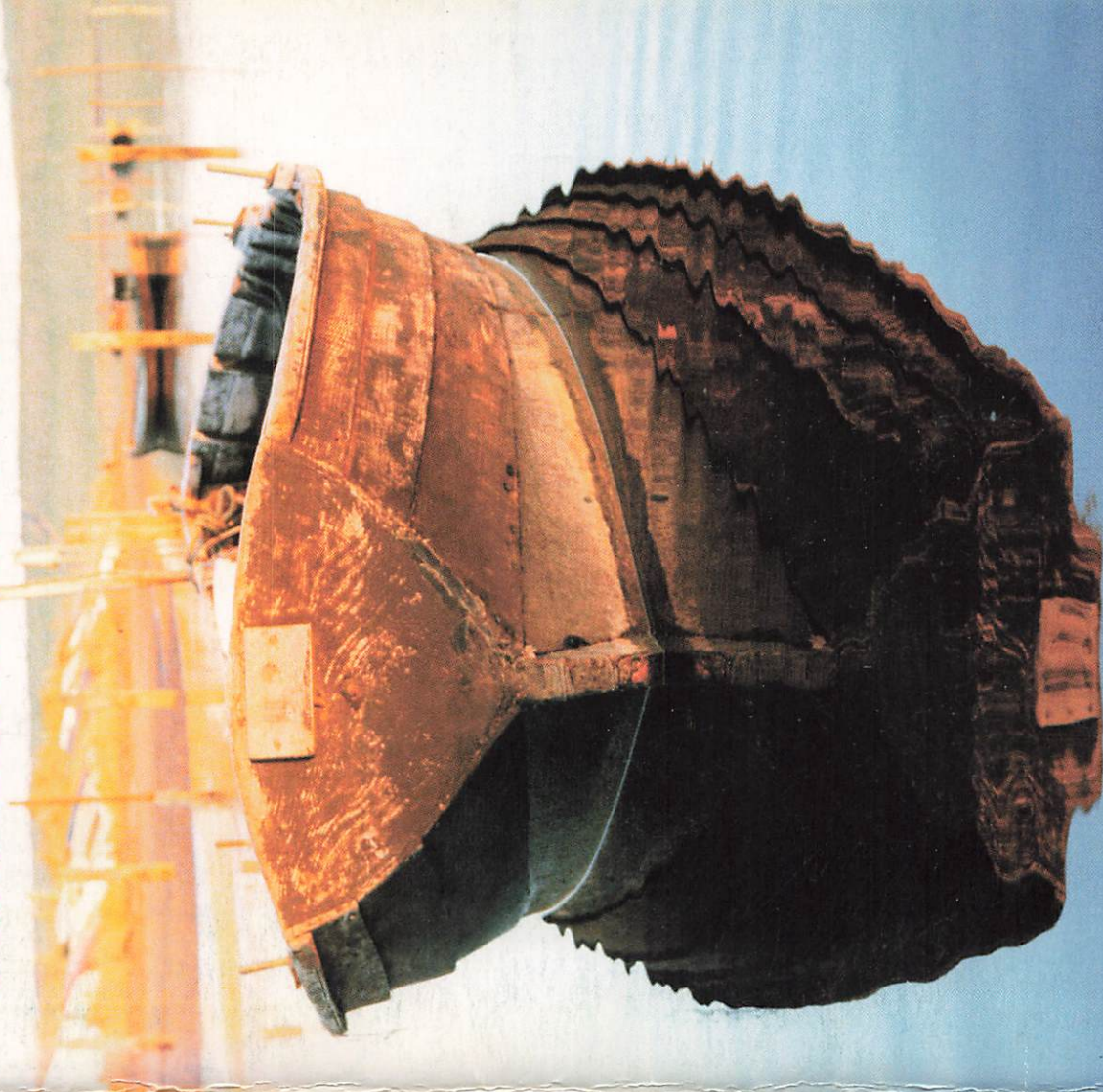


DECEMBER 2000
Gaffers Log
THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



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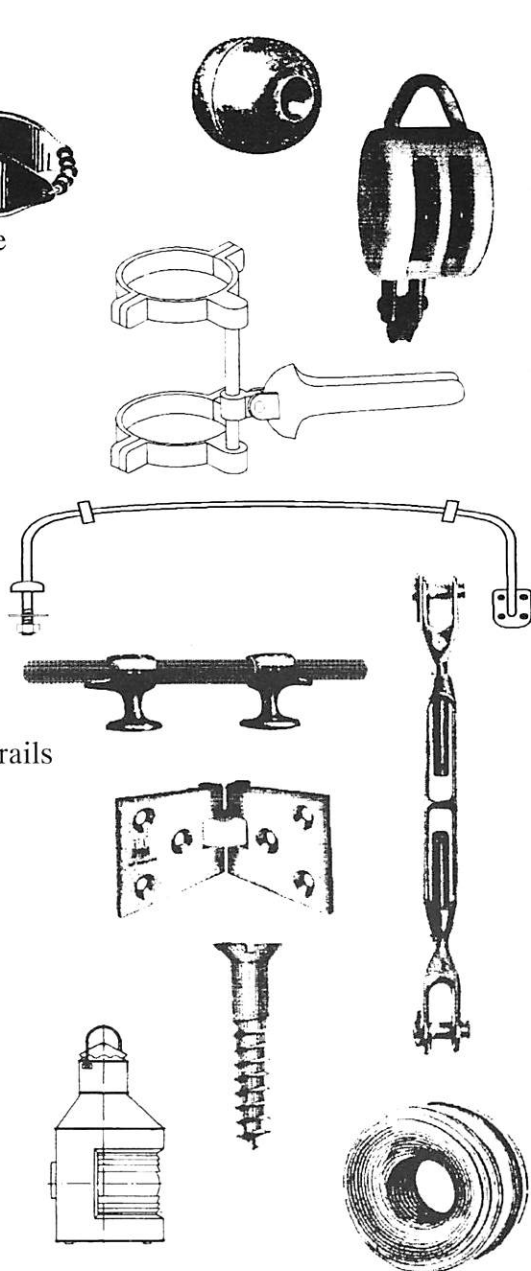
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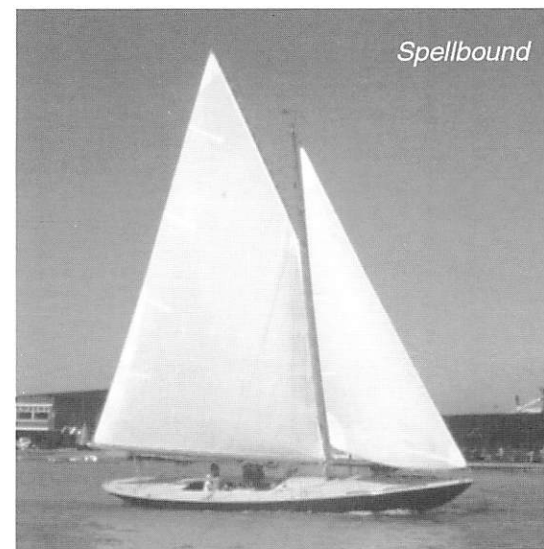


photo by: Den Phillips

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ASSOCIATION STOCK LIST

		UK	Overseas
Burgees	15"	£ 11.00	£ 11.50
	18"	£ 13.50	£ 14.00
	24"	£ 16.00	£ 16.50
	30"	£ 18.50	£ 19.00
Membership Flags	12"	£ 12.50	£ 13.00
	15"	£ 14.75	£ 15.25
	18"	£ 17.00	£ 17.50
Ties (multi-motif)		£ 7.50	£ 8.00
Brooches - not available at present			
Cap Badges	Small	£ 5.50	£ 6.00
	Large	£ 6.00	£ 6.50
Sweatshirts	M,L,XL,XXL	£ 15.00	£ 16.00
Polo Shirts	M,L,XL,XXL	£ 15.00	£ 16.00

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.

New line - Smocks with OGA logo. Please ring Moray for details (see below).

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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Position vacant

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2014 RD Haarlem, The Netherlands
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GERMANY:

ALEXANDER NURNBERG
Königsberg 8
2204 Krempe, Germany

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Front cover : Fleet Trow, Langton Herring, Dorset, by Bart Wordsworth

Back cover : *Suanen* off Queensland, by Andrew Reid

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

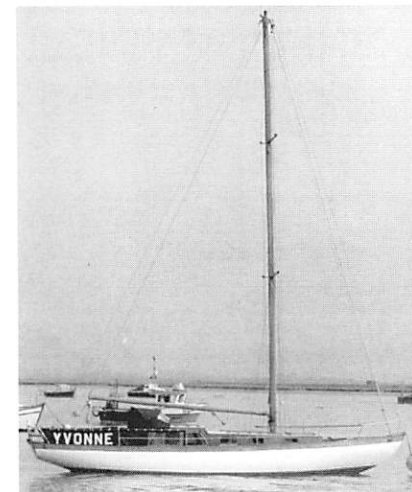
NE - North East	CWL - Cornwall	SCO - Scotland
EC - East Coast	BC - Bristol Channel	EU - EU Liaison
MNK - Medway & North Kent	NW - North West	FR - France
CP - Cinque Ports	CNW - Conwy & North Wales	GER - Germany
SOL - Solent	DB - Dublin Bay	WA - W. Australia
DEV - Devon	NI - Northern Ireland	

CLASSIC BERMUDAN SLOOP "YVONNE OF BEAULIEU"

LOA 36ft, Beam 8ft, Draught 5ft 6in

Designed Frederik G Hansen, built A/S Nordbjaergs 1931 Copenhagen. 5 berths, full inventory including Taylor paraffin cooker (1999), NASA echo sounder and log, Raytheon 390 GPS. Yanmar 15hp diesel. New keel bolts 1999, when surveyed. Lying Tollesbury, Essex. Price £15,000.

Contact: Alec Williamson, tel. 01621 828973



GRP FALMOUTH WORK BOAT "RO-AN-MOR"

LOA 25ft + 12ft bowsprit, Beam 8ft, Draught 4ft 6in

Designed Frank Argall, Falmouth; built 1978 Treve Marine, Penryn. 4 berths (1 double, 2 single), Taylor paraffin cooker and heater, fully equipped. Yanmar 2GM 15hp diesel, new 1984, overhauled 1997/8. Surveyed December '98. Based Chichester Harbour. Price around £9,000.

Contact: Russell Read, tel. 01865 271650 (work) or 01844 201374 (home)

WINDLASS

Simpson Lawrence 500SL windlass, heavy duty, 40 Kg, two speed, cast iron casing, gypsy and warp drum, bronze brake and pins. Full working order, standard gypsy for 10mm chain. Price £150.

Contact: Thierry Msika, tel. 01865 434727

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

2 1/2 TON HILLYARD GAFF CUTTER "MARGARET ANN"

LOA 19ft, Beam 7ft, Draught 4ft

Built 1939, pitch pine on oak. New Yanmar diesel. Price £4,500 to good home.

Contact: Alex Rogers, tel. 023 80672278



MK.1 CORNISH CRABBER NO. 210 "THE BOY JOHN"

LOD 24ft + bowsprit, Beam 8ft, Draught 2ft 6in/4ft 8in

GRP hull, built 1979. Plywood decks and bulkheads, wooden spars. 4 berth, 9hp Sole diesel, full inventory including - 6 sails, 2 anchors, VHF, echo sounder, Autohelm, Walker log and cockpit tent. Sale also includes GRP dinghy and 4 wheel close coupled road trailer. Lying Norfolk. Price £12,500.

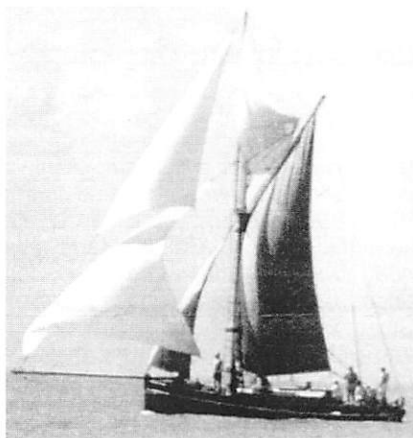
Contact: R J Meikle, tel. 01263 820364



FERRO BAWLEY "FLY OF HALSTOW"

Length 36 ft. Built 1983. 7 berths, 36hp Bukh diesel, inflatable with Mercury o/board. Lying Mistley. Price £25,000.

Contact: A Mace, tel. 01992 576519



Avola (OGA) at CA House
Photo: Fred Barter(CA)

The period of time between our AGMs appears to get shorter - or so it seems. What ever the reason, it is worth trying to make a trip to the Boat Show at Earls Court combined with the OGA AGM at CA House, Limehouse - a dual reason for visiting London. I was going to add in the Dome, but I think it will have closed by then! I do not normally plug the AGM, but besides the Association business which needs to be conducted and does not usually take all that long, it is a chance to get up to date with what's going on at first hand, have your say if you want to under 'any other business', and most importantly meet fellow members. The date is Saturday 13 January - think about it - the last few years have been interesting.

