary from person to person but I would wager all of us have an interest in the traditional, a vintage car, a steam engine, wheelwrights, coopers, boatbuilders, oakum and a beautiful hull or a period house.

We already have many members with beautiful bermudan rigged boats (and motor boats) which are fine products of the boatbuilder's art. People choose different boats for different reasons but so far they have all elected to belong to the Old Gaffers Association and all that implies. I see us expanding this interest and offering them the opportunity to organise themselves or join with us in events to the benefit of us all. How we do it or indeed if we do it is the problem before us and we must be careful to make the right decisions.

We will certainly not please all our present members though we must try, but I would remind you all that there is nothing new under the sun and in the very early days of the OGA, bermudan rig classes were run in our annual races for separate prizes but using the same handicap formula. As I remember, that only stopped because of the increase in gaffer entries and an increase in yacht club racing for the straight stickers.

That then is the debate and we will welcome your views.

David Cade

OGA President

Bay Race to Walton Backwaters before setting out for the Deben and the Ramsholt Arms. Our last passage is to Ipswich, to spend the weekend at Ipswich Haven Marina. We are working with ABP to have a small festival, not Maritime Ipswich, more our own thing. East Coast Classics is not a regatta, it is a series of linked but individual events, each requiring a tremendous amount of work behind the scenes to set up. We are doing our best to attract sponsorship and grants. Please do your best to give the event the support it deserves.

An offshoot of East Coast Classics is the "Weekend with Arthur Ransome" at the Walton Backwaters. This year, because of tides, we are doing it as a separate weekend on July 6/7. Big boats rally at the Walton and Frinton Yacht Club, mooring in the "pond" for the weekend. The little boats really have a great time. They have a race round the islands on the Saturday, and a picnic to Landemere or Beaumont on the Sunday. The club will let us use their launching facilities, and there will be food and a party in the club. There has been a great development in numbers of smacks boats - I call them the "Kennel" class - and Essex Boy Paul is going to put up a special prize for them. So from lugsail dinghies to 12 Square Metre Sharpies, we'd love to see you all.

14 July sees us at West Mersea for the 38th Annual East Coast Old Gaffers Race. As well as the traditional gaffers racing there will also be a race for Classic Bermudans - VKSJ Mersea Classics. Watch out for details and put the word about. A feature of the weekend will be the barges in the Blackwater match. I was hoping we could combine the events like they do on the Swale, as a clash on dates is unavoidable. Unfortunately the idea did not have support in Maldon, and we may both suffer on smack entries. But it will be a lovely sight nevertheless.

The weekend of the 21/22 July sees us meeting up at Levington (most likely) for the North Sea Classic Passage Race to Roompotsluis, followed by a cruise in

company to Zerkzee, Steenberg, Willemstadt and Hellevuetsluis, for the Dutch Classic Yacht Regatta, 26-29 July. Our Dutch Cousins do make us very welcome. Facilities in the various harbours are very reasonable. Compared with other sailing holidays, in the comparative safety of the inland waters, there is always something to do, whatever the weather.

Get back from that little beano, and you have Mersea Week 6-10 August, with the Town Regatta or the Swale Match on 11 August. Our next "do" is the rally at Walton and Woolverstone on 26/26 August, followed by a passage race, perhaps, to Burnham Week, where they are very keen to see us, all sorts of things on offer! The Colne Match is on 8 September and our Anniversary Rally follows on 15 September.

We had intended to have the Maldon Town Regatta and Anniversary Rally the following weekend, which is the true anniversary of the formation of the OGA in 1963. Unfortunately, Tollesbury SC decided to hold their Smack and Classic Boat Event on the 22 September, so we had to cancel. There is not another suitable tide for Maldon, so we are thinking of something completely different. The Chelmer and Blackwater Navigation are keen to host an event for us at Heybridge Basin on 15 September, so we await the outcome of discussions with interest. The Tollesbury event, which has been going for several years is well worth going to, if you can - they have a website at Tollesburysc.com.uk

The racing season ends with DD's do at Maldon (ex Osea Race) on 6 October, tel 01621 843222, but we will be having further rallies at Woolverstone later in October and in November for the AGM. There will be a fine new award for the best overall performance at OGA events over the year, the Tom Felgate Memorial trophy.

