

Gaffers Log

JUNE 2000

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



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Etc etc etc

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Burgees	15"	£ 10.00	£ 10.50
	18"	£ 12.00	£ 12.50
	24"	£ 14.00	£ 14.50
	30"	£ 17.00	£ 17.50
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Sweatshirts are available in Navy, Red, Green, Royal Blue and Burgundy.
Poloshirts are available in Navy, White, Green and Burgundy.
Embroidered name on sweatshirt or polo shirt £ 2.00.

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

Prices include postage and packing - surface mail for overseas. Please send orders, with cheque or postal order, payable to **Old Gaffers Association** (overseas members can pay by Eurocheque or by draft on a London bank) to: Moray MacPhail, Classic Marine, Lime Kiln Quay, Woodbridge, Suffolk IP12 1BD. Tel. 01394 380390. Fax. 01394 388380.

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Front cover : *Ariel*, East Coast Classics '99, by Tony Pickering

Back cover : *Bawleys Blackbird* and *Bona*, East Coast, by Tony Pickering

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

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

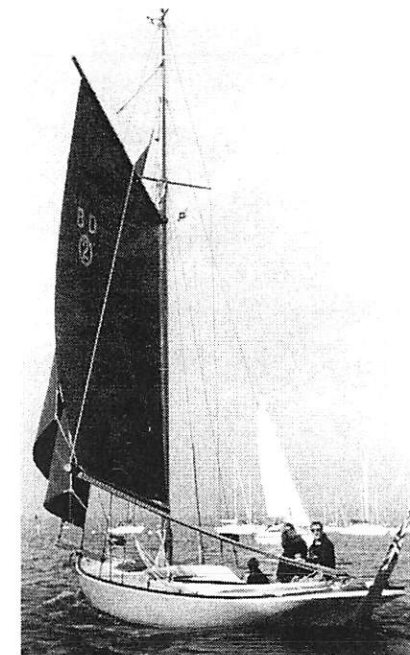
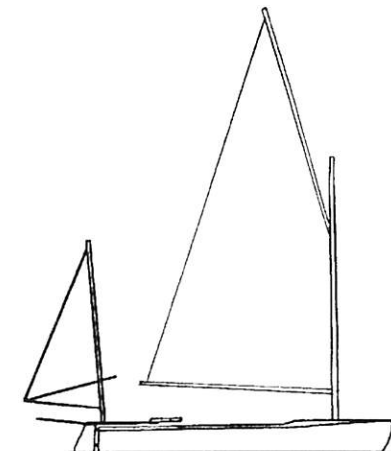
Advertisements

GAFF YAWL "PHINIX"

Length 15ft, Beam 5ft.

Converted Finn dinghy, hot moulded mahogany hull. New sails by Gayle Heard. New spruce main mast, gaff and boom by Collars. Lead ballast, metal centreboard. Snipe trailer with winch. Price £1,250 o.n.o.

Contact: Peter Bick, tel. 01732 453582, e-mail: Pebick@btinternet.com



GAFF CUTTER "KATIE"

34 ft gaff-rigged cutter in GRP. Plug is original Victorian Gentleman's Cutter. Suit of 6 sails, sea toilet, 2 forward berths. Large cockpit doubles as 3 extra berths. Saloon with cooker, basin, fridge and stowager, all enclosed with a 2-part hood in harbour or spray hood whilst at sea. Equipped with full instrumentation, IGM Yanmar, stainless steel fuel, water and holding tanks. Draws admiring looks wherever she goes. Price £17,500.

Contact: Graham Dimmer, tel. 0836 205010.

CANOE STERN MOTOR SAILER "POPPY"

19ft gentleman's canoe stern motor sailer, built 1947. Carvel built mahogany on oak, copper sheathed hull. Original 10hp Coventry Climax single cylinder diesel engine. Some spars, no rigging. Unused suit of 4 sails from James Lawrence. This project 95% complete, needs tender loving care and a few hours work. Steel yard trailer. Ashore West Sussex. No resonable offer refused.

Contact: Chris Ennis, tel. 01903 690680 (day), 01903 262217 (evenings), e-mail: chris.ennis@villageestates.co.uk

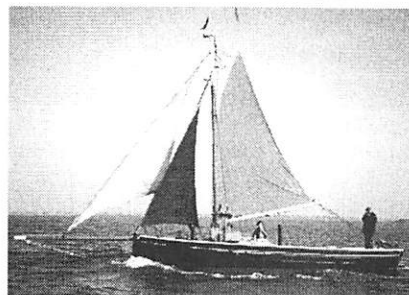
MALDON SMACK "JOSEPH T"

30ft x 9ft 6in x 3ft 6in

Launched in 1901 and now the last remaining true square-sterned Maldon smack. Equipped for comfortable weekend sailing - good sailing gear plus small reliable Brit E10 engine.

This very important piece of Maldon's Maritime Heritage now, after 30 years, looking for a new trustee to love and cherish her. In commission Maldon, ready for a new series of coastal adventures. Price £15,000.

Contact: Douglas Scurry, tel. 01621 855519.



GAFF CUTTER "SERENITE"

Length 10.20m, Beam 3.5m, Draught 1.70m, Displacement 10 tonnes+

Iroko on mahogany, new replica 34ft Colin Archer with 3,800 kilos lead keel. Ill health forces sale of this fully equipped dream boat. Built to French 1st category (sail anywhere in any ocean). Deck 2 layers heavy duty marine ply with laid teak deck effect, on massive iroko beams, fastened with copper rivets. Mast, boom and gaff of Oregon pine. 1983 reconditioned Indenor 45hp diesel with 250 litres stainless steel tanks, 450 litres water in epoxy tanks. 1000w electric winch + winch for lifting sail. 50metres chain, 1 CQR, 1 FOB anchor, 6 sails, including topsail. Member of Association Vieux Greements. Lying S. France. Price £45,000 (450,000 FF).

Contact: Tel. 00 33 615686070 (English) or 00 33 468820577 (if you speak fluent French).

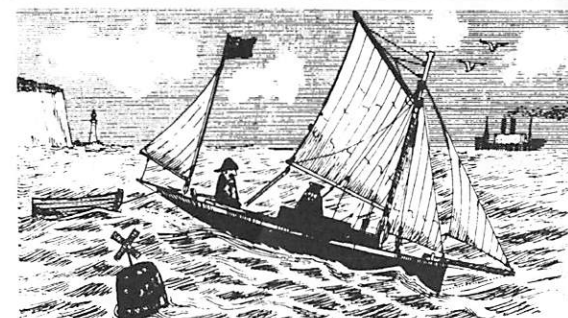
More information and cheap travel details are available from the Editor.



GAFF CUTTER "CHLOE MAY"

LOD 42ft, 18 tonnes. Built 1980, Peter Nash, Dartmouth, to a Percy Dalton design. Iroko on oak frames, every gizmo you would want for racing and/or ocean cruising. Extensive suit of sails and extras to go with yacht. Interesting history. Returns from West Indies June 2000, completing Atlantic circuit 1999/2000. Reason for sale - 3 young children require more maintenance than yacht.

Contact: Simon Costain, tel. 020 7636 4465 for more details.



"It might seem a jolly spiffing sport to you, Carruthers, but I don't think it will catch on."

It is a sad way to start to report the death of one of our Area Secretaries - Jim McNiven from Scotland. Although I did not know him well, he was, I felt, one of the world's 'no-nonsense, get on with it' people. I formed this opinion when I was working on the first fishing boat Decommissioning Scheme and he was interested in obtaining a boat. He will be a great loss to the Association. We send our sincere condolences to his wife Mary, who wishes to remain a member. Please see Obituaries on page 16.

The Essex Jagos have been and returned from their trip to Cornwall, tracking our maritime ancestors into the 18th century. It is fascinating work and it illustrates similar ways of living and working around our shores over the last couple of hundred years, even to the coincidence of two serving on the same-named RN ship just 100 years apart. OK, it's personal stuff I know, but it does have a relevance. Someone recently said to me 'Why did you join the OGA?'. When I first joined the OGA there was only the OGA looking after traditional boats. Now, there are various other organisations. But the OGA has developed a structure for the long term. In the first place, it still maintains an interest all round our coastline in vessels and forms of seamanship which are now no longer the norm in your average production boats. But, like I have found in my family, areas and jobs have a common theme, even if they are hundreds of miles apart. The spread of the OGA throughout these islands, has created areas which have common views and opinions but are still part of the whole. Another strand in the Association's make-up is development. GRP, steel and ferro are now accepted, as is experimentation with the rig. Every now and again someone brings out a rig which is a 'little different'. This causes excitement for a time and, if successful, the racing rules are inspected yet again!

Long may all this go on, but do not take the Association for granted. Working for the OGA is a team of people who give up their time to keep the Association going. This is not a back-patting exercise, but a reality statement on the running of a big amateur organisation such as ours. As David, our President, who has put in many hours and miles during his term of office, said recently, it can be great fun. Contact with the potential new Hon. Secretary is but one result of his efforts. Currently, Margaret McNee and David Godsal, Margaret in particular, have been burning the midnight oil sorting out the new Direct Debit system - we should be grateful to them - and there are others.

My family has continuity, as indicated. Our Association needs new helpers to maintain its continuity. Think about it, if you have just retired or know someone with time on their hands, encourage them to join the support team - the OGA is a great organisation. Contact David Cade if you can help.