If this wet weather is going to continue, as we have recently been promised, most people are going to have a job getting the paint to stay on for next season. Anyone with any practical ideas or wrinkles as to how they fit out could be a help to others. This thought is not just prompted by the wet weather. One way or another, it has been brought to my attention that a large number of our members now own a wooden boat for the first time. So what about some of you who have owned wooden boats for many years putting pen to paper so others may benefit from your experiences. Something else to think about.

Let me finish the first editorial of the new millennium on a high note. If you sum up all the various sailing and social activities in this Log, plus some not reported, involving the OGA and associated organisations, it makes for a healthy picture. As it has also been said in this issue - big is not always best - but be it big or small, the OGA and traditional boat events are now well established just about everywhere, for our members and everyone else to enjoy. All you need is the time.

The editorial team wish you all the best for the Christmas season and a Happy New Year in 2001.

Copy date for next Gaffers Log is 1st February 2001

George Jago

Editor

- BC** Mr Angus MacArthur, 5 West Croft, Clevedon, Somerset BS21 7TZ ANN
- CNW** Mr & Mrs Mike Stevens, 82 Summerland Park, Upper Killay, Swansea SA2 7JA PAJ 3284
- CWL** Mr Jon Baigent, 21 Fulney Road, Hangingwater, Sheffield TERN 7
Mr Dale Brickhill, s.y.Tomboy, Gweek Quay Boatyard, Gweek, Nr Helston, Cornwall TOMBOY
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- DEV** Mr Simon Bates, 4 Riddell Close, Alcester, Warks B49 6QP CHLOE 927
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Mr Dave & Mrs Mandy Rose, 38 High Street, Manningtree, Essex CO11 1AJ 2302 DUNLIN
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Mr Robert Rayner, 14 Wyre View, Knott End on Sea, Poulton le Fylde, Lancs FY6 0AE
Mr Peter Shore, 33 Cliff Way, Radcliffe-on-Trent, Notts NG12 1AQ
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Mr Gratton Sheely & Family, Box 39072, Ottawa, Ontario, Canada K1H 1AL
- SOL** Mr Andy Campbell, 5 James Court, Lymington Road, Highcliffe, Dorset BH23 5EB 1100 DULCIBELLA
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Mr Brian Crawley, 5 Greyladies, School Road, Old Bursledon, Hants SO31 8BX 2579 NUTKIN
Mr Andrew Goss, 38 Herringston Road, Dorchester, Dorset DT1 2BS MEAGAN 2388
Mr Brian Hoolahan, Willow Tree, Smugglers Lane, Bosham, Chichester, W Sussex BRENA MAY
Mr & Mrs Mackrill, Dormers, Middleton, Freshwater, Isle of Wight PO40 9PA 5062 NIGHTFALL

GAFF CUTTER "ISOBEL"

Heard 28, built 1989. GRP, teak trim, 4 berth, Volvo diesel, liferaft, Avon dinghy + outboard, GPS, VHF, Navico autohelm, log, sounder, good galley and sea toilet, full cruising inventory. In very good order. Lying Northern Ireland. Price £28,500.

Contact: Michael McKee, tel. 028 91 472692



BRISTOL CHANNEL FLATTENER "ANN"

The last sailing flattener

Built c. 1930 Weston super Mare. Length 21ft 6in, clinker construction (larch on oak), open plan, gaff rig. Good condition. Lying Clevedon, Bristol Channel. Would consider selling outright or a half share, good home more important than money. Price in region of £2,000 for full ownership.

Contact: Angus MacArthur, tel. 01275 872426.

GAFF CUTTER "MALLARD"

Length 25ft + 6ft bowsprit, Beam 7ft 6in, Draught 4ft 6in

Based on a Folkboat hull, strip plank mahogany on oak, 4 berth, full inventory including paraffin cooker, VHF, Plastimo compass, NASA Clipper echo sounder and log. Gayle Heard sails (all in very good condition), hollow mast by Collar, gaff and boom 1999, standing and running rigging 1998, Stuart Sole 11hp diesel with new stern tube shaft and propeller. Survey June 1999, available on request. Lying Tollesbury. Price £7,500 ono.

Contact: Philip Newman, tel. 01473 414358



FOR SALE

IAIN OUGHTRED 13'6" GREBE

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

Contact: Ron Hockey, tel. 01621 772698



WESTCLIFF ONE DESIGN "SQUIB"

The only surviving Class boat from 1923

LOA 18ft, Beam 6ft, Draught 11in/4ft 10in

Designed Norman Dallimore, built Cole & Wiggins 1923. Rebuilt 1996/7, last survey 1999. Clinker built, 3/4 decked, mahogany on oak. Gunter sloop rig. Varnished spruce mast and spars, sails as new. Yamaha 'Malta' outboard, road trailer. Lying ashore N East, delivery could be arranged. Valued at £5,000 - offers at or above.

Contact: Jim Bell, tel. 01670 790056

BERMUDAN RIG HILLYARD 5 TONNER "BARNACLE GOOSE"

LOD 24ft 2in + bowsprit, Beam 7ft 6in, Draught 4ft 4in

Built 1939, 8hp Stuart ('always starts and keeps running'), epoxy sheathed deck. Cruised to Normandy this year. Lying afloat Tollesbury, Essex. Price £5,750.

Contact: Phil Dann, tel. 01621 869115.



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

NOTICE OF ANNUAL GENERAL MEETING

The Association will hold its Annual General Meeting on Saturday 13th January 2001 at 18.00hrs at the Cruising Association, 1 Northey Street, Limehouse Basin, London E14 8BT.

The AGM will be preceded by a meeting of the Association Committee at 14.00hrs. The Committee consists of all Association Officers (these include Area Vice Presidents), Area Secretaries and Overseas Representatives only. Elder Gaffers may attend but have no vote.

AGM AGENDA

1. Apologies for absence.
2. Approval of Minutes of the last AGM, held on 15th January 2000 at the CA and published in the March 2000 Gaffers Log.
3. Matters arising from the minutes.
4. President's Address.
5. Hon. Treasurer's Report and Presentation of Accounts.
6. Election of Officers. This year the following positions come up for re-election - President and Membership Secretary.
7. Proposed Rule change - Rule 7 (ii) para.5 - "Area Vice Presidents shall be elected....."

To read: An Area President, who shall be a **Vice President of The Association**, shall be elected by simple majority vote at the Annual General Meeting of the area which he or she will represent, and shall remain in office for a period not exceeding three consecutive years, but may stand for re-election at the end of such period. Nominations for the election of an Area President may be submitted only by members of that area which he or she will represent.

8. Any other Business.

Note: Item 6 - Nominations, proposed and seconded, and with the agreement of the Nominee, may be submitted by any member of the Association, to be received, in writing, by the President before the AGM.

David Cade - President

A MESSAGE FROM THE HON. TREASURER

Members are reminded that subscriptions are due at the beginning of January 2001. The rates remain the same, namely £15.00 for single membership and £18.00 for family membership. For those who have signed up for Direct Debit there is a reduction of £2.00 per annum.

Any Member wishing to start making payment by Direct Debit should ensure that the completed form reaches me by Monday 11 December 2000 at the very latest. If a new blank form is needed, please telephone me on 01959 563702.

David Godsal

Hon. Treasurer

EUROPEAN MEMORANDUM OF UNDERSTANDING

As any Gaffer can testify, maritime festivals, classic yacht meets and Tall Ships events have helped to mobilise a huge audience for traditional ships of all sizes. It was recently estimated that, in Europe alone, more than 5,000 such vessels help to finance their upkeep by charging people to sail in them. Yet most were not built with modern safety regulations in mind and full compliance could largely destroy their historic character.

Several European governments have sought to modify existing shipping regulations so as to encompass historic vessels under their flag; but such efforts were in general piecemeal and not co-ordinated with neighbouring states. The resulting inconsistency left owners uncertain whether their ships would comply with all the national regulations they might encounter during a sailing season.

The OGA is represented on Heritage Afloat and hence on European Maritime Heritage (EMH), whose Safety Council has striven for several years, on behalf of owners of such vessels, to persuade the maritime administrations of European nations to accept each other's existing national safety regimes. Germany's Ministry of Transport undertook to manage the lengthy negotiations and delicate brokerage necessary to achieve such mutual acceptance. In May this year, Heritage Afloat co-hosted a presentation aboard the classic motor yacht *Lilian of Stockholm* outside the International Maritime Organisation (IMO) headquarters in London, to which 12 European nations and the USA were invited. A Memorandum of Understanding was drafted at a one day meeting hosted by the same Ministry at Wilhelmshaven on 8 September, seven European nations formally agreeing to the mutual recognition of nationally-issued certificates for the safe operation of traditional ships in European waters. Those nations (Denmark, Finland, Germany, Netherlands, Spain, Sweden and the United Kingdom) are among the most stringent exponents of safety in traditional ships.

The new agreement does not in any way usurp existing national competence to promote maritime safety. But it is expected to eliminate some 'grey areas'. The signatories, all representatives of national Maritime Administrations, the Maritime & Coastguard Agency (MCA) for the UK, welcomed the partnership of the private owner sector in monitoring the effectiveness of the new agreement. EMH will represent the views of private owners and charterers on a new Safety Committee nominated for this purpose. Throughout the lengthy negotiations, EMH has repeatedly assured Maritime Administrations that it does not advocate lower standards of safety on traditional ships, but insists that such vessels can achieve good standards of safety by methods unfamiliar to those who operate modern commercial vessels for profit.

Compliance with the new Memorandum will be based on two existing IMO-sponsored protocols -

(a) a standard for minimum competence and manning of traditional ships, in line with the IMO's Seafarer's Training, Certification & Watchkeeping Code (STCW95), but catering for special requirements;

(b) an accepted interpretation of the IMO Safety management code applied to all traditional ships (including those below the normal tonnage limit).

EMH Safety Council Chairman, Captain Jan Fock, summarised the purpose of this significant initiative thus: "What traditional ships lack in modern technology must be compensated for by operational measures that ensure their safe operation without destroying their historical character".

The memorandum of Understanding and the Minimum Standards may be consulted on the Internet: www.gshw.de. The door remains open for other nations to add their signatures - Belgium, France and Ireland are the obvious gaps in Western Europe.

John Robinson



This is to certify that the present copy is in conformity with the original.
Wilhelmshaven, 8 September 2000.
Dr. Dietrich Steinicke
Dr. Dietrich Steinicke
Assistant Secretary
Federal Ministry of Transport, Building and Housing



Delta (OGA 1) and Ti-Tu (OGA 4), Regatta 2000

Photo: unknown

2000" and "Spirit of the Swan" did much to enhance the public image of the Old Gaffers Association.

I feel confident that in the years ahead, if much more encouragement is given to younger people such as the 1st Pelican Point Sea Scouts, there will be an assured future for the OGA of WA. The good friends we have made as a family, the shared wisdom and wonderful stories by the incomparable Jack Gardiner, will always live with me in the future.

Finally, I wish all our Old Gaffer families and friends many long and enjoyable sailing days and a safe haven each evening. Slainte.

Patrick Reid

OGA member Geoff Vardy of Bunbury participated in the 2000 Old Gaffers Regatta. This letter was taken from the Australian Amateur Boatbuilder publication.

I was in Perth for the annual Old Gaffers

Association Regatta, racing the *Stornaway* 18 on the Swan with the new owner John Hughes. We had a great day and proved the *Stornaway* to be fast, coming in officially second in B division. Unfortunately, new to the course, we crossed the finish line on the wrong side of the buoy and were disqualified, but we had proved the *Stornaway* was quick, considering we were the smallest boat in our class, competing against gaffer boats up to 30ft. The others were mainly Gaffers and Gaff cutters with a couple of Gunter rigs and one Yawl sprit rig. We had no chance of winning on handicap, as the handicapper had heard rumours of the *Stornaway's* performance and so we were the only boat in the fleet to be on scratch. Anyway, it was a lot of fun and I'm sure John and his family will get a lot of enjoyment from this superb little boat. I had a great summer with it, with many coastal sea trips and South West Estuaries, often sailing it single handed.

Geoff Vardy

a great tussle all the way with *Master Frank*, helmed by Joe Pennington from the Isle of Man. First Galway Hooker across the line was *Naomh Cronan*, helmed by Stefan O'Laoire with *Marguerite* the first under 30 footer, helmed by Tom McGennis. Robert Murphy and his young son on *Jopira* were the first Bermudan boat home. Best looking boat on the day went to *Brecon Lass* who, with her new gaff rig now starting to work right for her, was screaming towards the finish line in an ever freshening wind.

Many thanks to Poolbeg for allowing us to use their facilities, and on a last point - get out your diaries - the Howth event will be held from Friday 6th to Sunday 8th July next year. All free to whoever turns up.