Jon Wainwright - EC Area Secretary

MEDWAY & NORTH KENT

MNK's winter meets at The Anchor pub in Faversham continue. At the time of writing, the next one is on 2 February, but by the

vessels for years. The Stour Sailing Club will look after us with food, drink and entertainment. It's also an ideal venue for open boats, with slipways and sheltered waters, and the Club will lay on a race for us.

Next is the visitation to the home of the Crouch Mafia. On 26/27 May we are the guests of the Royal Burnham Yacht Club.



Katrine, Southwold

They will put up prizes, lay on the start and finish etc., but we can set our own courses to keep out of the way of the modern stuff. We will have a ferry service and moorings as part of the arrangements.

The really big "do" on the east coast is the East Coast Classics, 20-30 June at least. This is for people who like sailing and cruising, rather than rattling around the same old cans every day. It's a really good way of enjoying some of the best parts of the East Coast. We have tried to arrange it so that we have comfortable berthing every other night at least, so you can freshen up. We have our own band, and there is some kind of social do every night. Ask anyone who has been before. It's the way we should be practising our art, going to interesting places, showing our boats in their rightful environment. It is also the best way to meet fellow members and sail on other boats. We start off with a passage race from Harwich to Southwold, with the Sole Bay Race and Blackshore Regatta while we are there. Then it's up to Lowestoft for the famous Fish Fayre before berthing at the Royal Norfolk & Suffolk. There's no rest for the wicked, because we are off to the River Ore and Dove Point the next day for something completely different. Then it's back to civilisation on the Orwell for the Two Rivers Race from Levington to Mistley, before dropping down to Wrabness for the night. We have the Pennyhole

Photo: unknown

Introduction

The following paper was kindly produced by David Moore as a member's view on a way forward. While it is fully accepted it may not be everyone's opinion, members are asked to think of the alternative. Do nothing about the present situation and we will be accused by some of hypocrisy, who will say that the OGA lay on events but give no formal recognition to Bermudan boats. There will also be some who will say why bother.

It is true that for years we have organised events for traditional Bermudan boats at events such as Shotley Week on the East Coast, YOGAF at Yarmouth, Isle of Wight and the Conwy River Festival, North Wales. Not to mention all the other events and festivals for both gaff and Bermudan boats, such as the Classic Mediterranean circuit, Hellevoetsluis and IFOS. At the latter, the OGA organised and ran all the on-water events for rowing, sailing (gaff & Bermudan) and also events for traditional motor cruisers. I would go so far as to say that since the OGA first started, the emphasis has changed from just being a focus for gaff rigged boats, both old and new, to the Association providing a rallying point for traditional wooden boats as well.

At present, nothing has been decided, but ideas do need to be floated in order to get matters aired and even started! We are currently in the process of discussions with other organisations, such as the International Classic Yacht Association (ICYA), in order to seek an acceptable way forward. It must be stressed that we are not throwing away nearly forty years of our traditions, but we do need to keep abreast of the changes in the sailing scene. When we first started there was only us. Now things are very different, with many forming their own small groups, joining our events only occasionally. All the F&GP Committee are doing at present is considering whether it is possible to broaden our base to provide better recognition for those boats for which we already lay on events and include in many of our rallies.

George Jago
Member F&GP Committee

The way forward for the Old Gaffers Association

A Paper by Dave Moore. February 1999

This paper sets down some views on the issues of:-

- a) Extreme and Novel design; and
 - b) Broadening membership and entry to OGA events for 'Classic Boats' which I consider are related in determining how the OGA will evolve.
1. The perception of two factions within the OGA, being those with 'old' boats and those with new or 'replica' boats built with non traditional materials, is again being raised. This I believe is a healthy tension which serves to remind that the purpose of the Association is for the promotion of Gaff Rig rather than any particular type or class of vessel. It is worth noting that last year's Solent Race included an entry which qualified both for non traditional

construction and materials and for Class IIA (i.e. a classic being over fifty years old). Do we now have to have a class for wooden built hulls only? And would this include new wooden hulls? Alternatively, steel could be classified as a traditional construction and thereby all steel boats could compete for that section of prizes.