Copy date for next Log is 1st August 2000.

George Jago - Editor

- BC** Mr Malcolm Brown, 39 Station Rd, Rhws, Vale of Glamorgan CF62 3EY
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ASSOCIATION HON. SECRETARY

In response to my appeal in the March issue of Gaffers Log for an Association Hon. Secretary, we have an interested volunteer.

Discussions are at an early stage as yet, but I am pleased to report that the interested party would meet the Association's requirements. For their part, they are keen to support us. As matters become more settled, I will announce further details and hopefully, by the next AGM, the OGA will once again have an Hon. Secretary.

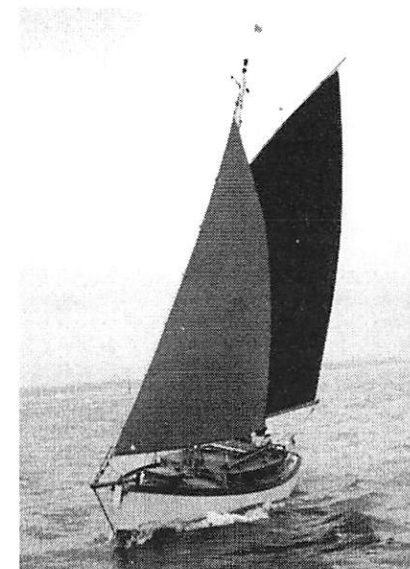
David Cade - President

GAFF SLOOP "MARY NIVEN"

LOA 23ft, 4 tons TM.

Built J Orr 1939, on the lines of the Harrison Butler Zyclon. Teak on rock elm, copper fastened, lead ballast keel. Extensive refit finished 1993 - teak deck re-laid, hood ends and garboards refastened with silicone bronze screws, new floors fitted. Yanmar IGM10 diesel, comprehensive inventory, ready to cruise. Deep cockpit and spacious cabin make her a comfortable sea boat. Lying Bursledon. Price £4,500.

Contact: Pete Hatchett, tel. 01963 23365.



ITCHEN FERRY "BRUNETTE"

LOA 38ft, LOD 21ft 9in, Beam 8ft 6in, Draught 4ft 6in, 5 Tons T.M. (all approx.)

Built circa 1920. New teak deck, good fit-out for cruising, Lister Petter 6hp aircooled engine (10hrs running). Superb sailing boat with good inventory. For sale for family reasons. Price £10,900.

Full info. at: Elephant Boatyard, Old Bursledon, tel. 023 8040 3268. (Owner currently in France)

WINKLE BRIG "LIBERTA"

GRP pocket gaffer with lots of wood trim, 20ft overall, including bowsprit. Built 1994, with roller reefing, new Mariner 4, boom cover, cockpit awning and winter cover, Portapotti, 3 berths, 2 burner gas stove, anchors, water and fuel containers. Lying North Farnbridge, Essex. See Colin Jarman's review of her at: <http://www.sailingnow.com/ComeAboard/Winkle>. Price £5,995.

Contact: David Cooper, tel. 020 7935 7374 or e-mail: davidcooper@dca-uk.com

SMACK YACHT "POLLY"

27ft GRP smack yacht, built Tyrrell & Young 1990. Completely traditional. Solid fuel stove, 10hp Yanmar inboard. Lying Faversham, Kent. Price £24,000 o.n.o.

Contact: Colin Frake, tel. 01795 531493.

GAFF CUTTER "EAGLE"

30ft x 7.5ft x 4.5ft + bowsprit.

Built Harry King, Pin Mill, circa 1915. Pitch pine on oak, refurbished 1994/95. 3 berths, Blake heads, terylene sails, roller reefing on main, Yanmar YSE8 diesel engine. Excellent condition, ready to launch - mooring available. Lying ashore Walton-on-Naze. Price £9,900.

Contact: John Fleming, tel. 01255 861314.



GAFF YAWL "MALLARD"

LOA 23ft 6in, LOD 17ft 7in, Beam 6ft 2in, Draught 1' 2ft 6in.

Open day boat, decked fore and aft, epoxied clinker ply and teak, pine spars, new tan sails, road trailer. Price £1,250 o.n.o.

Contact: Richard Negus, tel. 01543 492075 or negus@excite.co.uk.

SHARPIE 12 SQUARE METRE K72 "MEDEA"

LOA 20ft. Built Percival, Norfolk, 1946. Substantially rebuilt 1992-96. Mahogany on oak, all new frames, centreboard case, rudder and deck. All new galvanised Sharpie Class fittings. Mast, gaff and boom original and in very good condition. Although designed for racing, cockpit space and stowage room make her suitable for cruising. Ashore since her restoration. For sale due to other sailing commitments preventing me making full use of her. Price £2,000.

For further information contact: Philip Newman, tel. 01473 414358.

CLINKER-BUILT DINGHY

Length 8ft 6in. Built 1985, oiled and varnished. Perfect tender but now too small for family plus dog. Lying Faversham. Price £495 o.n.o.

Contact: Julian Mannering, tel. 01795 537644.



THE PIONEER SAILING TRUST



Recovered from the mud

Photo: Pioneer Sailing Trust

The fishing smacks from Essex and Kent, which take part in the Old Gaffers races and rallies, spent their working lives dredging and trawling in rivers and estuaries. Some of the bigger ones, like the *Sunbeam*, worked down Swin, but they are essentially inshore craft.

There was once, however, a fleet of Deep Sea Smacks. They were mostly ketch rigged, up to 70' in length and 40 tons burden. This fleet worked out of the River Colne, in Essex, and Brightlingsea was the

main port. These smacks dredged for oysters on the Terschelling Banks off the coast of Holland, went in search of scallops down channel, and some even ventured to the Solway Firth on the West coast of Scotland. To preserve their catch many were fitted with wet-wells.

By the 1930's, this hard trade was finished. The vessels were broken up or just abandoned. One of them, the *Pioneer*, lay sunk at West Mersea for 60 years. In December 1999, a team led by Rupert Marks and shipwrights Brian Kennell and Shaun White, raised the wreck of the *Pioneer*. Originally built in 1864 and complete with a wet-well, she is a unique example of her type. With the wreck safe ashore, the first task was to find out who actually owned the vessel. After several false leads, this was established. A Charitable Trust could now be set up with the specific aim to acquire and rebuild the *Pioneer*, using, as far as practical, traditional methods. When complete, the vessel will be chartered to provide Sail Training, particularly for the young, the disabled and those deprived by social and economic circumstances.

Three trustees were appointed. They are, Rupert Marks, owner of the smack *Hyacinth*, who is Project Leader; Mary Falk, London Solicitor and Transatlantic single-handed sailor; and Chris Harker, Chartered Surveyor and owner of the Bawley *Marigold*. The Pioneer Sailing Trust was now in business. A five year licence, at a peppercorn rate, has been granted to occupy covered premises at Great Totham. A workshop has been equipped and supplies of timber have been acquired and are stacked in the dry, seasoning. A team of shipwrights has been assembled - Brian Kennell and Shaun White have extensive experience in traditional ship restorations and they are assisted by Brandon Oram and Alex Risk.

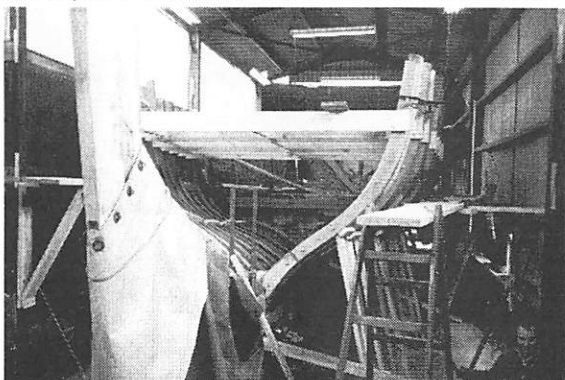
A search at the Public Records Office at Kew revealed the original ship registration dated 1864 and was traced right through to 1948, when the *Pioneer* was finally withdrawn from the Registry. A small exhibition of photographs and contemporary engravings has been set up telling the history of these big smacks and recording the rescue of the *Pioneer*. Dr Robert Prescott of St Andrews University, who has prepared the Historic Ships Register, has inspected her. The Trust have made contact with Brightlingsea Town Council, Harbour Commissioners, Museum and Town Quay Association. They have all given the Trust their approval of the Project. When she is completed, it is hoped that the *Pioneer* will be based at Brightlingsea.

Rebuilding work is now well under way. A new keel, stem and stern post are all in position. Framing up the forward section of the vessel is complete. A gallery has been built so that

visitors may view the work as it progresses. From the computer generated lines drawn out by D M Cannell & Associates of Wivenhoe, the shipwrights are able to cut out each frame using a full-scale pattern. It is a rare opportunity to see a smack restoration on this scale again in Essex.

This all costs money - a lot of money. The rebuild is estimated at £430,000. Approximately one third of this sum has been secured from private charities. The remainder will be raised from wherever the Trust can find it. But in the mean time, work is progressing fast and there are stocks of timber in hand to see the vessel framed out and planked up.