Mick Bentham

WESTERN AUSTRALIA

PRESIDENT'S REPORT

They say there is a time in the affairs of

man when you get a 'tap on the shoulder' which says change or else!! My recent scare in intensive care following a minor stroke has told me to take up a much quieter, peaceful existence to enjoy my retirement. Thus this is my final President's Report from the OGA and I would like to indicate some of the highlights which have been brought about by my family membership of the Old Gaffers. My sons, Gavin and Andrew, currently sailing the world as professional seamen, gained their first sailing experiences and joys of gaff rigged boats through the Old Gaffers, in our gaff cutter *Shenandoah*. With other members, it has been a source of great pride and joy to be involved in HM Bark *Endeavour* launch and maintenance; building and launch of the *Duyfken*; numerous raft-ups; meeting HRH Prince of Wales; and our successful annual Regattas were a source of great activity and enjoyment. The two films which entailed organising the Swan River locations and boat work, namely "Jubilee



Reid family sailing *Shenandoah*

Photo: unknown

CAPTAIN C. G. ALLEN RN - to retire again

Colin Allen, as he is known to most of us, has been a good friend to the OGA over the past years. Behind every Admiral, it is said, is always a good Staff Officer - this is our man.

This is Colin's third retirement - his first was from his career in the Royal Navy as a Captain, his second was as Captain of the restored *HMS Warrior*, and now his third retirement as Secretary of the National Historic Ships Committee (NHSC). Since the NHSC was set up under Admiral Lord Lewin, now under Admiral Sir Julian Oswald, Colin has been at the centre of the action in the establishment of a National Core Collection. For over nine years, Colin has nurtured the project from the collecting phase under St Andrews University, to the published Core Collection, to be handed over to the Greenwich Maritime Museum this year. Besides this, he has been on the council of Heritage Afloat (HA) since its inception in 1994. For the last five years he has been HA's efficient Treasurer.

My personal thanks and appreciation stems from when we found ourselves as a two man team for HA, attempting to find a solution other than cutting up decommissioned fishing boats. This we succeeded in achieving, with the aid of the National Fishing Heritage Centre at Grimsby. Without his hard work and unfailing support, we would not have succeeded - thank you Colin - whatever you get up to in your retirement, I hope you do not put in quite so many long working hours as now and that this retirement is long and happy.

Our best wishes go to his successor, John Paton, the new Hon. Sec. of NHSC.

George Jago

Editor

RYA SNIPPETS

112 - The EU emergency telephone number is 112. By using this number you can ask for an English or any other European language speaker wherever you are in Europe. Remember - emergency use only.

MCA - The Maritime and Coastguard Agency has now confirmed that, in response to the Transport Select Committee's report, the MCA would not be de-merged into its original Maritime Safety Agency and The Coastguard Agency. MCA have a 24 hour information service on 0870 600 6505 and a website - www.mcaagency.org.uk

BOATING ON FRENCH LAKES - We have had a report of a British man in France being fined 5000FF (~£500) by the local gendarmes, for using a RIB on a lake in the Bordeaux region without a certificate of competence. He was able to produce an RYA Power Boat Level 2 certificate, but this was rejected as it did not have a photograph of him on it. His colleague was not fined, as he had an International Certificate of Competence (ICC), which has a French translation and a photograph.

IRIDIUM - The bankrupt global communications company Iridium has a constellation of satellites which were to have been destroyed as part of the bankruptcy conditions. Apparently Motorola, the parent company of Iridium, have secured a stay of execution in the hope of a last minute re-financing. While serviceable, the satellites remain a major asset, but without enough subscribers the system has very little hope of survival. It is difficult to see how the system, already once failed, can make itself attractive to enough subscribers to make a significant difference.

Robert Holden

THE ODYSSEY OF "ODD TIMES" by Erik Johnson

It must be every yachtsman's dream to give up work and take up full time sailing. There are several books on the subject and possibly the best known example was Eric Hiscock and his wife, who demonstrated its feasibility through their books and articles.

This is the story of another married couple fortunate enough to become 'sailing vagabonds' - the Rev. Peter Rose and his French-born wife. Instead of writing books and articles however, Peter found another and very interesting way of financing his hobby - the lecture tour! He found that arriving in an American yacht club in a traditional and interesting looking craft prompted an escalating series of events.



Rev. Peter Rose and *Odd Times* I

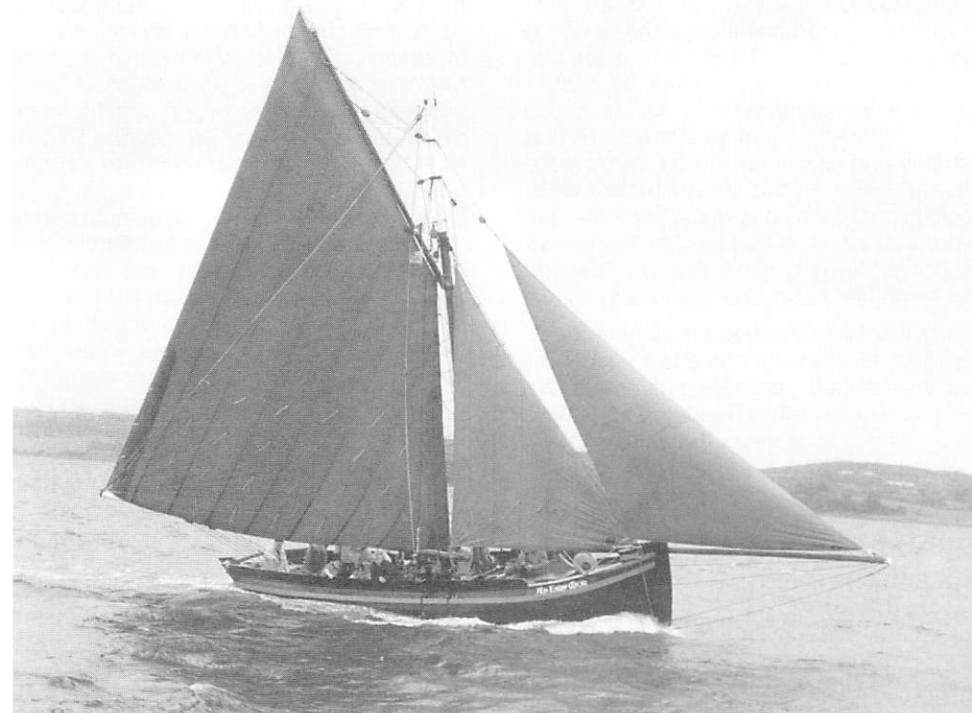
Photo: unknown

"First a club employee or berthing master will call and make some gentle enquiries about you", he says. "Then a junior executive-type, usually with a crew-cut, will come aboard for some duty-free refreshment and further enquiries as to your background. Finally, there is an invitation to take lunch or dinner with the Commodore at the best of one of the club's three restaurants. Over the meal, you casually let drop into the conversation that when you lay up for the winter you are embarking on a lecture tour - when the most remarkable

conversation will ensue. The Commodore will say 'I don't suppose we could persuade you to come by here and talk to our members?' and you will say 'Yes, certainly'. 'We will of course re-imburse your expenses, and would you be requiring a fee?' You will then explain that you are in America on a visitor's visa and you are not allowed to work. 'Well, we'll make a donation' says the Commodore, naming a sum you wouldn't expect in your wildest dreams! You discover that their idea of expenses covers the fare from wherever your last engagement was and a couple of nights in a decent hotel plus some meals!"

Now living a fairly active retirement in an apartment overlooking Dieppe harbour, Peter Rose has many happy sailing memories. He had three boats, all called *Odd Times* and all traditionally rigged. Two are still sailing under their original names and one was sadly lost off Newfoundland. This was the first *Odd Times*, a 23.5ft gaff cutter with a 7ft bowsprit, which had been built for serious day pleasure fishing in the mid 1950s by Wyatts of West Mersea to a design by John Leather. It seemed that *Odd Times* was a well-known name locally and that there had been one or two vessels of that name fishing in those waters since early in the 19th century. With such a traditional name, he would never dream of changing it.

"I converted the vessel for serious cruising and, over the following years sailed her to Greece and back, round the British coast, and over to the West Indies and up the eastern seaboard of the US to Canada. This was when I made a living by writing and lecturing about my voyages, mainly for the US market. Unfortunately, I lost her on the way home when I became rather ill with an internal problem some 200 miles SE of Newfoundland. *Odd Times* did not survive being towed towards Newfoundland through a moderate swell. A sad end to a wonderful boat".



An Lady Mor

Photo: Neil Eastham

DUBLIN BAY

A chara

Sorry no report in the last two Logs, but new work commitments and a litany of problems with *An Lady Mor* has meant very thin on the ground sailing for Ben, Bob and myself so far this year. But with a new 68hp Lombardini turbo diesel now fitted and running like a quiet (oh so quiet) sewing machine, life is on the up.

The bad weather encountered by the *Brecon Lass* and *Naomh Cronan* on the way to France affected the *Lady* even more and a conscious decision was made not to proceed to Brest but to cruise the South coast of Ireland instead. This was the best decision ever made. With ever increasing difficulty along the way, the *Lady* sailed into Kilmore Quay on the two heads on her way home. A week later, with all the fuel side of life renewed, we sailed through The

Saltees at 02.30 hours on a Sunday morning, rounding The Tuscar at daylight then bang, we came to a standstill in light airs, but a strong tide pulling us up the coast between the banks. After a couple of hours of trying to sail, we picked up a Westerly 3 off the land, passed through the "sluice" and sailed into Arklow Bay where a friendly trawler (we even fish on Sundays in the Celtic Tiger economy) towed us into the Fish Dock where over the coming weeks the engine was fitted.

OGA COMMODORE RACE - 15 SEPTEMBER 2000

Saturday 15 September saw OGA boats turn up in Poolbeg for our Commodore's Race the following day. In a fresh Westerly offshore breeze the boats took off at a gallop. First past the post and Commodore for the next year was Doctor John De Lapp in his Falmouth Work Boat *Irlene a Rua*, who had

A case of Stella Lager and a 'T' Shirt donated by Jennings Brewery was presented to Rick & Maxine for running the support boat.

The Best Picnic competition was won by *Captain Flint* followed closely with ½ a point in it by *Frejala*.

Youngest Skippers were Richard and Ben Flint with *Dipper*. They received Southampton Boat Show Tickets donated by the BMIF.

During the evening a raffle took place and also stand up bingo – these two events both helped towards boosting the area funds. Sue thanked everyone who had donated prizes for the raffle – including Chris Bowns from the Marina who donated 1½ litres of whisky.

Ruth Metcalfe presented a water colour, painted by Scott, to Pete and Sue for running the weekend and for all their hard work to make it such a success.

The weather on Sunday was again sunny with light winds and we decided to hold a Happy Families game on water. This worked very well with 20 boats turning out on the water to take part. Everyone thoroughly enjoyed themselves. As Chris Bowns had laid a course on the lake we decided to have a sculling competition and 9 strong oarsmen took part. Ben (youngest contender aged 9) attempted first and did the course in 13 min. 18 secs, whilst Gordon made it in 2 min. 37 sec. However, not to be out done by owning a similar boat to Gordon, Scott had two attempts (he being a little younger than Gordon !) and his second attempt earned him the prize, his time being 2 min. 15 sec. Chris Chipchase, with *Dunlin* decided to test his skills at designing a make-shift sculling position and he also completed the course. An impromptu rowing race also took place between *Dunlin* and *Margaret* – all crews thoroughly enjoying themselves and being very happy just messing about on the water. The colouring competition was judged by Diane and Martin who kept their yacht in the Marina. The final of the Boule competition took place between Bernard

Harman, Ruth Metcalfe and John Arter.

Prize giving took place late afternoon. Sue announced the prize winners –

Boule Competition winner
Bernard Harman

Colouring Competition (Snr)
John Alexander

Colouring Competition (Jnr)
1st India Swift, 2nd Christopher O'Donnell

Happy Families (Snr)
David & Margaret James in *Margaret*

Happy Families (Jnr)
Ben & Richard Flint in *Dipper*

Sculling Competition
1st. Scott Metcalfe, 2nd Gordon Bourne,
3rd Jonathan Wright

Ben and Richard also received a Bronze plaque.

Photographic Competition - As this had been organised by Julie Nicholls, Stuart presented the prizes -

1st Scott Metcalfe,

2nd Maxine Lomas.

Julie has said she will organise another competition in 2001 where possibly more photographs will have been taken locally in the Lake District!

Helen from *Peggy Blackett* decided that in her opinion the judges decision with regard to the picnic competition was incorrectly awarded as three boats had a distinct advantage being members of the Arthur Ransome Society. Therefore, on behalf of the Arthur Ransome Society she presented Fred and Angela with two pennants of the Society one bearing a skull and crossbones and the other with two swallows. Fred was over the moon.

Finally, Sue thanked everyone who attended as it was the people and the boats who made the weekend such a success. She hoped all would attend again next year.