2. Current concerns over 'extreme or novel' craft are leading to suggestions for 'exclusion' of some gaff rigged craft from our races and potentially from the Association. I believe this cannot be justified if the vessels are gaff rigged and these are the very members who are currently exploring how gaff rig may evolve with the use of modern materials. (I recall heated debates in the early nineteen eighties about handicapping terylene sails!). The issue here I believe should relate to extreme hull design, as these dinghy types, and larger vessels, have introduced the concept of the planing hull under a gaff rig and this clearly creates anomalies with displacement craft. It is also noticeable that modern design light displacement craft also display the advantages of innovation in hull design, as one might expect. I believe that either the handicapping system needs to become more sophisticated in respect of hull characteristics (and this will require specialist expertise) or at least a class for planing craft created. Perhaps a revamping of Class III, which currently has few entries in the Solent area races, but this may not be appropriate in the case of other areas.

3. Most of the older gaffers also qualify as classic craft, but most classic yachts and craft do not qualify as gaffers. If a classic event is for classic yachts, do ex-work boats qualify, as they do in our Association. I am also concerned that if the OGA accepts 'classic' boats as full members, what are the criteria going to be. If it is an age criteria of say fifty years and over, will this also then apply to all members and therefore exclude new gaffers. If more modern gaffers are allowed, as we are currently trying to encourage, is this not going to increase the factional split between old and newer craft. A classic boat organisation should also include the possibility of motor boats, rowing craft and not be limited to just sailing craft. Many dinghies are now recognised as classics of their time but would not qualify if the age limit was set too high. IFOS at Portsmouth illustrated the growing interest in gaffers and classic boats, but many of the entries could only be described as modern boats, not even creditable with 'traditional' characteristics.

4. I also understand the concern that, with the growth of interest in old and classic boats, new organisations may be formed and grow and compete for our members. However, it is not uncommon for different aspects of an individual's interest to be represented by different organisations, resulting in dual membership. The interest in cars has already been used as an example in the debate and I consider illustrates the point. On one hand there is the Vintage Sports Car Club, which is for all makes and types of cars over a specified age and also encompasses older cars which also qualify as veteran cars. The limitation of this approach is in not allowing recognition of innovation and more modern vehicles cannot qualify for VSCC events and this has led to the formation of Classic Car Clubs, but again these are age or production period limited. On the other hand there are clubs relating to a particular marque, e.g. MG, when all cars of the marque, whether sports or saloons, from the first to the current production cars are eligible for membership and entry at rallies. Individuals interested but not owning the particular marque can also be members but cannot compete with their, for example, Ford. The OGA is more akin to the latter and I consider better suited for the promotion of the original aims.

5. Individuals are already welcome to be members of the OGA. However, the widening of criteria for boats qualifying has the potential to dilute the Association's special attributes. It

NORTH EAST

In early December, the OGA-NE met at the Devonport Hotel, Middleton-One-Row, Co. Durham for our Laying Up Supper. In addition to our usual friends, I was pleased to welcome Mr and Mrs Cowley from Sheffield. It was a long trip for them, but I hope we will see them again at future meetings.

Also in December, I got a phone call from Rob Williamson, saying that he had found a pewter tankard in his attic bearing the legend 'Old Gaffers Pot'. It had been sent south in 1992 when the Royal Northumberland Yacht Club couldn't find its rightful owner. On the reverse it says 'OGA-NE' and the name of the winner in 1984 and 1987 - *Coquette* - skippered by E S Johnston. If anyone has more information about boat and/or skipper I would be interested to hear. Rob has most kindly repatriated the tankard and we will compete for it again this summer.

The first sailing meeting of the year will be at Hartlepool Marina on 23/24 June. A second meeting will take place on 4/5 August, venue to be decided. Please let me know your preferences. I am thinking of the Tyne or Blyth as venues. Whilst on the subject, is anyone interested in a meeting for small trailable boats on Kielder Water?

I hope to see you all on the water later this year.

Best wishes

Richard Montgomery - NE Area Secretary

A 'Coquette' appears in the OGA Boat Register - OGA no. 241, designer A Mylne, builder A M Dickie & Sons 1933, cutter, 26.5ft LOA, 20ft LWL, Beam 7.5ft, Draught not given. Editor.

EAST COAST

EVENTS IN THE EAST COAST AREA IN 2001

The gaffers season kicks off with the Foulness Rally on 5/6 May, where we anchor at Quay Reach on the River Roach, to go ashore on the Island to the George & Dragon for a bite to eat. This is just a cruise, do bring along any camp followers/friends in modern boats as well. It has been a very special weekend in the past.