The Trust welcomes visitors interested in traditional ships and ship-building methods. The *Pioneer* may be viewed by prior arrangement with Rupert Marks, tel. 01621 893830. Alternatively, visit the Trust's website: www.pioneersailingtrust.org.uk



Rebuild under way

Photo: Pioneer Sailing Trust

EUROPEAN CLASSIC YACHT UNION

PRESIDENT'S REPORT 1999-2000

It seems incredible that it is now over 4 years ago since my father and I sent out the invitation asking you to meet up at Johan Anker's house, Lillehaugen, to found the Union. We have had our ups and downs since then, but progress has been made, as witnessed by an increasing regional co-operation and some important restorations of historic yachts. At headquarters, we are most grateful and interested to receive the Old Gaffers Log, Freundeskreis and the DFAEL magazines. We also hear from Austria, W. France (La Rochelle) and Switzerland fairly regularly.

The main activity envisaged for ECUY in our statutes, was to hold "Europe Weeks". Stockholm (1998) and West Mersea (1999) have now been held and building upon such experience, I hope the Europe Week 2000 event over a fortnight in the Oslofjord will be memorable. We have had a very good entry response so far (from Germany and Sweden especially). There are also plans for 2001 and 2002, which will be presented at our 4th AGM for final approval.

I think the main problem we have faced in the running of ECUY is that most of us already have demanding voluntary jobs to do in our own clubs, so that it is hard to find the energy to do more for an umbrella organisation. We need communication, not only between the Board and the Member Associations, but also sideways between the Member Associations. I would like to close by thanking those of you who have had the time and really have worked hard for the ECUY idea. Ludvik Sandnes and I would like to be able to hand over the torch after the 4th AGM knowing that ECUY is in good hands.

The 4th AGM of ECUY will take place in Vollen, up the fjord from Oslo, on Sunday 23 July, starting at 09.00 hours sharp and closing at 12 noon. In the afternoon, the assembled fleet will sail/motor into Oslo, arriving at Oslo Harbour around 18.00 hours, to be welcomed by the Mayor of Oslo, who also opened our first AGM in Oslo in 1997.

Please note ECUY new website code: www.ecyu.org

Looking forward to seeing as many as possible of you in Oslo this summer.

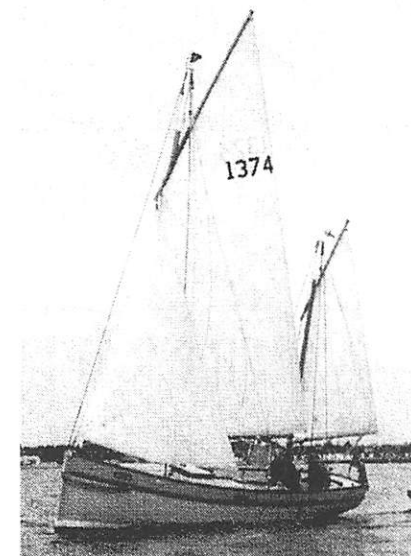
Peter Ennals - President

FOR SALE

22FT LUGGER "SUE TOO"

Built 1989 as a gaff cutter and converted to a lugger in 1997. GRP hull, construction designed by Essex University and Lloyds approved. 2 berths, galley, heads, 10hp Stuart Turner, many extras. Lying Essex. Price £16,500 o.n.o.

Contact: Roy Loram, tel. 01206 303560.



GAFF YAWL "GWENIL"

LOA 37ft 6in, LWL 32ft 6in, Beam 9ft 6in, Draught 5ft.

Built A. la Gorce Fils, Bordeaux, 1910. Roomy, comfortable cruiser, easily handled. Full suit of sails, comprehensive inventory. Marinised BMC 1.51 diesel engine. Lying Suffolk. Price £16,000 o.n.o.

Contact: Brian Humby, tel. 01473 780583.

BERMUDAN RIG VERTUE NO. 9 "MARY"

Built Bridlington Yacht Building Co. 1939. Pitch pine on oak, mahogany coach roof, keel stepped mast, lead keel. Re-galvanised floors and re-fastened garboards and hood ends 1993. Substantial deck overhaul, Combes Boatyard, 1999. New upholstery 1999. Extensive sail wardrobe. Featured in 5th edition Adlard Coles "Heavy Weather Sailing" and "Yachting Monthly" March 1994. Offers in region of £15,000.

Contact: Tel. 023 9263 1312 or e-mail: james.burdett@herbertsmith.com

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

same spot where the original Irish prisoners escaped from Fremantle Gaol over 120 years ago, on board the Whaler *Catalpa*. *Sorcha* has 3 rowing positions and can carry a ton of cargo, drawing only 6 inches, she rides the waves like a thoroughbred!

We are well into the year 2000 and already overtaken by unique and momentous events - especially the closure of the Swan River and the cancellation of our Annual Regatta, all due to an excess of algae. Fortunately, a new date of 16 April was fixed for the Regatta.

We have been involved in making a TV film 'The Spirit of the Swan', with Brian Axcell, Graham Lahiff and John from the Old Gaffers doing a very fine Captain Vlamming re-enactment on the Swan River (pre algae bloom days).

I have also been involved in planning a 'Prospect of the Sea', a Maritime Careers Expo, involving TAEF, Universities, schools and the boating industry. I believe this year will be the one of greater public recognition of the Old Gaffers and all the wonderful contributions of the members at many different levels.

Patrick Reid
President -
OGA of WA



Aorere

Photo: Pat Reid

AUSTRALIA DAY WEEKEND

Once again this event was held at the hard-standing of The Cruising Club, Rockingham, and what an ideal venue it is! Saturday afternoon saw the arrival of half a dozen or so boats and their crews, with other members driving to the celebration. The Wooden Boat Works Australia Day Trophy was presented at the Champagne Breakfast. This trophy is presented to the person, or boat, who best portrays the Spirit of Australia. This year the winners were Adrian and Mary Edwards, *Atica*, "for service to the Association".

The day concluded with craft sailing via Garden Island for lunch and then home.

Chris Bowman - Sailing Master

STOP PRESS The OGA of WA is going from strength to strength. We now have 20 teenage Scouts and Leaders as Corporate Members.

We had a very, very successful Annual Regatta on 16 April on the Swan River. The photograph shows *Aorere*, an 1898 gaff rigged cutter, sailing majestically through the start line.

Patrick Reid

Annual Photographic Competition

The judging of the OGA Annual Photographic Competition was held in the Royal North of Ireland Yacht Club on Sunday 19 March 2000. There was another record entry of photographs, 72 in total, from 19 different entrants. The entries came from four different countries, UK, Ireland, Netherlands and Australia. Two weeks before the close, I was worried at the number of entries, but after the Gaffers Log came out, my post box filled up. What a good job the Log does, it proves that you read it.

OLD GAFFERS' ASSOCIATION



Peter Lyons (left)
with the judges



The judges were - Bob Hamilton, photographer from the "Newsletter", one of the main Northern Ireland dailies; Gillie McCleave, wife of the Commodore of the Royal North of Ireland Yacht Club; and last but not least, our own NI gaffer Michael McKee, immediate past Commodore of the Irish Cruising Club and Vice Commodore of the Royal Ulster Yacht Club.

It took the judges over thirty minutes to pick the winners, and they were:-

Best Gaff Rigged Boat Photograph

1st	Andrew Reid	Western Australia	<i>Suanen</i> , off Queensland
2nd	Tony Pickering	Medway & N Kent	<i>Ethel Alice</i> on the Medway
3rd	Nicola Dixon	East Coast	<i>Bracken Lass</i> from a Hooker

Best General Sailing Photograph

1st	Tony Pickering	Medway & N Kent	Gaffer, EC Classics 99
2nd	Mrs Ian McKinnell	Solent ?	Clever Reflections
3rd	Attracta Neeson	N Ireland	Resting in the Rigging

All the prize-winners will receive their prizes shortly. Eight of the photographs will appear as front and back covers on the next four issues of Gaffers Log. If you want to see the winning photographs now, you can do so by looking at the Photo Comp page on the OGA web site - www.oldgaffersassociation.org. All the pictures sent to me will find their way onto the web site in due course.

Congratulations to all the winners and thanks to all those who took the time to enter. All the pictures are currently with George Jago for review and when returned to me I will send those who requested it their pictures back to them. All those who did not request their pictures back, will find them in the OGA photo archive, held by George.

Thanks also to the judges who willingly gave of their time and to the Royal North of Ireland Yacht Club who again gave of their wonderful facilities. A special thanks must go to my wife, Alison, who this year did most of the hard work involved in putting on this competition.

Next year's judging date is 18 March 2001 and the first entries are in, from France. So come on, get your cameras out and photograph your lovely boats.

Peter Lyons

A MESSAGE FROM OUR HON. TREASURER

The serious problem reported in March in relation to double payment of subscriptions, has now been almost completely resolved. But, there are still a number of members who do not appear to have received the expected refund from their Banks. Would any members who find that they have still not had the duplicate payment back, please contact me as soon as possible.

You will be glad to learn that profuse apologies have been received from the senior management of almost all the Banks for their numerous errors. I am pleased to say that the Banks have contributed very generously to the RNLI (following my suggestion) and the total to date stands at almost £700.

I cannot end without expressing my thanks to all members who have been most patient during the long delay in obtaining refunds of the duplicate payments. I must particularly express my appreciation for all the extra work carried out by Margaret McNee, our Association Membership Secretary, who has a very onerous task at the best of times in dealing with the subscription records of over 1200 members.

David Godsal

82 Longstomps Avenue
Chelmsford CM2 9LB

The Editor, OGA News

3 March 2000

Dear Sir

Handicapping

How can intelligent and otherwise sensible and reasonable men talk so seriously about such an ethereal subject?