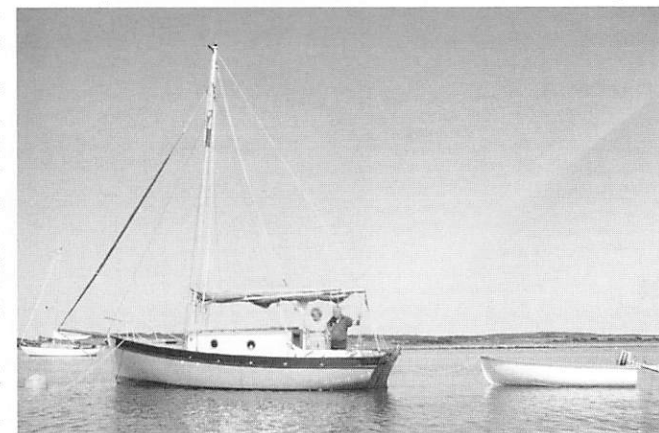
Sue Farrer

A few months later saw the building of a 37ft gaff cutter, also to a design by John Leather. At this time Peter married and the ship was to be the first home for his wife and himself. Naturally, she was named *Odd Times II*. They sailed her to the West Indies and again up the eastern seaboard of the US as far as New York. There they turned left and, via the Hudson River and a canal, reached the Great Lakes at Buffalo. They then continued through the lakes to Chicago, through a canal to the Illinois River and down the Mississippi, where they left the boat to do a six month lecture tour. They then sailed home. This marked the end of his 'sailing career' as he then entered theology college. But they kept the boat for another two years, as he had University type holidays, and sailed her to the Baltic. "On being ordained, we sold her, as we could not maintain such a boat for weekly days off and a mere three week annual cruise. When we last saw her she was under the US flag and had done a few more Atlantic crossings and one round the world cruise. And she was in perfect condition".

Clearly though, such an avid sailor could not be without a boat, and so he commissioned *Odd Times III* - a small modern copy of a gaff rigged work-boat of the last century. A production boat this time - a Tamarisk 24, with a glass-fibre hull and wooden decks and cabin top. This boat eventually came into my possession and my enquiries into its history brought to light the astonishing sailing history of its first owner. As a curate in central London, Peter kept *Odd Times III* at Yarmouth, Isle of Wight and used her for cruises to the Channel Islands and Brittany.

When, in 1976, they moved to a parish in west Cornwall, they sailed the boat down to her new home - first in the Helford River and later to Falmouth. "We used her on most free days from April to October and our annual summer cruise normally took us to south Brittany - as far as the Morbihan if we were lucky with the winds", Peter recalls. "When we moved to Grimsby in 1982, we sold her - and circumstances have been such that we have not owned another boat". Peter later told me they were very happy with *Odd Times III*. "She was a bit spartan for us but we found her to be lively, responsive and a good sea boat. But by the time we sold her, we were becoming less able to cope with the exposure and cold of 24 hour Channel crossings. But she looked after us well. One memorable crossing from Helford to Le Four Channel (100 n. miles) was done in just 18 hours, with a lovely Force 4 broad reach".

I bought *Odd Times III* in Falmouth in 1990 and sailed her up to Cowes, where I was living at that time. I was interested to learn from Peter that this was, in effect, a return to her first haunts. When I moved to Dorset, I kept her for a while in Poole Harbour before selling her to another member of the OGA, who now keeps her at the top of Wootton Creek, once again on the Isle of Wight. It is almost as if she was on a piece of shot-cord which keeps bringing her back there! Our paths crossed once again recently, when I saw her from the deck of the beautiful 103 year old *Marigold*, when taking part in an OGA race in the Solent. Her new owner, David Moore, clearly takes good care of her - as befits a boat with such a fine background.



Odd Times III Newtown, I.O.W. 1991

Photo: unknown

Rickyard Cottage, Homestall Lane
Goodnestone, Faversham, Kent ME13 8UT

11 August 2000

Dear Gaffers Log

Enclosed are two photos of our recently purchased yacht *Nokomis*. We are not having much luck finding out about her past, in fact we know nothing except who built her in 1914 and the name of the person we bought her from last year. As you can see, 1914 to 1999 is quite a big gap and we were wondering if any members of the OGA might know her and some of her past.



The details we have to date are as follows :-

Name - *Nokomis*; type - Gaff Cutter; builder - Andrew Anderson & Son, Penarth, Wales; date - 1914; LOD - 30ft (ish! - it might have been slightly longer or shorter at one stage because her stern doesn't look quite right); draught - 4ft 6in; materials - pitch pine on oak frames.

It is not very much information I know, but I hope it will be enough, perhaps with the photos, to jog someone's memory and tell us anything they might know.

Many thanks for your help.

Yours

Sara Harding



Nokomis

Photos: S. Harding

heaving the line and a knock-out Boule competition. All went down extremely well as they were all held in the centre of the camping area where maximum observation could be obtained by all. Forty six people decided to eat in the Chartroom Bar and consequently the prize giving was delayed somewhat.

Sue first of all welcomed David Cade – President of the Association – David had come especially for the weekend and she and Pete hoped he was enjoying the weekend, as we enjoyed having his company.

Prizes were allocated as follows:-

First Race

1st Across the Line

1st on Handicap

2nd on Handicap

Last on Handicap

Bianca Castafoire

Bianca Castafoire

Jay

Laggan Lass

Phil Swift

Bernard Harman

John & Jenny O'Donnell

Second Race

1st Across the Line

1st on Handicap

2nd on Handicap

Last on Handicap

Falcon

Falcon

Captain Flint

Cheshire Cat

Gordon Bourne

Paul and Cecilia Flint

Simon & Catherine Head

1st OGA Member Overall

Jay

Best Restoration

Elizabeth

Jonathan & Joanne Wright

Seamanship Award

Frejala

Fred & Angela Winstanley

Ferry Stopping Trophy

Harmony

Ken & Gladys Anderson

(N.B. for those who don't know, the ferries on Derwentwater are renowned for not stopping. Ken and Gladys made history with Gladys actually fending off one of the ferries when it came to a standstill at the side of their boat !!)

Most Consistent Boat

Puff

Scott, Ruth & Callum Metcalfe

Best Turned Out Boat

Margaret

David & Margaret James

Furthest Travelled Boat

Dunlin

Chris Chipchase

Heaving the Line

Gordon Bourne

Sponge Throwing

Ken Anderson

Dipper finishing the Happy Families Game

Photo: Sue Farrer



Prizes were awarded as follows:-

Nobby Class – Trophy presented by Pat Price

1 st on Handicap	<i>Ellidi</i>	Bob Rainer
2 nd on Handicap	<i>Naiad</i>	Rod Swainbank
3 rd on Handicap	<i>George Pilkington</i>	Roger Bucknall

First Boat Over the Line - The Project Conwy Trophy - *Ellidi*

Small Nobby Class – Trophies presented by the Managing Director, North Wales Energy,

Mr. Stuart Howarth - 1st *Spray* Tom Middlebrook

Best Seamanship *Master Frank* Joe Pennington

Best Turned Out Boat *Falcon* Dave Pendleton

Screw You Trophy *Arthur Alexander* Dennis Wright

Gaffers Class – Trophies presented by The Mayor of Conwy – Hugh Roberts

1 st on Handicap	<i>Biddy</i>	John & Wendy Duncan
(and 1st OGA boat over the line - receiving the Conwy Outdoor Shop Trophy)		
2 nd on Handicap	<i>Nymph</i>	Pete & Sue Farrer
3 rd on Handicap	<i>Eider Duck</i>	Carole, Toby and Christine Fielding
1 st Small Gaffer	<i>Nymph</i>	Pete & Sue Farrer
Prettiest Gaffer	<i>Kittiwake</i>	Nigel Fransham

Classics Class – Trophies presented by The Mayor of Conwy

1 st on Handicap	<i>Marianne</i>	Bob and Barbara Ross
(and winner overall - receiving the Pearl of Conwy Hip Flask)		
2 nd on Handicap	<i>Marieleen</i>	
3 rd on Handicap	<i>Spinaway</i>	
Prettiest Classic	<i>Marieleen</i>	

It was nice to see boats coming from as far afield as Donagadee in Northern Ireland, i.e. *Flicka* a folkboat owned by George Alcock; *Lustre* owned by Fred and Angela Winstanley travelled from Preston; the 50ft *Lone Wolf* (not the Dawson's!) came especially for the event and is now on its way to Brest and then Spain.

DERWENTWATER - SMALL BOAT GATHERING - 1/4 September 2000

The forecast for Saturday was for N5-6, but fortunately this blew over on Friday and the winds turned out to be light Northerlies. Boats started to arrive on Friday afternoon, the first being *Dunlin* a pulling and sailing gig. By Saturday 24 boats had been registered. Pete set the course and racing started at 12.20. We had the pleasure of David Cade on the Zodiac cover boat who took the finishing times. *Dipper*, raced by

Ben and Richard Flint were doing very well but ran out of steam at St. Herberts Island - not to be defeated their parents towed them to the finish line for the "hooter".

The picnic theme was "Swallows and Amazons". This seemed a very good idea until three boats who were owned by members of the Arthur Ransome Society decided to bring along a canon. This just swayed the judges, Jo and Chris from the Marina. The winning boats were *Captain Flint* and *Peggy Blackett*. They were closely followed by *Frejala* who was only ½ point behind. Following the picnic it was decided to again have a Le Mans start for the race back to the Marina, starting with crews in the boats, sails down and skippers on the shore.

Back at the Marina the shore games commenced with sponge throwing,

West Bay, 2 Exeter Road
Dawlish, Devon EX7 0AB

The Old Gaffers Log

10 August 2000

Dear Editor

A few thoughts about handicapping sailing races.

Racing in a one design class allows helmsmen to demonstrate their ability.

Racing in a development class allows the designer and the helmsman to demonstrate their abilities.

Handicap racing allows the handicapper to demonstrate his ability. He is unlikely to be acclaimed by all unless everyone has a turn at winning, regardless of their ability or the state of their vessel.

In the one design classes there will be some who usually win, some who give the usual winners a good run for their money, and sometimes win, and the bulk of the fleet who count their successes by how far up the fleet they can get. The beginner who occupies last place, with the baggy sails and poor technique, knows why he is there and strives to do better. The first red letter day in his racing career is the race when he is not last. But if he was in a handicap fleet he might seek to do better by demanding a more favourable handicap.

No one should take handicap racing too seriously, because it is not a serious measure of sailing ability, and evaluating a fleet of yachts of different shapes and sizes is more of an art form than a science, resembling navigation by dead reckoning - if it comes out right it may well be because the errors have cancelled each other out rather than that the calculations were correct. Since handicap racing cannot be taken seriously, then it should be enjoyed as an interesting sail in company with some friends, with good photographic opportunities.

Yours sincerely

Bill Robinson

33 Tutors Way, South Woodham Ferrers
Chelmsford, Essex CM3 5FB

15 September 2000

Dear Old Gaffers

DIFFERENT SHIPS DIFFERENT LONG SPLICES

Does this really mean what I have always thought? It seems to suggest that different ships had different layouts and different working practices. There are good reasons to think the opposite to be true! It is not unusual for a merchant seaman to sign on for part of a voyage.....and hardly helpful if he had to start "learning the ropes". In the days of sail, casualty rates were high and crew replacements frequent. In extremis, it was sometimes necessary for a man of war to replenish the entire crew of a merchant ship in severe trouble.

If we make an allowance for the multiplicity of languages spoken by merchant seamen, any familiarisation process could be long and difficult, even if only one or two hands had to be replaced. It is well known that in the days of the old square riggers apprentices learnt the trade on the mizzen mast. There would be little point in this if the other masts were rigged differently on the same or other ships.

One day, I was repairing a radar set in a Nissen hut. The heavens opened up and the din was indescribable. Someone was heard to say "It's not raining very much". I thought "You're an ex-matelot", and so he was. A seaman will sometimes emphasise something by stating the opposite.

Another day, I thought I ought to learn how to make a long splice. It turned out to be a useless accomplishment. The idea is that the splice will run over a sheave without jamming. Nobody in his right mind is going to use a sub-standard piece of rope for hoisting a sail or any other really important piece of gear up a mast. (He may have had to in "parish rigged" ships!). My view is that the long splice is only used on ships that are "different" and it is not worth bringing into the highly uniform world of "best practice". It certainly does not mean that everything is done differently on well managed vessels.

On a lighter note, as a child I spent many a happy hour watching barges beating up the Thames past Canvey Island. They came in very close to the beach and we could see clearly how the lee-boards worked. Years later, when reading the barge literature, it became clear that barges always worked their tides. With a fair tide there could be no benefit from coming in so close. So why did this happen? At times, a barge would be left at anchor unattended in Dead Man's Bay. We used it as a diving platform. Later it would take the ground. Why did this happen? Why did these things happen. We shall never know, but I can guess, can you?