Don't believe everything you read in local pilot books, come up to the Manningtree Rally on 12 May. The channel is buoyed, there's quays at Manningtree and Mistley which have been used by



Martha Joy II, Hartlepool

Photo: John McDonagh

Although I have spent a working lifetime at sea I am not impervious to a mild onset of nausea. I usually only suffer below decks, and only when I am attempting to do something requiring a degree of concentration. Nevertheless, for the first couple of days one asks oneself the sailor's traditional question: 'What *am* I doing here?' It is an unanswerable query, but the advantage of an ocean passage, unlike a Channel or a North Sea crossing which ends before one completes any natural adjustment, is that one adapts; suddenly the boat's motion ceases to disturb your equilibrium.

At this point the whole enterprise takes on the flavour the epic writers claim for it. Even in modern times, when such voyages are by no means unusual, they are an adventure to the participants. You settle down to a routine, delight in watching the sea and the occasional pod of dolphins that race in to gambol about the boat for half an hour before suddenly disappearing as quickly as they appear. The flying fish dart aside from the ketch's bow and the trimming of the sails becomes a matter for precise adjustment to keep up boat speed, rather than the grunting labour it had been in those first hours of half-hearted endeavour. There is nothing romantic about all this, it is just that the pace of life shifts as the greater world falls astern and there is nothing, literally nothing, between your little ship, and the heaving sea beneath you and the sky above. The chart shows your slow progress thousands of metres above the abyssal plains; the GPS ticks off the hundredths of a minute of latitude and longitude with a deceptively contrary appearance of speed. The wind in these latitudes is steady and if strong, rarely gives cause for concern, unlike the katabatic squalls of Norway, where from a calm to 65 knots of wind inside three minutes is a frequent phenomenon. No, this is flying fish sailing, the stuff of which dreams are made.

It took us just over five days to make the 850 miles to São Vicente in the Cape Verde Islands. We had averaged almost 7 knots, mostly under our Twistle Rig, a curious invention comprising two jibs with a common luff, the clews of which are spread out by two adapted poles united by an articulated joint. This articulated joint is held suspended in the fore-triangle by a halliard, downhaul and outhaul and can stretch the two leaches, while the sheets can swivel the rig to catch the relative wind as it blows in over either quarter. Traditionalists on board were apt to dispute the 'sheeting' of this rig as 'bracing', and to mutter darkly about square-rig having solved this particular problem several centuries ago. But when in Rome, etc, so the bermudan boys were left to revel in their reinvention of the nautical equivalent of the wheel, in which they were well pleased. And to be fair, 7 knots was not half bad.

Mindelo, our interim destination, was filled with French yachts on a rally to Brazil by way of Dakar. A poor place, its people were cheerful and eager to help, and though attempts were made to pick our pockets, one could not really blame the young boys involved, such was the indigence of the place. I recalled earlier visits to the Third World, and the feeling returned that one's modest well-being placed one in an altogether different league from such people. I confess to such circumstances making me uneasy, as indeed they should. Such disquiet is an increasingly concomitant part of blue water voyaging, for insular nations like the Cape Verdes cling onto a traditional way of life which can never raise them far above the level of subsistence, yet their televisions tell them of a world rich in unattainable luxury. If you are planning making such a trip and are sensitive to such hideous inequities, beware of the effects of this uncomfortable aspect; as a yachtsman or woman you are an ambassador of the culture they envy. You may also be a victim of their anger.

To be continued.