The only circumstances in which a fair system of handicapping could be worked out for a wide range of gaff craft would be a race on still water with a steady breeze blowing at a given speed, say force 4. There would have to be a 'see-saw' adjustment for lighter or stronger winds at five knot intervals because small light boats will sail above a fixed handicap in light airs while large heavy boats will do the same in strong winds.

Even this Utopian ideal dissolves into chaos once you introduce tidal streams and race down with the ebb and back with the flood, for the vessel that rounds the mark at low water will have an overwhelming advantage even with a fair wind. Flyers beating back over the last of the ebb or sluggards beating down to the mark over the young flood might just as well be disqualified.

May I remind pious 'believers' that if a race starts in a flat calm and the fleet kedge over a foul tide for one hour, each craft has a different lapsed time although no one has moved.

In nearly fifty years of sailing I have never queried a handicap, although I admit I did fiddle the figures after winning the second East Coast race. I increased my waterline length from 16 to 20 feet to make certain that it did not happen again!

The Swale Match has the right idea. All boats race level - the first one home is the fastest and the last is the slowest. Unfair? Well yes; the first boat home enjoys far less sailing time than the slowest. We tend to forget the sheer delight of gliding across the water under sail. I was one of the last home in the

But the most important subject of this letter is to inform you of the creation of the web site about our sailing club and chiefly about a **fantastic event** during Summer 2000. From 28 July to 2 August, the **international meeting of the French OGA** will be located in Les sables d'Olonne.

There are three major events in France for the last summer of this century:-

BREST 2000
July 13,14,15,16

DOUARNENEZ 2000
July 17,18,19,20,21

LES SABLES D'OLONNE
July 28,29,30,31, August 1,2

All information for details and inscription are on the web.

Site Internet: <http://www.mutimania.com/amicaledesolonoil/>

e-mail:
amicaledesolonoil@mutimania.com

Or write to:- Amicale des Olonnais, Quai de la Cabaude, 85100 Les Sables d'Olonne, France.

Tel/Fax: 02 51 32 48 14

It will be a great pleasure for me to meet you in the following months along the French coasts

Kind (sailing) regards

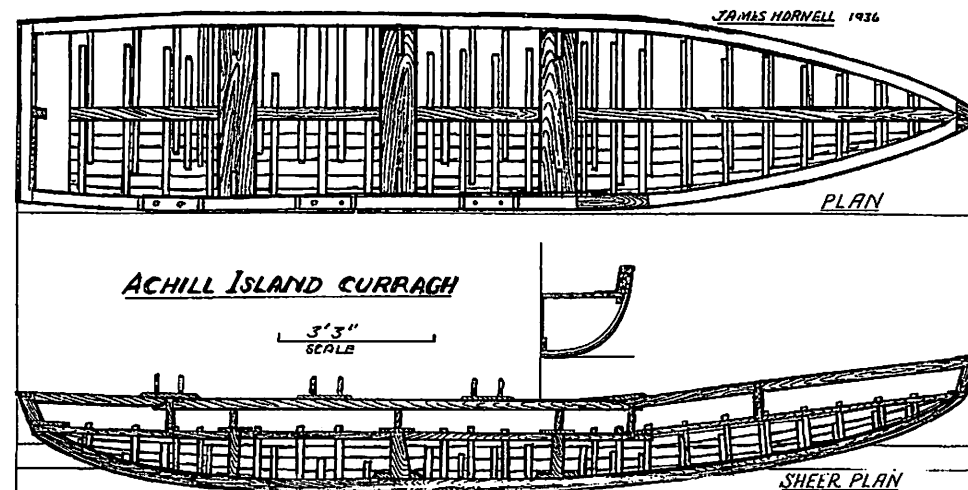
Jean-Louis Gay

Overseas Liaison - French OGA

Please see page 1 of this Log for the private address of Jean-Louis Gay. Editor.

WESTERN AUSTRALIA

One of the great joys of working with Old Gaffers and all manner of wooden boats is that you get to share in someone's own idea of waterborne bliss! Kieran Ginnelly, originally from Achil Island and now a diamond miner in the far north of West Australia, has just built his own little piece of heaven, down under, an Achil Island Curragh. 18ft long and 4.5ft beam, made in American oak and pine in the traditional manner at the Wooden Boat Works, Fremantle. Over 18 months in the building, *Sorcha* (the bright one), named after Kieran's daughter, was launched by Kieran (the dark one!) at 14.00hrs on 1st April, before a crowd of 200 friends. The launch site, Bothers Beach, Fremantle, was the



be a lot of fun. Meissner Winches has put up a prize that will be awarded during this event, for the most original classic yacht. *Partridge*, the beautifully restored 19th century gaff cutter, won it last year in the Mediterranean Regatta circuit and now this prestigious prize will be awarded in Holland. Both local and national press have caught on to it, so we are expecting a lot of people to show up. The only snag is that the prize (a gold plated Meissner winch mounted on a mahogany board) can only be won by members of the VKSJ, but most OGA members shouldn't have any technical problems joining us, so that can probably be arranged quickly. There will be one or two races on Saturday with a party/prize-giving in the evening.

If you are interested in any of these events please call, fax or mail me. My phone number is on page one of this Log. My fax number is 31 23 544 2983, and my Email is: ronvalent@hotmail.com

Cheers and lots of good sailing

Ron Valent

European Liaison

FRANCE

I am very pleased to present myself and to give you some news about the French OGA. My name is Jean-Louis Gay and I have recently been put in charge of overseas liaison for the French OGA. I succeed Jean le Faucheur in this position.

I also have responsibilities in an Association of traditional boat owners' gaff-rigged boats, called "Olonnois" We are

located in Les Sables d'Olonne - Atlantic coast - Vendée, a nice harbour with a long past of traditional fishing boats.

East Coast race one year and those two final hours were an absolute joy, by far the best sailing of the day with a good working breeze at long, long last and the sun setting over Osea Island.

Charles Stock

117 Rothbury Road
Durham DH1 5QB

George Jago
Editor, Gaffers Log

10 March 2000

Dear George

Handicapping extreme craft

I was very much interested in Dick Dawson's letter on the problems of fairly handicapping the very disparate craft signing up for OGA races. Many members lovingly restore and sail traditional vessels where sheer speed through the water was not an overriding priority given the requirements of load carrying, fishing or ultimate seaworthiness. When these craft are up against extremely fast vessels, it is difficult to be fair to everyone. For instance, the beautiful open boats designed by Ian Oughtred are interpretations of traditional boats, but radically different in weight, construction, underwater hull form and speed potential from the craft from which he draws his inspiration. Likewise, as Dick pointed out, there are some yachts with a very modern hull form and gaff rig, which would leave the average smack standing.

It is a fact of life that the purpose of a straightforward race is to establish which boat is fastest over a course. You cannot really complain when it does just that.

There are, I think, two possible solutions. One is, as Dick mentioned, to have a fast class separate from more sedate craft. Dick highlighted two problems here. One, who decides which boats should be in which class? Two, what happens in less populated regions where there are perhaps only one or two boats that can be fairly classed as fast? There is a parallel here, by the way, with dog agility competitions, in which my wife takes part with our dogs, where Border Collies sweep the prizes. ABC classes (Anything But Collies) have been started alongside open classes to give other breeds a chance. This is the equivalent of having fast and standard classes. Unfortunately, we do not have such clear cut distinctions as recognised breeds. One possible alternative is for owners to decide which class to enter, with public opinion being suitably disapproving of 'glory hunters' who enter fast boats in the standard class. Another option is to lay down that two or three wins in a season will promote a boat from the standard class to the fast class.

The problem where an area has few fast boats may be more difficult. Just as an idea, would it be possible for owners of fast boats to send in their elapsed times over the distance sailed in a local race, assuming that the course permits sailing on all points, perhaps with a record of wind strength, so as to allow a league table to be drawn up over a season? This leaves out tidal considerations, but perhaps over a season these would even out.

Another option is to recognise that some boats are going to walk away with races and to expand the use of alternative events which give everyone a chance to shine. I feel this may be an approach worth exploring and I put forward the following ideas to stimulate discussion.

1. Have a mark say 4 miles from the start, with each crew to give an estimated time of arrival, taking into consideration their boat speed, wind direction and the tide. Prizes would be awarded to the boats reaching the mark closest to their predicted times. No anchoring, heaving-to or holding manoeuvres permitted within one mile of the mark. This tests navigational and sailing skills and knowledge of one's

own boat. A variation would be that skippers would have to estimate their time around a triangular course. The slowest boat around the course may well win, if it comes closest to its target time.

2. Run 'pairs' races, with a fast boat teamed up with a slower vessel. Say four teams of two boats taking part. Each boat is handicapped in its own terms, so the fast boats are effectively sailing against each other and the slower boats against the other slower boats. There would be no absolute need for the two classes to sail the same course. It might be appropriate to have shorter, inshore or river courses for smaller or open boats, while their larger and faster team-mates took a dusting outside. The adjusted times of each team member to be added together to establish the team placing.

3. Manoeuvring competitions, with buoys marking a complicated course, with points for accuracy rather than speed. A variation on this may be to have to pick up items from the water, or from pontoons. All to be done under sail.

The main thing is that everyone should be able to enjoy themselves and develop their skills in handling our wonderful rig.