Yours sincerely

Doug Carrick

Brenda Jago
Smugglers Cottage
North Farnborough

West Bay, 2 Exeter Road
Dawlish, Devon EX7 0AB

6 September 2000

Dear Mrs Jago

Re: your letter in the September Gaffers Log.

I used to sail on a Dutch barge yacht, Mr Beaver's Boeier called *St Michel*, which was moored off Starcross Pier on the River Exe. When first aboard, I wondered why the gaff was curved and made up of several flat pieces of wood lashed together with leather thongs. The mast was a mighty stick stepped in a tabernacle, the boom was of robust dimensions and the mainsail was loose footed. Eventually, the function of the gaff became obvious when we were running back from Lyme Regis harbour after a visit to the very hospitable sailing club at Axmouth, with hangovers that deserved a place in a glass case in the hall of a home for alcoholics. Flat bottomed boats roll about very snappily, hence the massive mast. At the end of each roll the boom puts a sharp and heavy strain on the clew and leech of the sail. Watching all the flapping and cracking, wondering how the sail could stand it and fully expecting to see it split at any moment, I could see that the gaff was playing the sail like a fishing rod. With the violent rolling, something had to give or break and the curved gaff was where the forces were dissipated, probably invented by the crewman who had to sew up the sail when it split.

You only have to see the system working to discard all the other theories.

Yours sincerely

Bill Robinson

P.S. I wonder where the Boeier is now - possibly the present owner is an Old Gaffer. Mr Beaver was killed in a car accident while I was away in the RAF. He had a little cannon on wheels and when we arrived at another club we used to fire a salute, which tended to cause a bit of a stir.

Master explained the rules and starting procedures. We were also asked to give an appropriate salute to the Mayor and Mayoress of Conwy who would be aboard the *Queen Victoria* along with all other officials. The forecast was NW 3-4 sunny and showers. The total number of boats registered was 36 which included 19 Nobbys, 9 Gaffers and 9 Classics, slightly down on previous years as weather conditions had prevented a lot of boats from arriving in Conwy.

All boats paraded out of the river lead by the Committee Boat *Rest-a-While* and past the *Queen Victoria* moored just off the Beacons. The start was delayed by 5 minutes as one or two boats were held up getting out of the river, and therefore the Nobbys started at 15.20 hrs, with the other classes at 10 minute intervals. It was soon noticeable that the course would have to be shortened due to the lack of wind, not only for the larger boats but also for the smaller ones. By 17.00 hrs only 11 boats had passed the wing mark and it was therefore decided to shorten the course to finish the race between the Committee Boat and the 6th mark.

It held off raining for most of the race but then unfortunately the heavens opened and the sea started to get a little lumpy for the last boats arriving into the river. I decided to let a friend race with Pete on *Nymph* and instead took the opportunity of racing with Joe Pennington on *Master Frank*. It was certainly an experience sailing with Joe and if I had the opportunity to sail on *Master Frank* again I certainly would not hesitate. (He also

makes a mean butt !!)

Prize giving was held at The Clemence in Conwy who again provided an excellent hot and cold buffet free of charge. Tony thanked all the sponsors, too numerous to mention but did thank North Wales Energy, without whose monetary support the event would have struggled. He also went on to thank the Officer of the Day – Dave Rigby who did an absolutely marvellous job, with the help of Dot and Terry Worthington, the start and committee boat *Rest-A-While* owned by Peter Downham and all others who helped with running the race. Tony lastly thanked once again The Clemence for their hospitality and good food.

This year the first prize in the Nobby class was a new solid silver ship, named the Tony Price Memorial Trophy to commemorate this well known local personality. This was presented by Tony's wife, Pat Price, the money having been raised by subscriptions from friends and colleagues. Before presenting the prizes Tony Mead said a few words about Tony Price which included his favourite saying "Panic Slowly". He said that amongst other things Tony was a truly great boatman and a true friend.



Ellidi off to race

Photo: Sue Farrer



French entry *Louise* follows *Ark Royal* and *Marguerite*

real problems and he worked hard. You might think that having started the race we could just lounge around knocking back the vino - but it doesn't work that way. With two pairs of binoculars between four we had to track the progress of the race and judge the possible order of finish. Matters were complicated by other sailing craft, including a couple of gaffers enjoying their own pleasures. The beat to the finish was against a full ebb tide and those with knowledge and who made best use of the conditions were strong contenders for line honours - and it was no easy task to judge at a distance the order of finish. Steve Gore worked hard identifying, largely by rig and colour, each boat as it closed the line. Our problem was to identify the boats on our results sheet and enter the finish time. It was young Luke, with a cool head and a quick pen, who caught the results we missed. He became our hero. From my viewpoint the positive identification of boats is a major concern. A few had their OGA number on sails, very few showed their class number, even fewer had their name in letters large enough to be read at a distance. After that educating experience I would consider it mandatory that each boat owner should display the race number given him clearly and that each entry should

be sailed within hailing distance of the committee boat well before the ten minute gun.

With the race over, Frank Argall had to return home to his computer and translate our efforts into a complete list of finishers. It may well be that in future the results could be produced in a few minutes from a laptop carried on board. With craft ranging from a 40ft pilot cutter to 16ft luggers no method of handicapping can be completely fair. Later there was a quiet discussion on some apparent anomalies in the handicapping - but

Photo: David Cade

this subject has been well aired in the Gaffers Log recently. One letter from John McDonagh caught my interest. He suggested, among others, a predicted time event. Having a fairly short course it could be managed, though it has its problems and would not be popular with the OOD. But this is a subject for discussion at an AGM.

Martin White

CONWY & NORTH WALES

CONWY & NORTH WALES AREA AGM - 5 AUGUST 2000

This was held again at the premises of the North Wales Cruising Club in Conwy. There were 17 members present. Sue commented on the year's activities and also what would be happening in the coming months.

The Bank account continued to rise with funds from raffles etc.

NOBBY, GAFFERS AND CLASSICS RACE - CONWY - 6 AUGUST 2000

This was the 10th year for the event and just as exciting as previous years. The briefing was held at 11.30 hrs at the North Wales Cruising Club. Tony Mead, the Harbour

Dear Editor

My grandfather owned *Rainbow* in 1964 and sailed her with my uncle, both now passed away. I first sailed on board in 1967/68 and as far as I know *Rainbow* was the first boat I ever sailed on! My grandfather and uncle raced her in the East Coast Area Old Gaffers Races in the late '60's and early 70's and always seemed to get beaten by *Fanny of Cowes*. My father sold *Rainbow* to Joffy Hudson some 16 years ago, since when I have had first refusal on buying her if ever Joffy wished to sell. Finally, this Spring, Joffy and I agreed on a sale and I became the fourth family member to own her. (Joffy now owns the smack yacht *Secret*).

Billy and I collected *Rainbow* from Pin Mill on the Tuesday before the East Coast race this year. We scrubbed her bottom, rebent on her 35 year old Whitmores mainsail and had a couple of practice sails in her before Saturday's race. She is very tired and is really in need of a full restoration, but she is 103 years old and she sailed so sweetly in the fairly strong conditions, giving us both a cracking race. Billy was so proud to win the Privateer Trophy and he is very enthusiastic about her future - he might even become the 5th Butler owner.

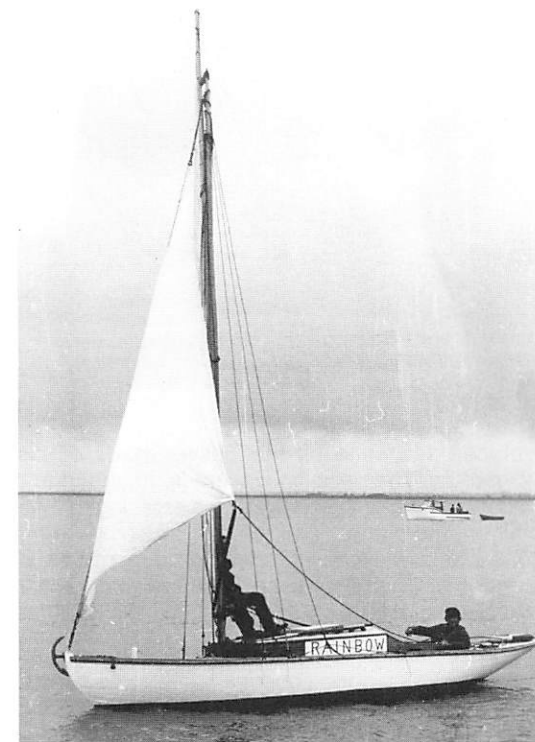
Best wishes

Mark Butler

See East Coast Race report in Area Notes - Editor

The Moorings, 22 Tower Street
Brightlingsea, Essex CO7 0AL

31 October 2000



Rainbow 1972

Photo: unknown

HELP REQUIRED

An OGA member has written to the Editor asking if we can establish the present whereabouts of Francis B Cooke's Blackwater sloop *Iolanthe*. If anyone has any current information, please contact the Editor.

IRISH GAFFERS AT BREST AND DOUARNENEZ



NAOMH CRONAN

Photo: John Galloway

6th July 2000 - The Galway Hooker *Naomh Cronan* and the Zulu type sailing trawler *Brecon Lass* prepared to leave Poolbeg bound for France, carrying the colours of Ireland, the Poolbeg Y.B.C. and the OGA. As the time set for departure approached, friends arrived at the Poolbeg Club to see off the two boats. A last minute hitch delayed the *Brecon Lass* but *Naomh Cronan* caught the south going flood and a perfect wind, sent off by the cheers of the crowd and salutes of the liners in port.

Naomh Cronan enjoyed twelve hours of perfect sailing, making good time down the east coast of Ireland. Conditions however began to change and as Friday dawned it became clear that a serious storm was approaching. Difficult tidal conditions and a

confused sea state off the Tusker made conditions very uncomfortable and becoming dangerous. The decision was made to abandon the original plan - that was the first landfall in Newlyn, Cornwall, followed by a crossing to L'Aberwrach'h. Plan B was to return to Wexford to sit out the storm. The return from some 30 miles south of the Tusker into the mounting storm was achieved with some excitement and a little worry. However, the crew of *Naomh Cronan*, who were also her builders, took satisfaction in how well she answered to the extreme conditions.

After a forced but pleasant stay in Wexford, well looked after by the local sailing club, *Naomh Cronan* made a good passage to St Marys, in the Isles of Scilly. By this time, *Brecon Lass* had joined up and the aim now was to get to Brest as quickly as possible. Instead of having time for a leisurely trip down the French coast, we were now late for the festival in Brest. The journey from St Marys to Brest was also characterised by changeable conditions. Heavy and increasing swell off the islands of Ouessant (Ushant) combined with a thickening fog, had all the hands working hard for the last ten hours of the passage.

We entered Brest in a grey, unwelcoming, foggy dawn, three days after the festival had begun. The sight of the harbour coming to life, with the bustle, colour and activity of 2,000 traditional boats soon lifted our drooping spirits. A good lunch and a few glasses of wine completed the process. The festival in Brest was magnificent, but the Parade of Sail to Douarnenez was pure magic. At least 2,000 boats, most of them large wooden sailing craft, hugged the rocky coast, which was lined with thousands of spectators. The narrow passage at the point of Cap de la Chèvre was so lined with craft that crews exchanged lunch drinks

CORNWALL

CORNWALL AREA ANNUAL RACE - 6 AUGUST 2000

The 22nd Cornwall Area Annual race was held as part of the Falmouth Classics Festival. This enabled many visiting members to sail with us in the Carrick Roads and boosted numbers accordingly. Sunshine and very light airs attracted 44 entries, but only 28 managed to complete the first round to finish. The larger boats had difficulty starting against the ebb tide and some retired.

Prize-giving was held in the Falmouth Chamber of Commerce marquee. Our celebrity prize-giver was our own President, David Cade, who kindly stepped in at short notice in preference to Miss Falmouth!

Class 1 - 30ft and over

1st	<i>Zinnia</i>	Ian Pople
2nd	<i>Duet</i>	John Bazgent
3rd	<i>Velsia</i>	David Cox

Class 2 - over 20ft and under 30ft

1st	<i>Rebecca</i>	Phil Slater
2nd	<i>Charlotte</i>	Mark Steggles
3rd	<i>Lyonesse</i>	Richard Argall

Class 3 - 20ft and under

1st	<i>Surprise</i>	Roy Downes
2nd	<i>Pelagos</i>	Roger Tuckett
3rd	<i>Lily</i>	Charles Taylor

Notable entrants were *Velsia* (oldest), *Psyche* (newest) and *Marguerite T* (largest). Line honours and overall winner on handicap was *Rebecca*, owned by Phil Slater, recently back from Brest 2000 and a long time member of the OGA. However, this was the first time he had sailed with us and he certainly showed us what a racing Falmouth Working Boat can accomplish in light airs.