Richard Woodman

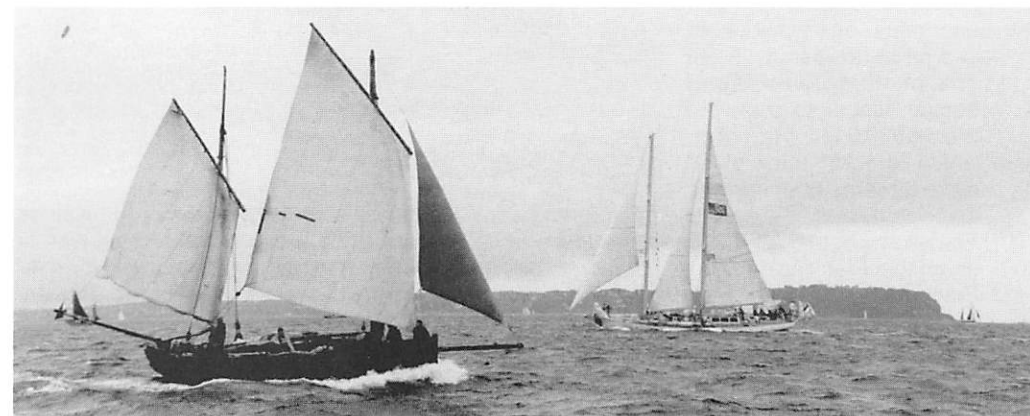
is possible that if the doors of membership and qualification to take part in our events are opened to the wider definition of classic boats then the aim of the Association should be widened to reflect this. If it proves to be a great success then the interests of gaff rig and current aims of the OGA are likely to be watered down or lost. It is argued that Bermudan rigged boats can race under the same handicapping rules and that this should not create problems for race committees, but it should be remembered that the application of a single handicap system to both Bermudan and gaff rigged boats was the reason why the gaff was lost from the yacht racing scene. This could happen again within classic boat based events and races.

6. The OGA is recognised as the source of information on and record of gaff rigged vessels but this could also be diluted if the record of members boats had to start including other craft outside the gaff rigged definition. Others have attempted to create comprehensive registers of historic craft or specific types of craft such as fishing and working boats which overlap but cannot replace our register.

7. With the success of the OGA, not only in surviving through the seventies and eighties, but growing in numbers and the broad spread across the country and abroad, and more recently in being key to major events with their wide and positive publicity, it is understandable why many authorities and organisations want to draw on the OGA's experience and expertise. People like to be associated with success.

8. It should be remembered that the gaff rig is different and identifiable at a distance and even the uninformed recognise this visual sign. This is a valuable asset of the OGA and important for existing and future sponsorship of events.

9. In conclusion, I consider that the OGA should retain its own distinct identity and ability to accept the evolution of gaff rig but suggest that it could, and perhaps should, be a founder member of a federation of organisations representing interest in 'classic' boats of all and varied types. Such a federation could also identify groups or specialised interesting craft not currently represented by an association and could stimulate their creation. In this way the OGA can bring its expertise to events of wider relevance than just gaff rig, ensure its presence at such events, but also ensure that the interests of gaffers is not lost in the current wave of wider interest in traditional and historic craft.



Different rigs, Brest 1991

Photo: Dick Dawson

Build her straight and strong O worthy Master

Fifty years ago, a new boat was built by Frank Shuttlewood at his boatshed at Paglesham, Essex and launched in the Autumn of that year. Commissioned by my late father, Henry Leonard Choppin, who had just recently retired from the Royal Navy following nine years of active service at sea in minesweepers and corvettes, she was built to enable him to continue with his love of sailing now that peace had arrived.

The main problem at that time was the shortage of timber available for boat-building, most of which was only suitable and obtainable for house building. But the wood problem was overcome and Frank Shuttlewood built the heavy displacement 30 foot centre-board Bermudan sloop with its owner - specified bawley transom and Frank Shuttlewood bow. Although designed by the owner, Frank worked out the basic shape to his satisfaction with chalk on a piece of wood, which remained hung up in the shed during the building. Later, the frames were lofted out on the mud floor of the shed.

During the post war years, wood was almost impossible to come by, but thanks to a friend in the timber trade, three enormous logs were found in a pit at Lowestoft. From one of these was found enough timber to complete the job. Her planking, which is 1.25" thick by 9" wide, all came from this one log. There was also enough timber for the cabin sides and some of the interior furnishings. The grown frames and knees were to be of oak but initially the oak which arrived was so green that Frank said "If I pour water on these, leaves will start to grow out of them". However, Frank had a supply of well-seasoned wood stored away, which he was willing to use.