Yours sincerely

John McDonagh

Honeydew, Brixham Marina

27 March 2000

Dear Mr Jago

Handicapping

Mr Dawson has, along with others, failed to solve the perceived problem of extreme form because this is not the real problem. It exists in this perceived form in all sports from conkers to F1 motor racing. Some people must win, be first, be number one top dog at all costs and will interpret, bend or break any rules designed to promote a level of competition where any entrant has an equal chance of success.

This is the real problem and has several potential solutions. One, not that I advocate it, is to ask any doctors or vets in the club to provide a supply of tranquillisers which the organising committee can use during pre-race social meetings as they see fit.

My solution is not to race at all. Brixham is the 22nd port entry made cruising since January. But people who must race will not understand the level of competition involved with Spring tides and winter weather around the Bay of St Malo, any more than I understand why they compete against the spirit of the racing rules.

Why not pursuit races, with the individual start times given out in the local area race instructions, to encourage active race activity for all boats in sight of the finish line. Why not a Navigators race. No start line, only a start time and a finish time at the finish line. The race is won on points for marks rounded with the navigator picking his own course within the race area. Why not have two winners in each race - one first past the post, the other on local handicap time. Why not calculate a 'yardstick' number for each boat which wants to race, based on all previous race result times available. Why not make a condition of entry that the winner(s) is OOD (race committee) with further entry to the event conditional on completion of this duty.

Why not cruise and enjoy a wider horizon in life than a finish line.

Yours sincerely

Roy Ingall

A very pleasant day. When *Blue Chip* returned, we helped Leslie to put the Shrimper back onto her trailer so that he could return to the port of Ballymena. The rest of us retired to McMillen's for a last pint before going home.

All things considered, the weekend was a success. We had helped *Wee Maggie* and *Yknot* with their problems; met with crews of at least 14 gaffer's boats at various stages of the weekend; and the weather was good, apart from a little fog. Roll on the next Gaffers gathering.

Peter Lyons

Vice President - Northern Ireland

THE NETHERLANDS

Copy date closes on the first of May, I read in the last Gaffers Log. Well that is months away so I will have plenty of time to collect some news. All I have to do is finish the boat quickly in March and early April and then have a week or two to write up my stuff. One or two of you out there probably have a classic wooden boat as well and hence are now smiling sympathetically at my naive ramblings. I ought to know better, after having owned various classics for over 25 years. You never get the boat finished quickly and certainly not by early April. It is now therefore late Sunday evening on 30 April. I am so tired after working all day on my far from finished boat that the tips of my fingers even hurt, but I have a lot of news and must get it typed and mailed or Brenda and George will stop loving me.

Well what is happening over here that is of interest to my fellow OGA members. I will try to be brief and chronological. I have published all the OGA events on the East Coast in our Dutch VKSJ club magazine and have slightly over optimistic, but not totally unrealistic, hopes of coming across to at least one of them this year to show off my new boat. I am pleased to see that coming across to Holland every second year for the Dutch Classic Yacht Regatta isn't enough for the East Coast OGA and

they are organising a cruise in company this year as well. Our members know you are coming and with the help of mobile phones and a bit of luck, we plan to try and link up with your fleet.

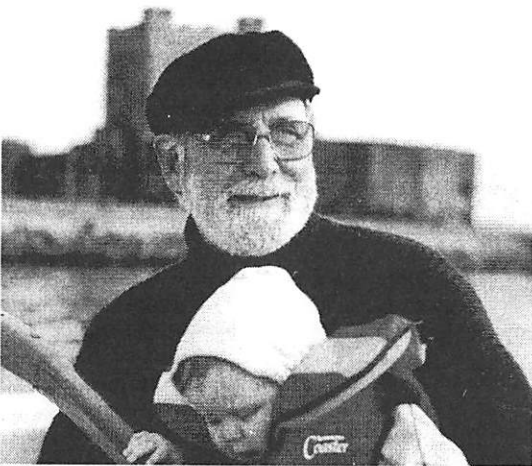
The VKSJ has two events on the IJsselmeer - 19/21 May and 9/12 June. Naturally, any OGA member who happens to be in the neighbourhood is welcome to join in.

Things really get going in August, as this year there will be a pre-SAIL in Scheveningen on the weekend before SAIL AMSTERDAM takes place. The idea at present is to do a Feeder Race from Lowestoft to Scheveningen on Thursday 17 August. Arrival there should be sometime on Friday, depending on the weather and the course sailed. Once in Scheveningen, there will be a mixed programme of daily races off the coast and other activities ashore lasting until Monday. Besides racing there will be beach volleyball and soccer in the day time and drinks, dancing and prize-giving in the evening. The plan is to do another Feeder Race/Cruise to IJmuiden on Tuesday, when you can either hang around to take part in the incredible Parade of Sail from IJmuiden to Amsterdam on Thursday; continue on to the IJsselmeer immediately; or return home. We are particularly keen to have as many Gaffers taking part as possible and will probably make a separate class for them. There is plenty of room in the harbour at Scheveningen, but naturally we would, if possible, like to know beforehand who is coming. In the Netherlands we have a distinct split between the North - IJsselmeer and inland lakes, and the South - Zeeland. This event in Scheveningen is conveniently half way and we expect a good turnout. Besides yachts, there will also be a number of smaller Tall Ships in Scheveningen at this time.

I am sorry to say our main event on the IJsselmeer this year, on September 16 and 17, will unluckily coincide with the Maldon Town Regatta. Despite this, I would like to draw your attention to it as it promises to

team of gaffers working at *Yknot*, preparing her for the water, stepping the mast and so on. Adrian Spence was dispensing varnish onto the vast area of *Madcap's* masts and wooden bits. Aiden Reilly was well into his repainting of *Reality*. When all this work was finished, the gaffers met in McMillen's for a few beers and a meal. There were about 20 of us. The food was very good and the craic even better. We retired hurt from there and went for a singsong on the *Golden Nomad*; I stopped playing the banjo early.

Saturday dawned a bit duller than Friday but there was no rain. We decided on a course of action, so *Wee Maggie*, *Blue Chip*, *Eliza Jane*, *Honora* and *Golden Nomad* set off down Belfast Lough for the Royal North of Ireland YC, in very little wind. *Wee Maggie*, on her shakedown cruise with her new owners, Peter and



Steering One Eight Zero Captain (helmswoman - Blaze Lambert)

them. They had to wait for it to lift from the Antrim shore before they ventured North. Fortunately, the fog lifted from the Co. Down side of Belfast Lough much earlier and we had a good sail up to Ballyholme. *Wee Maggie* was back in action with a new impeller curing the overheating condition, but the batteries were giving a little bother. *Honora* later produced a battery charger which solved this problem. Brian and Fenulla Williams had joined Leslie Hughes on *Blue Chip* for an afternoon's cruise. Alan

Aston was in his element doing taxi service to the shore in the With dinghy that I had helped him to pull out of a hedge a few months ago. Alan and Irene deserve a lot of credit for the job done on this little boat. You would think it was brand new. After the barbecue and the ferryman were settled, we had a singsong at our anchorage before sailing off

and drifting back to Bangor Marina. Such bliss. Carol Laird moved *Yknot* up to the corner of the Marina where we had all moored together and, as this was Carol's first outing in her new boat she decided to have a party. The owner of one of the power cruisers in the vicinity presented a bottle of Tequila and another of Peach Schnapps to the cause. That wreaked havoc. Stephen Clarkson and Fiona arrived and joined in. The lights went out early - sleep.

Monday dawned bright and breezy. *Wee Maggie* and *Blue Chip* set out for the Copelands, followed by *Eliza Jane*. Alan and Irene went out with Carol on *Yknot's* first sail with her new owner. *Honora* sailed in company and took some photographs.

Photo: J. Lambert

Port View, New Road
Mistley, Essex CO11 2AE

George Jago
Editor, Gaffers Log

April 2000

Dear George

I am pleased that others in the OGA now appreciate there is a problem with handicapping "extreme craft". For many years on the East Coast we have had the problem of equating hotshots with lumbering old trawlers, and everything in between. I have probably worked out more OGA handicaps and taken more abuse than most on this issue, and I hope you will publish my letter because of this. I think it was a shock to many Solent members when *Dirty Girty* and *Jade* took part in the Solent Race during the IFOS.

The problem is inherently with the formula - it does not take account of displacement, or rig inefficiencies. The RORC formula and its descendants promote the horrible looking plastic soapdishes we have today. It was never intended as a means of being fair to converted fishing boats. It would be possible to bring in a displacement factor with just one more measurement, but the thought of re-handicapping 1400 boats is going to be too much.

Many have asked for performance related handicap systems. Thinking about it, our boats have been sailing in races together for many years. Whilst recuperating from one of my bypass ops, I took all the results of EC OGA races for the previous five years, including the Shotley weeks and other events. Some 800 boats in about 100 classic/gaffer races - a vast amount of data. Using spreadsheets, I adjusted TCFs to equalize corrected times on individual races. Then I was able to average out the adjustments. The system was such that after each set of race results, handicaps would automatically adjust and average themselves. New entrants would go in on standard OGA THCF, then adjust on subsequent races. Technically this worked and it was a self-improving system. But trying to explain it, especially when most of the committee could not understand it either, to a competitor who thought he sailed a blinder and still came last, was difficult. Basically, people don't like being told they cocked up a race. Easier to blame the handicapper. Incidentally, my own boat *Deva* did considerably worse with this system.