Frank Argall

THE CORNWALL RACE - FROM AN OOD'S POINT OF VIEW

The committee boat was a 46ft Sealine motor cruiser with every mod. con. you can think of. The officers were Steve Gore (OOD); Vic his assistant; Chris Downes, the boat's skipper; young Luke, who proved invaluable; plus myself, the only liability, never having seen a race from the OOD's viewpoint before. Because of the light breeze the course was shortened to one round - start/finish committee boat to North Bank Buoy, then up river to Carrick and Pill, turn and down river to St Just and East Narrows, then a beat up to the finish. There were 44 entered but only 28 finished. The start was at 12.00 but it was not until 13.20 that a firm breeze came in and freshened during the afternoon, giving the smaller craft as much as they wanted without reefing.



Restored Lugger Surprise

Photo: David Cade

The justification for my presence on board was to describe the race from the OOD's viewpoint. The organisation aboard was that each was given a record sheet for a particular class. I had the over 30 footers. Young Luke (13 yrs) was asked to make notes on the identification of boats as required, and right well he did it. I could only recognise three boats by rig and colour. Were it not for Steve Gore's familiarity with local craft, we could have had

and the party began. There was a large marquee with a bar and barbecues set up just outside for everyone to use. Our Vice President, George Beckett, ran the prize giving in his usual lively way with Ros Cunliffe handing out the Trophies. Afterwards there was singing of shanties and "other" songs and when the bar closed there were a number of parties, some of which ran on into the early morning. Some left earlier than others on Sunday morning!



George Beckett in a compromising position with *Frances Jane*

Photo: Russell Read

Many thanks to Classic Malts, whose sponsorship helped pay for the Saturday night's moorings at East Cowes marina, and Hall and Woodhouse for the polo shirts.

Prize winners:-

Channel Cup	<i>Dorothea</i>	- Pete Treadgold
Anchor Trophy	<i>Nutkin</i>	- B Crawley
Le Havre Plate (1st Class 1A/1B)	<i>Momento</i>	- R Emery
2nd	<i>Unity of Lynn</i>	- B Curtis
3rd	<i>Sea Witch of Los Angeles</i>	- P Carey
Emsworth Cleat (1st Class 2A)	<i>Dorothea</i>	- P Treadgold
2nd	<i>Lona II</i>	- R Meynell
3rd	<i>Dolphin of Leith</i>	- J Lowrie
Channel Plate (1st Class 2B)	<i>Morwenna</i>	- D Baggett
2nd	<i>Verity of Lynn</i>	- M Turner
Quiver Trophy (1st Class 3)	<i>Nutkin</i>	- B Crawley
2nd	<i>Merganser</i>	- M Brackstone
3rd	<i>Victoria Ruth</i>	- B Neale
Dead Eye Trophy	<i>Momento</i>	- R Emery
Edgar March Memorial Trophy	<i>Unity of Lynn</i>	- B Curtis
C H Paxton Memorial Trophy	<i>Thalia</i>	- I Jefferis
Jim Rawlings Shield	<i>Nutkin</i>	- B Crawley
Pitchfork	<i>Lona II</i>	- R Meynell
Pierce Eye	<i>Daisy</i>	- S Downey
Laggards Ladle	<i>Zephyr</i>	- R Soars
Itchen Trophy	<i>Young Alert</i>	- G Beckett
Freda Trophy	<i>Dorothea</i>	- P Treadgold
Golden Baguette	<i>Jenny Wren</i>	- C & J Minty

Pat Dawson

and good humoured banter. If Brest was magnificent then Douarnenez was superb. The sight of the Bantry yawl performing so well amongst the great show of international sailing yawls was a great pleasure to the crew of *Naomh Cronan*.

In spite of the excellence of the festivals at Brest and Douarnenez, the best was yet to come. The *Naomh Cronan* was invited to visit Lampaul, in the islands of Ouessant (Ushant) on the return journey. A very pleasant day's sail from Douarnenez brought us there. Passing the black rocks of the Chaussée de Pierre Noirs reminded us of the dark and foggy passage we had made only a week earlier. However, the welcome and the beauty of the islands made it all worthwhile. The Galway Hooker, completely dried out in the tiny harbour, was visited by almost everyone on the island. *Naomh Cronan* looked completely at home in these rocky western outposts of France.

Time and tide dictated a reluctant farewell. Bad weather was again threatening, but the forecast promised enough time to get to St Marys - just! As we entered St Marys at 02.30, the gale was not far behind. By dawn, the sea was white and helicopter, plane and ferry passages were cancelled. We had a lovely day touring the island on a sponsored walk with the Cornwall Association for the Blind. The storm blew out, we took the short cut passage to Kilmore Quay and then to Dublin.

Would we do it again? There may never be another festival as big as Brest 2000. Big is not always best however. Look out for the small festival in the Islands of Ouessant every July. You may meet a few Galway Hookers there.

Stiefan O'Laoire



BREST 2000

Photo: Claudia Crickmere

BREST OR BUST

Once every four years, Brest hosts the world's biggest festival of traditional sail. For sheer scale and audacity there is nothing quite like it - over 2,000 boats, from the largest square rigger to the smallest coracle. The only drawback is the 400 or so miles of headwinds to get there and, sods law of passage making being what it is, the 400 miles of headwinds getting home again.

We had already taken *Pukeko* to Penzance in June (in drizzle and headwinds of course), so it was from there that our voyage began, along with 100 or so other boats gathering to make the passage across the Western Approaches. The weather had other ideas - strong and squally northwesterlies that promised to moderate 'tomorrow' but never did. We crept away early on Monday 10 July, ahead of the fleet, in a fresh northwesterly that soon turned into a force 7 and stayed there. Twenty two wet, seasick and miserable hours later found us hurtling down tide through the Chenal du Four in the dark, and by late morning we had arrived.

The bad weather had greatly reduced the numbers, particularly of British boats - just over 1,500 of the 3,000



From the largest square rigger . . Photo: Claudia Crickmere

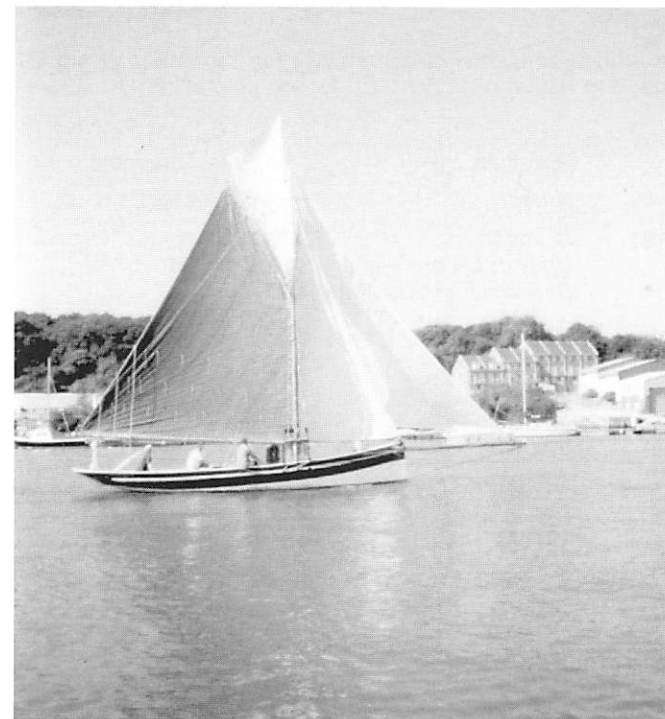


. . . to the smallest coracle

Photo: Claudia Crickmere

boats expected had arrived by the end of the first day. But gradually the weather improved, music played, the two miles of quayside filled with boats and the party atmosphere built up. One of the highlights was a floodlit Parade of Sail, a midnight procession of hand-picked boats. Led by *Pen Duick II*, magnificent under full sail in the floodlights, the event was stunning to watch. Essex was

many different weather predictions for Saturday's race, from strong winds to nothing at all. By the Friday night's get together in the Cowes Corinthian Yacht Club it was clear it was likely to be the latter rather than the former. Friday night followed the usual pattern in Cowes. Fish and chips, a beer or two in the Cowes Corinthian Yacht Club, good company and a chance to catch up with friends. For the first time there seemed to be a common uniform; many sported fine blue polo shirts emblazoned with Old Gaffers Association - Solent 2000. Each boat had received one from our sponsors; Hall and Woodhouse of Badger Beers.



Unity of Lynn

Photo: Geoff Skinner

At dawn on Saturday it was misty with no wind. By nine, as the fleet moved out to the start, the mist had dispersed, but there was still no wind. Fortunately there were many empty buoys off the entrance to Cowes and by 10.00 hrs, all had been picked up by Gaffers. With a good tide running and not

even a cat's paw of wind, Hilton, the race officer had to postpone the race. Being Cowes there were other race fleets also waiting to start their races. They hadn't been so quick to pick up the spare buoys and spent much time circling around us. It was, to say the least, frustrating but there was plenty of light relief to be had from the VHF radio. Eventually Hilton decided to move the start of the race into Osborne Bay, with a start line formed between David Cade's motor yacht *Vagabond* and the racing mark Daks Simpson. By the time everyone got there, there was little tide and it was just possible to think that there might be a slight breath of wind. The start wasn't

exactly fast and furious. For those on the committee boat it was probably rather like watching grass grow. The course set was not far; Peel Wreck to Daks Simpson, three times round. With such light airs a great variety of sails and techniques were employed, some to better effect than others. Rounding Peel Wreck was not easy, so it is not surprising quite a few retired. For the 31 boats who hung on, the wind did eventually fill in sufficiently to allow them to finish. First across the line was Roy Emery's *Momento*, her large yellow spinnaker doing sterling service. *Momento* is a large Falmouth work boat designed and built by S Oliver in 1897. But the winner on corrected time was Brian Crawley in

Nutkin, a Memory Class built in 1975; Brian is Commodore for 2000-1.

This year there was a new venue for the evening's festivities, East Cowes Marina. The area allocated didn't look big enough but with ingenuity boats were squeezed in

Douarnenez 2000 - but at least 6 Solent boats - *Ajax*, *Brilleau*, *Dorothea*, *Maude*, *Clementine* and *Mayfly* - made some or all of the festivals, *Dorothea* after battling against strong head winds from the Channel Islands to Brest. Not content with just the above 3 festivals, *Brilleau* pressed on further south to the Rassemblement International at Les Sables d'Olonne, not returning to the Solent until late September.

FALMOUTH CLASSICS

We were well represented at Falmouth for the Classics and Gaffers races, *Zinnia*, newly arrived back from the Caribbean, *Dirk II*, *Psyche* and *Young Alert*, between them holding up the honour of the Solent Area. *Young Alert*, all fired up with a new satellite navigation gizmo, achieved a long term ambition and made the Scilly Isles after a hard 24 hour beat - even though the skipper has oft time told me that gentlemen do not sail to windward in greater than a force 4.

BURSLEDON REGATTA

This event produced some of the best Gaffer racing of the season for the dozen or so boats which made the start line. The course sailed was the same as that used for last year's postponed annual race, but with a fine north westerly force 3 providing some splendid down wind and off wind sailing, and with the tide underneath us for the windward leg. I seem to recall some sunshine as well. It was nice to see *Chloe May* back in the Solent after her Trans-Atlantic adventure, but she could not match the speed of *Momento* who beat her into first place, with *Windhover* taking third. The afternoon's activities in Bursledon Pool were thoroughly enjoyable and the evening's firework display was surely the best ever. It never ceases to amaze me how such a relatively small event can always manage to stage such a grand finale to their regatta.

CENTENARY CHASE

The Solent Gaffers were pleased to again accept the Royal Solent Yacht Club's invitation to take part in their annual Centenary Chase pursuit race. Arguably the conditions were even better than for the

Bursledon Regatta race. A fresh easterly breeze gusting to well over 30 knots, coupled with brilliant sunshine, made for some exhilarating sailing. The course was broadly rectangular, with a windward start to the east on a strong flood tide, apart from one or two who preferred a running start, only to realise their error when meeting the rest of the fleet off Lymington sailing in the opposite direction! Interestingly, the Bermudan rigged *Vertue*, *Wellow Maid*, held the lead for much of the course, but was eventually overhauled by *Zinnia* and *Psyche* at the end of the penultimate leg. These two modern gaffers seemed to be well matched on speed with *Zinnia* holding only a small lead over *Psyche* from start to finish. Third gaffer was *Dirk II*. Despite a determined effort, *Kerneth* was unable to secure the Secretary's Trophy for the last boat to finish for a second year running. The honour did, however, go to another OGA member, Chris Waddington, even if it was in one of those funny triangular-sailed boats (looking immaculate of course).

Rumour has it that after a very successful season, *Momento* is to be put on the market. We shall miss Roy Emery and his crew and hope that *Momento* finds another good custodian.

Dates arranged so far for 2001 are as follows:

Solent Area AGM - 10 February, Warsash Sailing Club.

Yarmouth Old Gaffers Festival - 1-3 June.

Three Creeks Race - 23/24 June (provisional).

The Annual Race & Rally seems likely to be run in conjunction with the International Festival of the Sea at Portsmouth - 24-27 August.