Work commenced in January 1950 with the laying of the oak keel, 24 feet long x 14in. wide and 9 in. deep. It was following this event that the discussion took place as to whether she was going to be gaff or Bermudan rigged. Frank was convinced she should be gaff and all the strength was put into her for that purpose. This had also been my father's original sail



Hallowe'en, R. Crouch, Dec 1951

Photo: Clem Harris

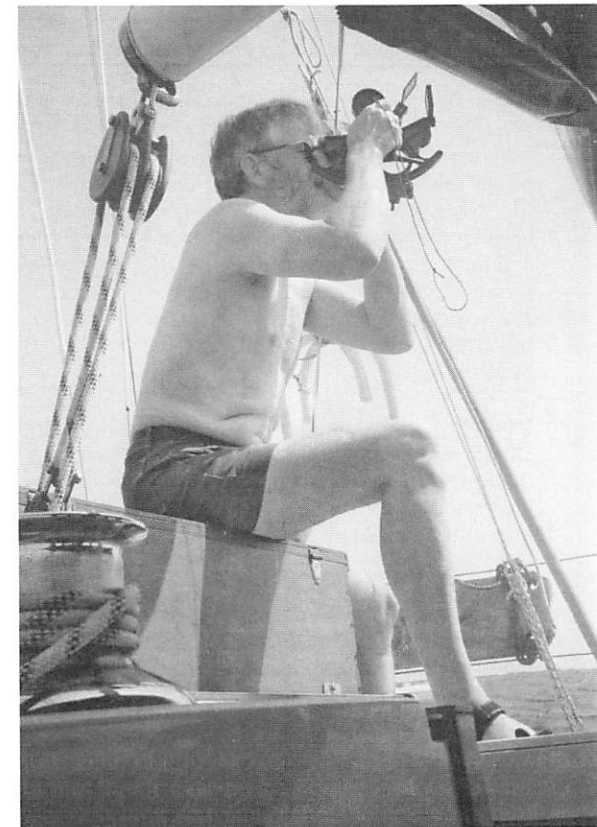
ROLLING DOWN TO RIO - A RETROSPECTIVE

As one's age increases and life expectancy diminishes, one realises that opportunities should not be passed up, but seized avidly. As a consequence 2000 found me crewing aboard two bermudan rigged yachts, one a lovely, graceful Rummer yawl; the other a less elegant ketch-rigged Van der Stadt Victory 40. On the first I took part in an eventful cruise to Norway, bedevilled by heavy weather and what seems, even in retrospect, as continuous rain; in the second we stretched down the Atlantic, from the Canaries to Rio de Janeiro, a passage of almost 4,000 miles.

On balance the trip to Norway remains the more memorable. It might have something to do with the problems we encountered and the way we overcame them, it might have something to do with the grandeur of the scenery when the lowering orographic clouds lifted and gave us grand and spectacular vistas, it might have something to do with the social dynamic or it might be attributable to the Rummer, wet though her bunks proved!

Certainly on the face of it, the voyage to Rio seemed the more attractive option. A leisurely passage between the Tropics of Cancer and Capricorn by way of the Equator offered me, as a former deep-water navigator, a reprise of my youth. I would take a sextant and see if I retained anything of the skills I had certificates to say I was competent in. In the weeks that preceded departure I studied my *Ocean Passages of the World* and decided where, in November, the Convergency Zone was narrowest, thus enabling us to slip as quickly as possible between the North East and the South East Trade Winds. It was all rather exciting as I packed my bags, picked up the other crew member and headed for Gatwick.

At Puerto Calero on Lanzarote, we found the yacht, its owner and his wife, along with quayside bollards of polished brass! This excessive bull seemed a bit out of place for a Gaffer, but the huge catamarans provided there to take holiday-makers to sea for an afternoon seemed to my traditional tastes, even more extreme. From Lanzarote we made for Gran Canaria to have a water-maker fitted. One of the installers was dismissive of our voyage. 'Got enough fuel for nine hundred miles?' he asked. 'There's no wind out there,' this Jeremiah declared. I fervently hoped he was wrong, but admit to an unease. Such notions that global warming may have upset the natural order of things proved groundless, although on our departure from Puerto Mogan on Gran Canaria there was no wind at all. Eight hours later, however, we were running before 40 knots of the stuff from the NE, and the rolling began.