However, not all those painful hours assembling this huge database were entirely wasted. It did enable me to work out some simple generalisations on how different types of boats relate to each other. And except for the official East Coast Old Gaffers Race, we modify handicaps on the basis of these generalisations. These are as follows:-

1. Bermudan rig, for the same sail area, is approximately 10% faster. On classic boat races when there is a long beat against wind and tide, we find the poor old gaffers suffer really badly and 10% is not nearly enough - but the weather is not always bad!
2. The difference between a purpose designed racing boat, e.g. an ECOD, and a healthy cruiser like a Harrison Butler, is again about 10%, for the same rig.
3. The average heavy fishing boat with working rig is 10% worse than a cruiser of the same rating dimensions. This does not apply to yachty shaped work boats such as Falmouth Quay Punts, Itchen Ferries or Morecambe Bay Prawners. There are some heavy yachts and motor-sailers which might fall into this category.

So a well equipped ocean racer like *Vashti*, or West Solent *Blackadder* would carry a 20% plusage on the standard OGA THCF. A gaff rigged ECOD like *Chittabob* would carry a 10% plusage. A bawley like *Good Intent*, or an exceptionally heavy yacht like *Avola*, would have her THCF reduced by 10%.

It's not rocket science, but it generally works at the Classics. If we do get somebody complaining, we show them the 'Pain in the Ass Trophy', and they always go away happy!

Yours sincerely

Jon Wainwright

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

13 March 2000

Dear George

Handicapping

Having read Dick Dawson's letter on this subject in the latest Gaffers Log, it seems to me that the OGA is taking itself too seriously.

I have sailed in traditional and gaffer races in the UK, New Zealand and South Africa, some quite hotly contested. In the great majority, a regular winner on handicap gets a tougher handicap next time, the aim being for everyone to have an even chance of winning on handicap. This individual adjustment is necessarily part of the system - of course it's a great compliment to have one's handicap raised - because of different abilities of crews and boats, even of similar type.

For myself, handicapping is a lottery and does not interest me, for we all have our own little races within the main race against boats of comparable speed, whether in the lead, the middle, or bringing up the tail end. This is surely the real fun of gaffer racing.

When I race, it is to see which boats are actually fast through the water, irrespective of size or type, and of course, which ones aren't. Forget the handicaps and enjoy the sailing. A favourite sight of mine was seeing a 21ft gaffrigged Wharram Tiki catamaran skipping along with the leaders in the Tall Ships Race in Russell, New Zealand - more power to gaffers!

On another subject, I'm told on good authority that the original name proposed and used for the OGA did not include the word "Old". It seems to me that this is even more appropriate nowadays, with a considerable proportion of the OGA members sailing relatively new boats. There is, I feel, an unhealthy heavy bias towards very old and museum boats and not enough news of new gaffers. Well, I would wouldn't I, I hear you say. In fact I sent details and a drawing of a new 40' centreboard gaffer which had been launched recently in NZ, to the design of well-known Kiwi designer Gary Underwood, to the Log a while back, but it was totally ignored. Perhaps this letter will be too, but I suggest that if newer gaffers are not catered for a little more by the OGA, it might lose a lot of members to a splinter group, or even another club which could form with the interests of modern gaffers at heart.

So a bit less museums and Brussels please, and a bit more about SAILING - isn't that what the OGA (GA?) was about in the first place?

Wishing you all fair winds and safe anchorages.

Yours

Nick Skeates - *Wylo II*

A decision was taken at the meeting to go ahead and organise the first BRISTOL CHANNEL AREA RACE for some time. This will take place in Cardiff on Sunday 25 June, to coincide with the visit to Cardiff of the Celtic Voyage 2000 cruise, which arrives on the 22nd and departs on the 27th. This should at least ensure there are a few more boats in the area ready to race. Hopefully, there will be classes for small boats as well as larger yachts, depending on the number of entries. Entry forms for the race are available from me - name, address and telephone number are on page 1 of the Log. We have already received offers of substantial prizes in an attempt to ensure that no-one who enters will go home empty-handed! I hope those members with a boat in the area will make every effort to take part in what promises to be a very worthwhile event. Anyone who would like to help with the organisation would be very much appreciated, so please get in touch, there are all kinds of ways in which you could help.

Other provisional dates for you diary are - 19 August, when the Pilot Cutters have a Passage Race from Barry to Swansea; 26 August is the annual Punt and Pilot race, followed on the 27 August by sailing from the Mumbles to Ilfracombe and back, and on 28 August a return passage to Penarth. All of these should provide an enjoyable spectacle if you happen to be in the area.

Paul Parmenter

Area Secretary - Bristol Channel

CONWY & NORTH WALES

Not a great deal to report this quarter. By the time this issue is published we will have attended Scott's Boat Shed Party - and what a great event. Also, 'Boats on Show' at Pangbourne will have happened - did we see you there?

The season is getting underway now with our next event being a tug trip on the Manchester Ship Canal, including a visit to

Ellesmere Port Boat Museum, on the 10 June.

Time seems to be marching on - we're rushing to finish varnishing *Nutmeg*, our latest acquisition, in time for Lechlade on 3/4 June. Afterwards, we won't know which boat to use where, but at least we will have a boat for any occasion.

The organisation for CONWY CLASSICS at the beginning of August is well under way and we are getting ready to post out DERWENTWATER forms. Please contact Pete or myself for details about either of these events.

Now back to the varnishing!

Sue Farrer

Area Secretary - Conwy & North Wales

NORTHERN IRELAND

WINTER MEETING - On Friday evening 18 February, Leslie Hughes gave a brilliant illustrated talk about Trailer Sailing with the Cornish Shrimper *Blue Chip*, at Carrickfergus Sailing Club. Leslie was in super form and the tips he gave were well worth remembering. If any of you need a new tyre for your trailer, give Leslie a ring, he has a great way of purloining such things. After sailing this little boat for 10 years all over Europe, Leslie knows quite a bit about trailer sailing. Thanks to all of the 40 gaffers who supported this evening. Thanks also to Leslie and to Carrickfergus Yacht Club who let us use their Clubrooms to hold the talk.

OGA OPENING WEEKEND - 29/30 APRIL

At the start of our opening weekend, we had 3 boats in the water - *Golden Nomad*, *Honora* and *Eliza Jane*. By the end of the weekend we also had *Wee Maggie*, *Mandarin*, *Yknot* and *Blue Chip* in the water. We had also met with the crews of *Madcap*, *Reality*, *Wee Intombi*, *Ruda nan Gal* and a few other gaffers who do not have boats. It all started on the Friday afternoon with a

CORNWALL

At the recent CORNWALL AREA AGM, the retiring Treasurer, Steve Gore, was succeeded by John Denner. Many thanks are due to Steve, who has held the post for the last twenty years. The committee was strengthened by the addition of Martin White and Bob Brunyee.

All members are reminded that the Cornwall Area has a **mooring** at St Mawes available for Association use. It is only suitable for vessels up to about 6 tons displacement. A donation to Area funds by users, to defray the cost of maintenance, would be appreciated. For further details and bookings, phone either Mike Collins (01872 863096) or Frank Argall (01872 862724).

The principal local area activity is the ANNUAL AREA RACE. Again this year it will be run as part of the FALMOUTH CLASSICS WEEKEND. By doing this, we hope to maximise participation, especially welcoming members from other areas. The race will take place in the Carrick Roads starting at 12 noon on Sunday 6 August. The prize-giving and reception will be held ashore in the evening. On the evening of Friday 4 August, the OGA will be manning a "welcome desk" in the Classics Marquee. Entry forms may be obtained for the weekend from:- Falmouth Classics, Restronguet Passage, Near Mylor Bridge, Falmouth, Cornwall TR11 5TJ, or phone 01326 373613 and leave a message.

Fair winds and clear skies

Frank Argall

Vice President - Cornwall

BRISTOL CHANNEL

SPRING MEETING - We got off to a really promising start to the season on 31 March at Gloucester Yacht Club when Robert Simper gave an excellent slide lecture entitled 'East Coast Gaffers'. Robert managed to extend the subject to include a brief history of the rig, along with a detailed account of the development of the East coast boats in particular. This made for a fascinating evening and we are extremely grateful to him and his wife for travelling so far to be with us, and to Gloucester Yacht Club for their hospitality. There were about 30 people present, both members and invited guests, making this the best-attended event in the area in recent history.