No news of a Wootton Barbecue, but with yet another Dave up the creek who knows what might develop?!

Geoff Skinner

SOLENT AREA RACE & RALLY - 9 SEPTEMBER 2000.

During the week before the race there were

well represented with three smacks and Thames Barge *Thistle*. Chaos ensued at the end as boats ran out of space to manoeuvre and there were several snarl ups (imagine the claim form..."our rigging was damaged by an 80' French schooner in fancy dress which drifted onto our mooring at midnight"). Luckily, although moored in the middle of this nautical mayhem we were left unscathed.

The final night at Brest is marked by a sensational firework display and the next morning a Regatta to Douarnenez, about 25 miles down the coast. All 2,000 boats leave together while crowds line the cliffs and the horizon is full of sail all day. At one point the fleet squeezes through a narrow passage between cliff and off-lying rocks; we managed, just, to avoid being a square rigger sandwich. Crying 'starboard' would get you nowhere here!

The festival carries on for four more days in Douarnenez, at the end of which you can't bear to hear another chorus of 'Blow the Man Down' in any language and, bilges full of wine, we headed for home. By the time we were through the Chenal du Four the gentle easterly had turned into the mean and lumpy northerly and when the evening forecast mentioned easterly gales we admitted defeat and headed back the way we came. There is nowhere for a deep draught yacht to run for shelter in the Chenal du Four, so at 23.00hrs we groped wetly into Camaret, tied up next to a helpful Frenchman and reached for the whisky bottle. Eleven hours sailing, everything soaked and all for a gain of a few miles up the coast.

Two days later, Sunday 23 July, we left Camaret again but a few miles out the propeller failed - the key holding the prop to the shaft had sheared, so back we went again and later that night sailed into the inner harbour to dry out against the quay. Perry mended the prop at low tide the next day, so by evening we were off again, into a light northeasterly that plagued us most of the way home. It was frustrating to be motoring into a glassy swell instead of sailing, but at least it was an easy few days with the autohelm on and plenty of time to read, eat and sleep. James (age 7) learned more about navigation, finally got to grips with parallel rules, helped do a night watch and learned how to plot a position. On Wednesday lunchtime we called into Weymouth for fuel before pressing on to Eastbourne, as Perry had to go to work on Friday, already two days overdue.

We left Eastbourne at 04.30hrs on Saturday 29 July in winds that had finally turned westerly but were too light to keep up the speed we needed to round all the headlands with the tide, so on went the engine for most of the day. We reached Burnham, 102 miles from Eastbourne, at 22.30hrs that night, amongst spectacular thunderstorms. No more free crew receptions, free moorings, drunken water taxis and croissants for breakfast, but it was good to be home!

Claudia & Perry Crickmere



James checks the course

Photo: Claudia Crickmere

YACHTSMAN TEN LANGUAGE DICTIONARY - by Barbara Webb and Michael Manton with the Cruising Association.

Although one cannot really review a publication such as this Ten Language Maritime Dictionary, it should not prevent you bringing this useful book to peoples' attention. You can never satisfy everyone, so my next comment should not be seen as a criticism, but Russian, may I suggest, would have been a useful addition to include these days. But otherwise, it is well structured and, for the long distance cruising sailor, a very useful book to have on board.

Published in paperback by Adlard Coles Nautical, an imprint of A&C Black, London, ISBN 0-7136-52950, www.adlardcoles.co.uk. Price £15.99.

THE BOOK OF PRACTICAL KNOTS - by Geoffrey Budworth

There have been a number of knot books appearing recently which, as you would expect, vary considerably in content, clarity of description and quality of diagrams. Now this publication is really one of the best I have seen. It stands out in my mind as being very good, for a number of reasons. The explanatory diagrams of the knots are clear and easy to follow - key attributes of any knot book. The process of working out how to tie these knots is further enhanced by the use of colour giving, in modern day parlance, a practical 'user friendly' feel to this book.

The contents include a knotting history; a good section entitled "Getting started", explaining the technical background to cordage materials and construction; knotting terms and tips. The book ends with a summary containing the contact address of the International Guild of Knot Tyers, a glossary of terms, a list of cordage suppliers and an index. This is a well thought out, technically attractive publication.

Published in hardback by Adlard Coles Nautical, an imprint of A&C Black (Publishers) Ltd, London, ISBN 0-7136-5456-2, www.adlardcoles.co.uk. Price £16.99.

THE CREW - by Tom Peppitt

This is the story of tramp ship seamen operating towards the end of the coal burning era. It is very much a part of our maritime history which to date has never really had a proper hearing because, I suspect, it is not glamorous enough. These merchant seamen had more in common with the crews in the last days of sail than they have with today's container ship's crews. If you worked for P&O, Alfred Holt or the like, you would not even find much in common with these men, who at one time formed a large part of the Red Duster fleet. What was left of these ships were phased out just after the 1939/45 War so they, and the seamen that manned them, are now consigned to history.

This is a compelling read, with its insight into the world of tramp ships. The author has certainly captured in print a part of our maritime history which needed to be recorded. The true value of this book in the world of maritime history has yet to be fully recognised - but it will be.

Published in hardback by Chaffcutter Books in association with the Society of Sailing Barge Research. ISBN 0 9532422 26. Price £17.00 + £2.50 p&p. Cheque with order please to: Isla Giatt Ltd, 25 Buntingford Road, Puckeridge, Ware, Herts SG11 1RT.

CHATHAM MARITIME MARINA

The first 150 berths in the new Chatham Maritime Marina in the old western Naval basin opened on 15 September 2000. Operated by Marina Developments Ltd., on behalf of the South East Economic Development Agency, it will eventually have berths for over 500 vessels based in the Medway Towns area. A Ranger Service in connection with the protection of wildlife on the river is expected to start next May (2001) funded, it is alleged, by a levy on the Chatham Marina berth holders.

Robert Holden

SOLENT

This season's events have followed a similar pattern to last year, with the Yarmouth Old Gaffers Festival the best attended event. Pat Dawson has already reported on the Festival and I am grateful to her also for the accompanying report on the Annual Race and Rally. I will briefly cover the other events.

THREE CREEKS RACE

This attracted about 10 Gaffers and turned out to be it's usual relaxing weekend, apart from a fairly hard beat to Wootton on the Sunday morning when the tide turned against us off Gurnard. It was also an opportunity for us to see David and Jenny Still's splendid new Nigel Irens/Ed Bumett yawl *Psyche*, fashioned, I believe, after *Zinnia*, when they dropped into Newtown for the evening. Guy Todd sailing *Beagle*, with an all female crew, deservedly took first place, while Pat Dawson, with an all male crew, sailed well to come second. Third place went to family Lowrie in *Dolphin of Leith*, only just ahead of Bob Brinton in *Golly*.

MARCHWOOD RALLY

This was combined with Marchwood Yacht Club's Annual Regatta and the dozen boats which turned out enjoyed the club's traditional welcome and hospitality. In contrast to 1999, this year saw good sailing conditions, with *Momento* showing great pace with her new rig. She finished second on handicap to *Windhover* with *Scherazade* third and *Dolphin of Leith* fourth. I gather that the jazz band was again on fine form and that Sunday morning's breakfast on the terrace was as pleasurable as ever.



Momento

Photo: Chris Scott-Francis

FRENCH FESTIVALS

The weather played cruel tricks on those hoping to do any of the 3 French festivals in July - L'Abers 2000, Brest 2000 and

Bright who died tragically earlier this year.

Prizes were awarded as follows:

1st Smack -	Town Cup & Pennant	<i>Primrose</i>
2nd Smack -	F H Bright Knot	<i>Peace</i>
3rd Smack -	Oyster Trophy	<i>Martha II</i>
1st ECOD -	Danny Bright Memorial & tankard	<i>Rhythm</i>
2nd ECOD -	Old Gaffers Cup & tankard	<i>Nancy</i>
3rd ECOD -	Tankard	<i>Widgeon</i>
1st Bermudan -	Chamber of Trade Trophy	<i>Ma Solitude</i>
1st Gaff Rig Yacht -	Old Gaffers Shield	<i>Airlie</i>
2nd Gaff Rig Yacht -	Borough Arms Trophy	<i>Ariel</i>

And so the night continued in time honoured style, dancing, drinking and singing until the tide returned to lure the more adventurous downstream.

Tessa Mackenzie

MEDWAY & NORTH KENT

We were late with our attempts to get to Brest 2000 on *Emanuel* in July, dogged as it was with never ending head winds. As a consolation, and to some extent a comfort, we were far from alone in this. At least we did manage to cruise the Brittany coast below the Channel Islands and we did get to Brest, albeit by hire car, as the OGA President can testify, having caught us dangling our legs over the edge of a quay whilst quaffing French beer. All in the best interests of research you understand, to make comparison with our local Shepherd Neame brew.

Summer is now behind us and it will soon be time to think of the winter jobs to do on our boats. For us, the summer events ended with a cruise to the Medway to take part in the Mary Race on 7th October, returning to Ramsgate next day - and only just in time, as the day after brought winds gusting to 56 knots, according to Ramsgate Port Control.

For the drinkers, sorry - socialites - amongst us, we are arranging three Friday evenings for Winter Get Togethers, centred on the Anchor pub at the north end of Abbey Street in Faversham. These are planned for 1 December 2000, 2 February 2001 and 30 March 2001.

Although it is early days yet, it will soon be time to finalise details of the MNK Area Annual Race 2001. For the past two years we have merged with the Medway Smack & Doble Association's Annual Race which, by tradition, is also run some time in June. This formula has proved to be quite successful and so we will be repeating it in 2001. The date is not yet finalised but Saturday 16 June is looking the best option with the tides at around 09.50 BST. We expect to repeat the Queenborough Yacht Club venue - they have been our hosts for the prize-giving and post race supper for the past two years.

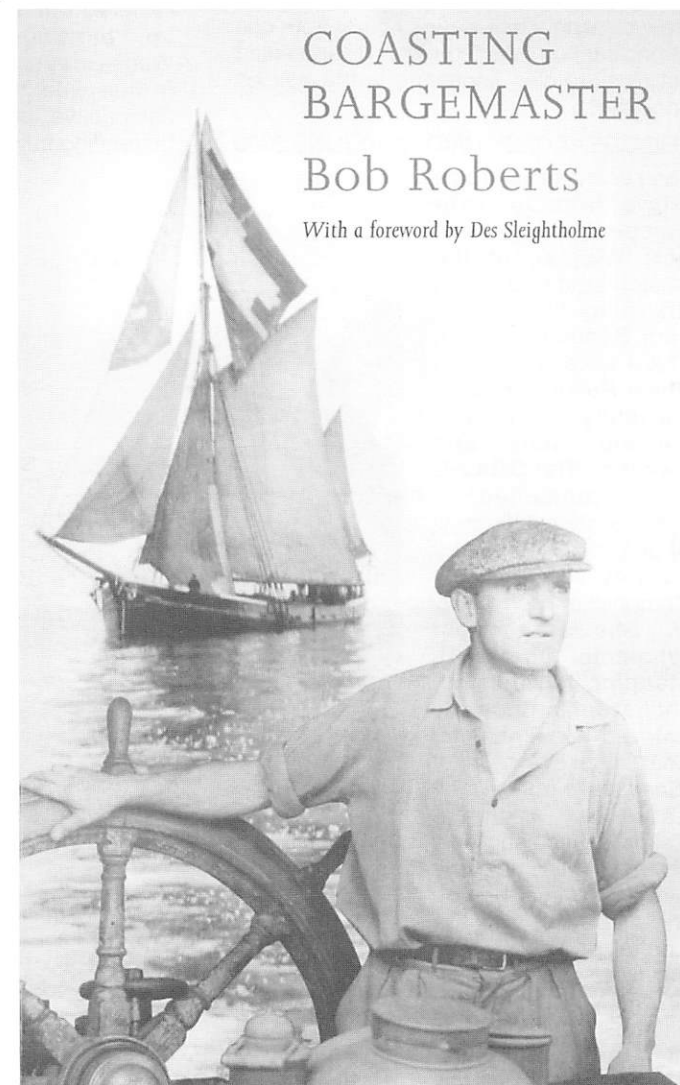
MARINE HERITAGE AT RAMSGATE

The Harbour Authority at Ramsgate are still offering free berthing to owners of interesting historic vessels, be they sail or motor, to be berthed in the secure area at the eastern end of the inner basin. This is to augment the Maritime Museum's collection and to create a significant Heritage Corner for the harbour of 'Public and National Interest and Importance'. Craft should naturally be in good condition and enjoyed by their owners. Interested owners should contact the Harbour Master, Captain K Gray, in the first instance on 01843 592277 or E-mail: marina@ramsgatamarina.co.uk.