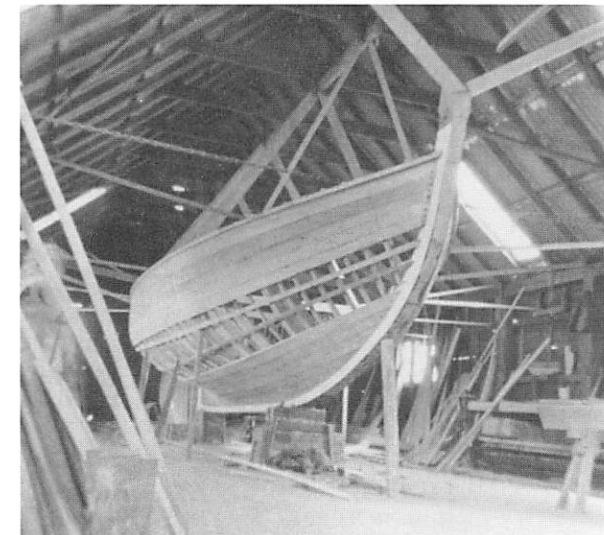
Longitude by Chronometer, not by GPS

Photo: unknown

- Jun 23/24 N E AREA OGA RALLY, Hartlepool Marina, Northumbria. Richard Montgomery, tel. 01325 333051.
- Jun 23/24 Three Creeks Race, Solent area. Geoff Skinner, as above.
- Jun 24 East Coast Classics Feeder Race, Ijmuiden (Holland) - Shotley (Suffolk). Ron Valent.
- Jun 30 DEVON AREA ANNUAL RACE & RALLY, Start Bay. Mike Lucas, as above.
- July 6/8 DUBLIN BAY AREA RALLY, Howth, Ireland. Willie Murphy, tel. 353 1 8301440.
- July 7/8 OGA ARTHUR RANSOME WEEKEND, Walton & Frinton Y C, Essex. Jon Wainwright, as above.
- July 14 EAST COAST AREA OLD GAFFERS RACE, West Mersea, River Blackwater. Jon Wainwright, as above.
- 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, as 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, as above.
- July 26/29 Dutch Classic Yacht Regatta, Hellevoetsluis, Holland. See Area Notes - Europe.
- July 28/29 Plymouth Classics. Ian Cornish, tel. 01803 843124, for info.
- 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 - Emile Schamp, tel. 01664 563651 (office), 567667 (home), e-mail: friendshiproute@aol.com
- July 31/Aug 2 Fowey Classics. Ian Cornish, as above.
- Aug 2/19 Baltic Sail 2001 - Karkskrona, Rostock, Gdansk, Helsingor. See Letters.
- Aug 3/5 Trebatfestival, Risør, Norway. Ron Valent, as above.
- Aug 3/6 Falmouth Classics. Ian Cornish, as above.
- Aug 10/12 Hamburg Summer Classics, Hamburg, Germany. Ron Valent, as above.
- Aug 10/12 Classic Yacht Regatta, Svendborg, Denmark. Ron Valent, as above.
- Aug 11 Dittisham Sailing Club Regatta, Devon. Mike Lucas, as above.
- Aug 18/19 OGA SAILING WEEKEND, Porth Wen, Anglesey. Stuart & Julie Nicholls, as above.
- Aug 18/19 Maryport Traditional Boat Festival, Maryport, Cumbria. Terry Low, tel. 01900 816467.
- Aug 23/26 Laboe Klassiker Festival, Laboe, Germany. Ron Valent, as above.
- 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. 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, as above.
- Sept 29 END OF SEASON RALLY & LUNCH, Devon Area. Mike Lucas, as above.

plan, but external voices worked on him and, given the views of the day, she was eventually rigged out Bermudan.

During the following nine months, the boat gradually took shape, as she is today, which is quite remarkable as there were only two men working on her - Frank himself and Jack Thorogood, known to all as 'Young Jack'. As a boy, living in Prittlewell, I used to enjoy my visits, accompanying my father to monitor progress, and I still remember watching Frank using a long plane to peel off one continuous length of wood shaving as he shaped each plank for fitting.



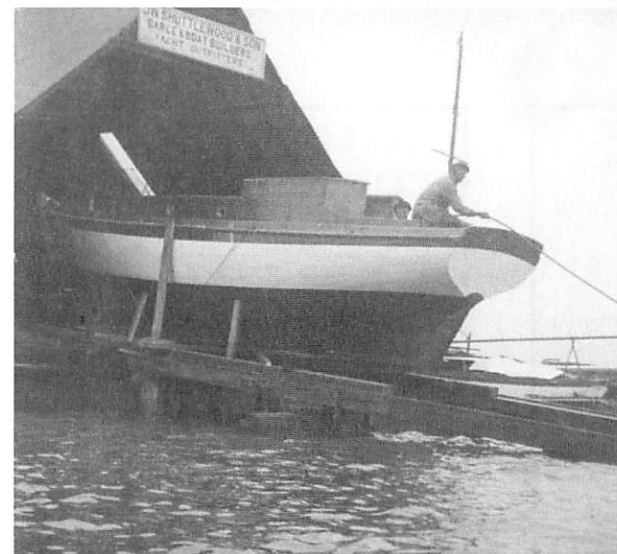
The building

Photo: Mrs. Choppin

In September, as work progressed, the hull caulked, primed and near completion, a date had to be decided upon when there was a good Spring tide suitable for launching. Both Frank and Father concluded that October 31st was to be that date, upon which my mother, looking at her diary, remarked that that was All Hallows - hence the name of the boat - HALLOWE'EN.