Gaff Schooner, Gloucester Docks

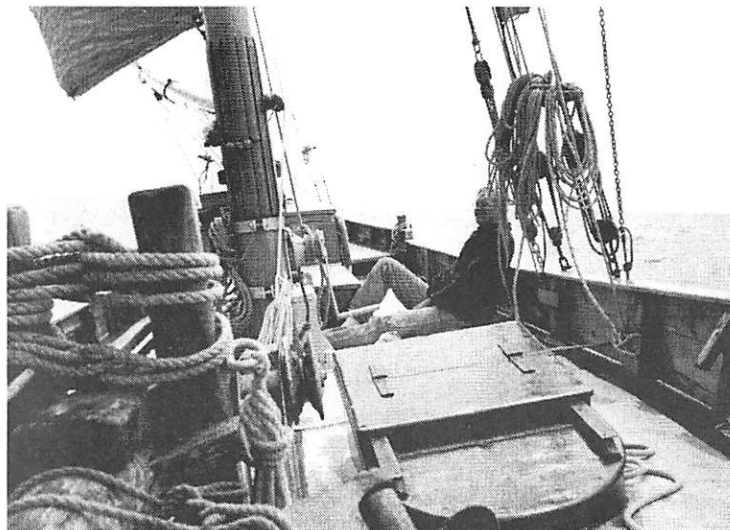
Photo: Paul Parmenter

DUSMARIE - Part 2

By John Crossman

Wednesday, 4 August (LW Whitaker Beacon 10.57, HW Osea c.18.00)

The morning was bright sun in a clear sky with not a breath of wind, and we both enjoyed the pleasure of washing and shaving on deck with the warmth of the sun on our backs. The plan for the day was to head in the direction of Maldon, and we hoped that there would be enough ebb to take us to the Spitway. The promised airs from the south could just be felt as we got up the main with the topsail above it, and it seemed a good start to the day when the anchor came home without any mud to speak of. We drifted into the Crouch and the fitful airs slowly made themselves more evident to give us the barest of headway, sometimes a bit more. It was a sedate passage out of the Crouch on a much friendlier looking morning than it had been the day before, the surface of the water now sometimes not disturbed by so much as a ripple. So we proceeded along the northern edge of the channel, all the time being more and more headed by the wind until it was necessary to put in a tack to the southern side. We tacked where the seals congregate to bask in the sun. The tide carried us on, but the wind continued too light for us to make any way over the young flood when it came. Reluctantly we put on the engine and headed for the Whitaker No. 6, determined this time to keep well clear of the Swallowtail Spit. As we went the wind began to freshen from the direction directly ahead, and when the No. 6 buoy was reached we were able to cut the engine, free the sheets and enjoy a very pleasant sail to and through the Spitway on a heading well to the east of our course to allow for the tide as we were crossing it. It was now a perfect summer's day; the visibility was sharp and much greater than the horizon from *Dusmarie's* deck. Off Clacton a tug could be seen with a lightship - doing what we could not tell.



A very pleasant sail

Photo: Brian Woods

We were carrying all plain sail and with the tide under us and the wind on the starboard quarter we soon covered the distance into the Maldon river. Away to port the barge *Xylonite* was tacking over the Buxey sand to avoid the tide. I decided against going on to Maldon and when we came up to the Thirstlet Spit we hauled our sheets to see how we would get on tacking down river against the tide. *Dusmarie* did well, and it did not take many tacks to get from the

Thirstlet buoy back to Bradwell. I had thought as we passed Bradwell that we would perhaps anchor by the shore immediately below the power station to be well placed to take the next morning's ebb back north, but it was clearly not a suitable berth in the prevailing conditions. The easterly which had freshened considerably was kicking up a very uncomfortable sea, and indeed raised the question where to find a sheltered berth. We decided to run back up

to Osea. The sails were stowed before we got to Stone while there was still room to manoeuvre, because we could see ahead a mass of dinghy sails going in every direction. We had to pass through this mass of sails, taking care not to run any down in conditions which were too blustery for many of the competitors. It was now after 19.00. Osea too was a bleak anchorage in these conditions, and after one attempt to get the anchor down in which the opposing effects of wind and tide swept us too close to one of the speed limit buoys, I decided to go on to anchor in the channel to the west of the island. We used the lead to find a spot where the depth would leave us afloat at low water, got the anchor down and went below. Conditions outside looked somewhat unpleasant and shortly after we turned in, an almighty clap of thunder heralded the beginning of a torrential downpour. The forecast for the next day was for south-westerlies force 3 or 4, with 5 or 6 for a time later. We decided to get the forecast at 05.35 the next morning and sail immediately afterwards.

Thursday, 5 August (HW Osea c.06.45, LW Harwich 11.45, HW Wrabness 18.44)

There was no change in the forecast except that there was now no mention of any force six winds. It was a humid, damp, airless morning with misty poor visibility. Soon after 06.15 we had the main and topsail set and were under way. As we started our drift, a flotilla of boats came motoring down river, probably from Heybridge Basin, and passed us by, one of them being the gaff ketch that had passed us on Tuesday while we were aground on the Swallowtail Spit. They all disappeared into the murk ahead. We drifted on and it was not until we were clear of St Lawrence Stone that an air began to give us positive headway through the water. The sun broke through, slowly at first, the day became brighter, and we took it in turns to wash and shave on deck. The visibility improved, but still it was not good and there was nothing to be seen of the boats that had passed us by. The wind was picking up, and by the time we passed Bradwell we were making reasonable way through the water. It wasn't long before all the buoys beyond the Bar buoy could be seen. We decided to go through the channel north of the Eagle again, and soon the lightship could be seen moored off Clacton, and far in the distance the outline of a gaff sail, perhaps the Dutch ketch.

I thought we would probably lose the ebb somewhere off Clacton, and with the wind at about force three from the south-west it was perhaps time to bring out the big reaching headsail. Immediately, *Dusmarie* was noticeably sailing a little faster, but it was not long before the wind began to fade. We were almost past the lightship, which appeared to be rigged out as a radio station with the name *Tiptree* painted on the sides of its bridge structure, and the ebb would soon be done. It might be time to prepare the kedge anchor rather than be carried backwards by the young flood and I got a couple of warps on deck in readiness, which seemed to do the trick as the wind came back to life to have us bowling along again in fine style. Then I could see that the gaff sails ahead were looking distinctly closer, and I could see through the binoculars that it was the Dutch ketch with its gaff sails goose-winged.

The flood had started to run, but the wind was freshening a little, now up to force four. On we ran past Holland-on-Sea, Frinton and Walton. All the time we were catching up with the ketch. But where was it going? My guess was that she was going to Ipswich. Our intention was to go into the Stour. As we came up to the Naze the wind was fresher still, perhaps now force five; it's hard to tell when running before it, but the seas had that sharper look to them. Then the ketch gybed and shaped up to make for Harwich. We would go into Harwich too, but first we must also gybe. In the wind as it was now, that would require careful handling, but at least the large reaching sail was already on the right side. The mizzen would look after itself, the jib could be left and attended to after the gybe. *Dusmarie* was brought round and the main sheeted in as far as it would go so that as we came to the gybe it was fully under control. The gybe was not too severe and nothing was broken. With the wind on the quarter and the big reaching foresail and topsail *Dusmarie* hurtled along at what must have been her maximum speed and she seemed to surf along on the seas; the ketch now no

ANNUAL GENERAL MEETING, supper and prize-giving at Warsash Sailing Club in February. The evening was well attended and events passed at their usual giddy pace.

Local OGA events in 2000 are as follows:-

Our MARCHWOOD RALLY this year has been combined with the Club's Annual Regatta and takes place over the weekend of 15/16 July. It promises to be a full weekend and I am sure that we can expect the normal warm reception.

The SOLENT AREA ANNUAL RACE & RALLY will take place on 8/10 September, with the race starting and finishing at Cowes.

The YARMOUTH RALLY & CENTENARY CHASE is on 23/24 September, with the race again on the Saturday afternoon. Anyone wishing to take supper on the Saturday evening should book early, as Tony Bullimore will be attending as a guest speaker. To book supper please ring the Royal Solent Yacht Club on 01983 760256.

I will be circulating details of September events in a later newsletter. If anyone from areas other than the Solent requires further information, entry forms, etc. for any of these events please contact me.

Other local events in 2000:-

I will be running the THREE CREEKS RACE again this year for Warsash Sailing Club, in conjunction with the Royal Victoria Yacht Club, on 17/18 June. This race takes in Ashlett, Newtown and Wootton Creeks, with a barbecue at Newtown on the Saturday evening. Last year, about a dozen Gaffers took part in this (slightly competitive)

cruise in company around the Solent. If you would like to join in this year, please give me a ring.

Unfortunately, the SOLENT CELEBRATION 2000 on 8/9 July clashes with the OGA Millennium Rally. Centred on the Hamble, it comes at the end of Hamble Week and is open to, literally, all vessels. The entry fee of £35 covers a treasure hunt, moorings, water taxis and pennants. There will also be races for Gaffers on both days. For further details contact Carol Hill, Event Office, Harbour Office, Shore Rd, Warsash SO31 9FR, tel. 01489 580719.



Lucy

Photo: OGA archive

Also in July of course is BREST 2000. Anyone wanting to cruise there in company might like to join Martin Pound (*Lucy*) and myself (*Mayfly*). We hope to take in Abers 2000, Brest 2000 and Douarnenez 2000, in the space of 3 weeks.

BURSLEDON REGATTA is on 2 September. Details available in due course from John Selby, tel. 01489 572795.

Geoff Skinner

Area Secretary - Solent

MNK SPRING SOCIAL EVENING. A different Social Evening was enjoyed by a select band of dedicated MNK Gaffers at the Shipwrights pub at Hollowshore near Faversham on Good Friday, where we helped to swell the already well attended pub numbers. As always the beer was varied from barrels behind the bar with many "guest" beers for the serious beer drinkers among us. With the pub's generator thundering away on the other side of the wall, conversation inevitably reflected on the present fitting out season and the usual complaints about the price of antifouling.