COASTING BARGEMASTER - by Bob Roberts

To mark the first anniversary of the re-launched Seafarer Books, they have produced a reprint of "Coasting Bargemaster". What a good choice. I have had a copy of this book for over thirty-five years and it holds a lot of associated memories. First and foremost, it is a sailing book written by a man who chose to spend his life in sail. The book was first published in 1949, when there were still many men about who had experienced this type of life themselves. Bob Roberts wrote - 'Sailors who have been bred to their trade beneath a spread of canvas, with nothing but the wind and tide and their own good foresight to bring them home, are becoming few and hard to find'.

I hope, to quote again from the author - 'that the reader will get from this volume a taste of salt water, a breath of clean air and an insight into the life of the men who gained their livelihood by their knowledge of wind and tide'. I feel inadequate to add more to this fine description of the aim of his book. Let me finish by thanking Bob's widow, Sheila Roberts, for proposing that this book be republished, so that others may have the opportunity of getting as much out of it as many have in the past.



Published in paperback by Seafarer Books, 102 Redwald Road, Rendlesham, Woodbridge, Suffolk IP12 2TE. ISBN 0 9538180 1 2. Price £9.95 + £1.05 p&p.

NORTH EAST

"GRAND TURK" VISITS TYNESIDE

The OGA-NE kicked off the sailing season with a social meeting on the Newcastle Quayside, followed by a trip to North Shields to see *The Grand Turk*, made famous as the Napoleonic frigate *Indefatigable* in the Hornblower TV series. We had an entertaining tour, culminating in one of the crew blasting a ball of rags noisily from one of her cannon. My son was disappointed not to see holes appearing in the houses opposite!

THE GREAT GLEN RAID - 3-10 JUNE 2000

The second of June saw crews from all over Europe converging on Fort William, at the western end of the long rift valley that almost cuts Scotland in two. There were crews from Spain, Portugal, France, Germany, Denmark, Holland, Italy and Sweden. The OGA-NE was represented by Peter Scott and his crew of Jeremy Coles, Harry Averley and Tony Campbell in *Martha Joy II*. She is a 17 foot Whammel boat with standing lug and jib. Richard Montgomery entered his Whammel boat *The Princess of Finsthwaite*, crewed by Laurence Atkinson, Keith Redhead and Mike Townend. The next day saw the crews rigging their boats at the Lochaber Yacht Club, just west of Fort William on the sea loch, Loch Linnhe. The ripping tide dictated a launch at 13.30hrs, with a brisk sail up the loch to the scrutineering station

and jetty at Corpach, the beginning of the Caledonian Canal.

Monday saw us ascending Neptune's staircase, a flight of eight locks. We then rowed competitively the next 12 km to Gairloch. Tuesday was probably the lowest point of the entire trip, drifting windlessly around Loch Lochy. Then it rained. A hot lunch aboard the barge *Fingal* restored our spirits and the wind picked up, blowing us down to Laggan. Wednesday saw us racing down Loch Oich in fine weather. The sailing got more competitive, but not everyone seemed to be reading from the same rulebook! I shall



The fleet reaches Fort Augustus

Photo: Richard Montgomery

by the Solent Area at YOGAF because she beat everything in sight, should have been an easy winner, but for a line infringement, leaving the way clear for the 12 sq. metre Sharpie *Ula* to take the Zetland Trophy, followed by *Tern*.

The prize-giving was on schedule, the sun shone, the OGA Booth prospered - one of the best organised East Coast Races we have had. Regrettably, it was the last East Coast Race for West Mersea Rep. Sue Taylor. She has put a tremendous amount of work in since the race moved to West Mersea, so thank her when you see her.

With decreasing entries and increasing costs, the viability of this once profitable operation was in question. However, Classic Marine of Woodbridge stepped in at the 11th hour and provided pennants for all the 70 entrants. We thank also West Mersea Yacht Club for letting us use their premises and providing start party and safety boat coverage.

Jon Wainwright

EC members have already received race results, anyone else requiring same please contact Jon. Editor.

MALDON TOWN REGATTA & OGA ANNIVERSARY RALLY - 16 SEPTEMBER 2000

The day dawned wet and windy as forecast and a good selection of boats made their way out towards the Nass. Quite why so many crews seemed willing to forsake their warm bunks on such a foul day is still a mystery. The number of entries had been good, but the Friday night had not been kindly to little boats hoping to make passage to the Blackwater. One absence was especially notable, that jolly laugh, the skipper of game prawners, the master of the tops'l and back eddies. Indeed, hell and high water had never been known to keep Jon Wainwright away, but a hernia operation, that was another matter, and on that wet, windy morning he was ashore recuperating from a nasty operation and a week without beer.

The wind was a steady five from the NW and the game band of smacks, yachts and

racers flew down river from the Nass. The first buoy was a gybe mark and it was given a wide berth by most. For many of the smaller boats the challenge was to survive in the wind and so to complete the course. *Airlie* and *Widgeon* fought around the mark, *Widgeon* just creeping ahead as they raced back towards the Dengie shallows. The fleet was already shrinking, as to retire seemed the sensible option to many. Even the large smacks suffered losses - *Ellen* re-broke her boom, which had been initially damaged on her way down to Brest, and *Sunbeam* was a little over optimistic on the depth of water over the flats. As the fleet turned up river, close reaching up to Osea, they made a wonderful sight, the smacks leading the way, driving through the water under their low, powerful rig. It was proving to be a great deck washing day. *Sea Eagle* was out for her first race with her new skipper and was well up the fleet and going like the clappers when her gaff jaws failed and the main became a wild mass of canvas. About fifteen boats made it up to Osea for lunch, twelve of which had completed the race - quite an achievement. It was quickly agreed that the second race would be cancelled, as racing to windward up to Maldon Quay in those conditions was not an attractive prospect.

And so it was that a reduced fleet headed up to the quay, *Merlin*, and *Avanta*, the line boat, led the way, creeping in over the mud, closely followed by *Sea Eagle*, *Jacqueline*, *Airlie*, *Noorderzon* and *Juanita*, all to be welcomed by Mike Emmett and a great local band - Legacy. As the boats tied up the sun came out and gradually pint glasses replaced oilskins, cold wet crew danced, and Maldon Quay was ready to party. Prize-giving was held in Maldon Little Ship Club and full glasses were raised, first to Jon our absent leader and then, as is the custom, to the OGA on this their anniversary. The prizes, as ever, were numerous, this occasion being a joint Town Regatta for the smacks and the OGA Anniversary Rally. We also had the honour of awarding a new cup and glass tankards for the East Coast One Designs from the Bright family, to commemorate Danny

their well-preserved cobsles, the traditional craft of the North Sea coast, developed for launching from and returning to the beach through the surf. Imagine launching a heavy coble through the surf without the benefit of modern oilies and then sitting freezing and wet for the next few hours whilst you try to catch some fish!

Richard Montgomery

EAST COAST

EAST COAST AREA OLD GAFFERS RACE - 22 JULY 2000

The 35th East Coast Area Old Gaffers Race was started very early in the morning to catch the ebb out to the Wallet Spitway. The brisk NNE wind made the start rather hairy, but fortunately, skill outwitted bravado and there were no injuries. The Morecambe Bay Prawner *Laura* quickly established her traditional place, chased by the smack *Ethel Alice*, 6 metre *Asti V*, Pilot Cutter *Noorderzon* and the lean yacht-like smack *Lizzie Annie*. Apart from the Bench Head slop, which put paid to those who started on the leeward end of the line, such as *Blackbird*, *Maryll* and *Prawner*, it was a very

straight-forward race based almost entirely on boat speed - no opportunity for those who like to cheat tide and shoal for tactical gains!

It was very pleasing to see young helms competing for the new Privateer Trophy - *Rainbow* (Billy Butler) and *Sheila* (Burn family) in particular. And despite the conditions, smack brawn did not overawe lighter crewed boats - Canoe Yawl *Snippet* had the race of her life, not only to win the Titheridge Trophy (male & female partners) but also well up the field of finishers. There were some good average times on course - over 6.5 knots by *Laura*, but several others over 6. The only real test of navigation was the long cross tide leg from Wallet Spitway to Jaywick, otherwise it was follow my leader, most boats finishing in well under four hours. The results were quickly worked out by Paul Wright and the corrected time order really reflected performance against THCF for the given condition.

The Class III race for open boats was not as well supported as in the past, only 11 boats, although they did not start until midday. *First of May*, an Orwell Corinthian OD, considered to be an "extreme design"



Helmsman Billy Butler (age 12)

Photo: Mark Butler

draw a veil over the resulting multi-boat, multi-lingual tangle, which fortunately was not repeated. We spent that night at Fort Augustus, where it seemed the whole town turned out to lay on a splendid evening's Highland entertainment and barbecue. This was one of the highlights of the trip.

Thursday was the biggest day competitively, with both morning and afternoon events. The morning was almost windless and saw most boats employing a mixture of sailing and rowing. Modesty forbids me to report who won the Class 1 event. In the afternoon the wind picked up to an estimated F5, gusting F6. Waves and a

our way to Inverness, halting partway to allow *The Grand Turk* to negotiate her way through Dochgarroch Lock in the opposite direction. That night was spent in the Muirtown basin. Saturday saw us setting out through the sea lock into the Moray Firth. A strong wind was forecast but unfortunately died away, which worked against the Whammels, both of which were carrying strong (heavy) 4 man crews. The Raid ended in perfect weather with a piper playing us to the finish at Fort George. The final classification showed that in Class 1 *The Princess of Finsthwaite* had come in 3rd and *Martha Joy II* equal 7th in a field of 27 boats.



The crew of the *Princess of Finsthwaite*

Photo: Jeremy Coles

big swell built up, which we surfed down. The bowsprit buried itself and the foredeck was often awash; the whole ride was an exciting goose-winged run, hovering on the verge of a jibe or broach. A man went overboard from a large French lugger, but was picked up by a following boat. One of the smaller boats capsized but recovered. Iain Oughtred (Class 1) won this section with a splendid display of how to handle a small boat in heavy weather. That night was spent at Dores, with a splendid meal at an excellent pub. On Friday we made

HARTLEPOOL MARITIME FESTIVAL - 24/ 25 JUNE 2000

Contrary to our expectations, *HMS Trincomalee* was back inside her dry dock and not afloat in Jackson Dock. In retrospect, this was just as well, as the Parade of Sail would not have had room to sail round inside without clashing their booms. We were pleased to hold our meeting concurrently with the Coble and Keelboat Society, a like minded group of traditional sail enthusiasts. We admired

OGA AND OTHER TRADITIONAL EVENTS - 2001

- Jan 13 OGA ANNUAL GENERAL MEETING, CA House, Limehouse, London.
- Feb 2 MNK AREA WINTER MEET, The Anchor, Faversham. Rob Holden, tel. 01843 582997.
- Feb 10 SOLENT AREA AGM, Warsash Sailing Club. Geoff Skinner, tel. 01489 572427.
- Feb 11 OLD GAFFERS REGATTA, Swan River, Perth, W Australia.
Shirley Cook, 6 Baskerville St., Mundijong 6123, W Australia. Tel. 95255275.
- Feb 17 OGA DINNER, Royal Burnham Yacht Club, Burnham on Crouch, Essex.
Denise & Trevor Rawlinson, tel. 01621 783969.
- Mar 30 MNK AREA WINTER MEET, The Anchor, Faversham. Rob Holden, as above.
- May 5/6 OGA FOULNESS RALLY, Essex. Denise & Trevor Rawlinson, as above.
- 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 26/27 OGA CROUCH RALLY, Essex. Denise & Trevor Rawlinson, as above.
- Jun 1/3 YARMOUTH OLD GAFFERS FESTIVAL, Yarmouth, Isle of Wight.
Geoff Skinner, as above.
- Jun 17 MNK AREA ANNUAL RACE. Robert Holden, as above.
- Jun 20/30 EAST COAST CLASSICS. Jon Wainwright, tel. 01206 393537.
- Jun 23/24 Three Creeks Race, Solent area. Geoff Skinner, as above.
- July 6/8 DUBLIN BAY AREA RALLY, Howth, Ireland. Mick Bentham, tel. 353 1 8476279.
- 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 23/26 Dutch Cruise in Company. Jon Wainwright, as above.
- July 26/29 Dutch Classic Yacht Regatta, Hellevoetsluis, Holland. Jon Wainwright, as above.

David Cox M.Sc.

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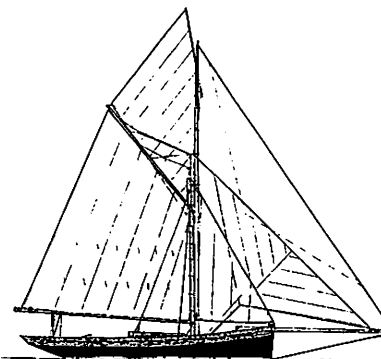
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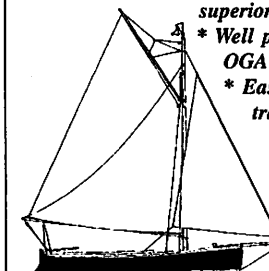
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