Over the years, *Hallowe'en* has given many years of good sailing and pleasure to her owner, his family and friends. She was the first boat on which I crossed the North Sea, with my father, my brother Martyn and my cousin (the Editor). This trip ended with seven rolls down in the main and a storm jib, followed by a biscuit dunking competition in Ostend - but that's another story for another day.

Rodney Choppin



The launching
Photo: Mrs. Choppin

OGA & OTHER TRADITIONAL EVENTS - 2001

- Mar 17 DEVON AREA COMMODORE'S SUPPER & AGM, Royal Dart Yacht Club. Mike Lucas, tel. 01803 212840.
- Mar 30 MNK AREA WINTER MEET, The Anchor, Faversham. Lena Reekie, tel. 01705 534212.
- Apr 28 BOAT SHED PARTY, Penrhyn, N Wales. Scott Metcalfe, tel. 01248 352513.
- May OGA FOULNESS RALLY, Essex. Denise & Trevor Rawlinson, tel. 01621 783969.
- May 5/6 N. IRELAND OGA OPENING WEEKEND, Belfast Lough. Peter Lyons, tel. 028 9145 3099.
- May 10/13 Boats on Show 2001, Pangbourne, Berks. Tel. 0870 241 1010.
- May 12 Gaffers Rally, Stour Sailing Club, Manningtree. Jon Wainwright, tel. 01206 393537.
- May 22/27 La Semaine du Golfe Morbihan, BP 2001, 56009 Vannes Cedex, France. Tel. 02 97 54 81 59; e-mail: contact@semainedugolfe.asso.fr
- May 24/27 Max Oertz Regatta, Neustadt, Germany. Ron Valent, tel. 31 23 5442980, fax. 5442983.
- May 26/27 OGA CROUCH RALLY, Essex. Denise & Trevor Rawlinson, as above.
- May 26/27 OGA SAILING WEEKEND, Anglesey, N Wales. Stuart & Julie Nicholls, tel. 01248 353887.
- Jun 1/3 YARMOUTH OLD GAFFERS FESTIVAL, Isle of Wight. Geoff Skinner, tel. 01489 572427.
- Jun 2 Brixham Heritage Festival Race, Brixham, Devon. Tony Knights, tel. 07971 314393.
- Jun 8/9 Flensburger Regatta, Flensburg, Germany. Ron Valent, as above.
- Jun 8/10 BANGOR TRADITIONAL SAIL, Bangor, Co. Down. Peter Lyons, as above.
- Jun 9/10 OGA SAILING WEEKEND, Wreck Bay, Pen y Parc, Anglesey. S&J Nicholls, as above.
- Jun 17 MNK AREA ANNUAL RACE. Lena Reekie, as above.
- Jun 20/30 EAST COAST CLASSICS - See Area Notes - East Coast. Jon Wainwright, as above.
- 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 20/24 Golowan Festival, Penzance, Cornwall. Roger Lowry, tel. 01736 360214.

Continued on page 26 . . .

David Cox M.Sc.

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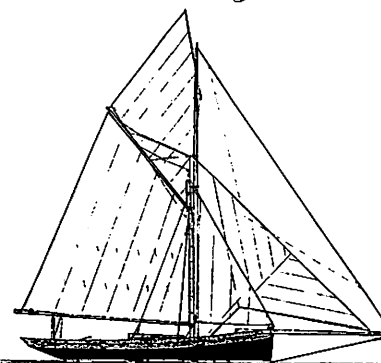
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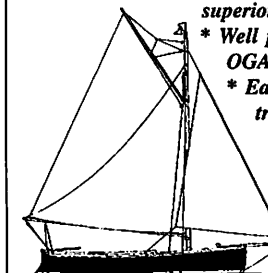
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