AUGUST BANK HOLIDAY RALLY - After a lapse of a few years, we will be returning to Sandwich for this event. As before, activities will include a Treasure Hunt around the town

RAMSGATE HARBOUR - FREE BERTHING. If there are any members owning a presentable historic vessel and who would like to moor it in Ramsgate for the season, Ramsgate Harbour Authority would like to hear from you. They are looking for a select number of interesting vessels - and the larger the better - to berth in the north eastern corner of the inner basin to bring a "corner of nautical interest" to the harbour and to complement the Maritime Museum's collection of historic vessels. Berthing is FREE - I say again FREE - for the three month summer period, but it has to be stressed that "classic vessels" qualifying must be in a presentable condition. Interested owners should get in touch with me, Robert Holden, in the first instance on 01843-582997. Additionally if anyone knows of a "Classic" owner (non Gaffer) who could likewise be interested, would they please ask them to give me a ring - thanks.

CREW FOR BREST 2000. A note to owners and skippers in need of crew for the Brest event in July. Several people have expressed an availability to act as crew as a result of the Crew Advert in the last Gaffers Log. So any skippers/owners still looking

for crew are invited to get in touch with me, so I can put people in touch with each other. Tel. no. as above.

Robert Holden

Vice President - MNK

CINQUE PORTS



A Cross Channel Maritime Festival

OGA MILLENNIUM RALLY, SOVEREIGN HARBOUR, EASTBOURNE - 8/9 JULY 2000

Application forms have gone out for this rally at Eastbourne and, at the risk of repeating myself, I can only emphasise the opportunity it provides for several of our areas to meet together. Obviously, in the incredibly full calendar of events available to us there will be clashing dates and probably less distance to travel, but just on this occasion I hope you will think it worthwhile to come along the coast to Sovereign Harbour. For those going on to Brest, it is an almost ideal stopping place and gives good time afterwards to get there.

Please remember that the return of your form is necessary for free berthing! Anyone without an entry form who wishes to take part just let me know and I'll see you are sent one.

David Cade

Area Secretary - Cinque Ports

SOLENT

Well, here we are again at the beginning of what seems likely to be a busy season. Things got off to a good start with the

more than three or four hundred yards ahead. It was time for the big sail and the topsail to come in and this was successfully accomplished by John. The working staysail was reset, and still we hurtled on at almost the same speed as before. There was another dinghy race off Dovercourt but the ketch and we kept downwind of that, and soon we were up on her quarter barely ten yards away. We sheered away to pass fifteen to twenty yards down her windward side and we were past her and well ahead by the time we passed the breakwater. I could see that they were photographing and taking video footage as we came up and past them, and I regretted greatly not having a camera to photograph her as she was a pretty and businesslike little ship named *James Haylett*. We spoke to her as we passed to exchange compliments and they confirmed they were bound for Ipswich, which was a pity as we agreed we would like to have spoken to her people to find out more about their ship.

We rounded the Guard and commenced our beat up the Mistley river which developed into another satisfying sail. The wind was brisk, the tide was flooding, and we thought we would see how far we could get. At times we used the lead when we got out of the marked channel, and on every tack after we entered the narrows above the beacons at Wrabness. Then I saw a barge in the distance coming down from Mistley under full sail. The barge coming towards us turned out to be *Pudge*. We let her pass then turned to run after her reducing sail as we went along but still we were catching up with her. Even with just the jib and main and sailing around the channel by the Wrabness moorings while she went straight across the flats, we still got ahead of her before we passed between the beacons. We rounded up to take off sail. The engine was started and with the lead we felt for a depth of six metres on the south side of the channel to anchor, with as much of a lee as possible from the south-west.

Friday, 6 August (LW Orfordness c.12.20, HW Deben Bar 19.17)

Another morning with bright sun - no sign yet of the forecast easterly force two or three. The tide was ebbing and we got away with the main and topsail set, to which we added the jib, staysail and mizzen. It was necessary to use the engine briefly to keep clear of one of the line of mooring buoys off Copperas Bay, and we drifted on until I became frustrated by the lack of progress and turned it on again. But not



Crossing the Deben bar

Photo: Lyn Turner

for long as a few minutes later the wind came over from the south-east and we beat down river with the tide under us. The Stena catamaran ferry passed as we were nearly up to Shotley to surprise us with the amount of swell she caused even at her slow speed as she approached her berth. We were able to fetch along past Shotley and the tide started to carry us out. Luckily there were no shipping movements, other than *Pudge* making her way out from an anchorage at Shotley Spit, and we sailed over close to the Felixstowe side before coming about. It required a few tacks to clear the harbour and when we were between the Cliff Foot and Landguard buoys, the channel being clear of shipping, we crossed over to go north. We held a course to the north east as the tide was ebbing and there are a few shallow spots off Landguard Point. The reaching foresail was set, and again it gave us a good lift in the gentle breeze. The objective was to get to Orfordness. The sail along the coast was delightful but the tide was against us most of the way. We had made good progress over the tide but at 16.30 we were still two and a half miles short of Orfordness and we decided it was time to turn back.

It took a little over an hour to sail back to the Deben bar, passing a Dutchman (they were everywhere!) on the way, and we reduced sail to jib, main, and mizzen to sail in. Once past the moorings we rounded up to take off sail, and motored up to Ramsholt to collect the motor boat from its mooring and then put *Dusmarie* on her mooring off Kirton Creek, which we reached at about 19.00.

The conclusion was that it had been an excellent little cruise with some superb sailing and *Dusmarie* had performed well. The weather was mostly fine, the only serious rain being the thunderstorm on Wednesday night. We were sorry that Philip had not been able to stay longer to share our further pleasures.

OBITUARIES

JIM MCNIVEN

When Jim McNiven bought Inverary Pier to provide a home for the square-rigged *Arctic Penguin*, his floating maritime museum scheme, some people may have assumed he was born with a silver spoon in his mouth. Quite the contrary! He was a self-made man and, like all Jim's ventures, he made a damn good job of the project.

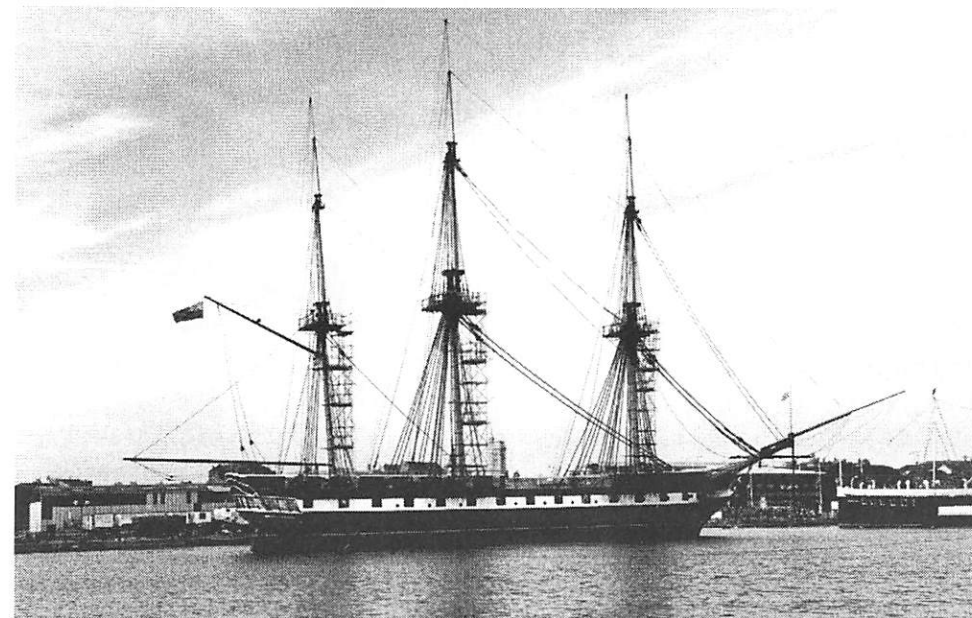
A natural intelligence, which gained him competitive entry to Glasgow's technically orientated Allan Glen School, was allied with a sense of form and shape developed by his architectural training. So, having built up successful businesses in building and screen printing, with his usual practical thoroughness, the old boat world seemed his natural spiritual home.

By way of the restoration of *Capt. Muntz*, a turn of the century open boat which he decked and sparred, and ownership of *Provider*, a Morecambe Bay Prawner, now a schooner, he moved to *Arctic Penguin* which, with his wife Mary, he turned into a prominent tourist attraction as Inverary's floating maritime museum. When the cancer which claimed him took hold he was developing an interest in the boats of the Humber.

Those who knew him will remember him for his kindness, his sense of humour and his no-nonsense friendship. Jim's absence leaves a gap in our lives, as it does for Mary, Andrew, Mark and Lilly.

David Gray

NORTH EAST



HMS Trincomalee, Hartlepool

Photo: HMS Trincomalee Trust

MARITIME FESTIVAL, HARTLEPOOL - 24/25 JUNE

In addition to our OGA Rally, there will be a flotilla of boats at the beginning and end of the Maritime Festival and I would encourage all our members to take part. This will help to increase the profile of our organisation, which I hope, in the long run, will lead to an increase in numbers and improvement in its viability. Quite apart from

anything else, this flotilla will be an opportunity to have a photograph taken of your boat in front of *HMS Trincomalee*, the frigate from the Napoleonic War period, which will be afloat in Jackson Dock.

Hope to see you there.

Richard Montgomery

Area Secretary - North East

MEDWAY & NORTH KENT

MNK AGM. For a change this year, Medway and North Kent's AGM venue was at the far Eastern tip of the area, at the Eagle Restaurant situated on the East Pier Head of Ramsgate Harbour. February is not the best month to be found on harbour breakwaters, but with the meeting set to take account of low tide we were assured no-one would arrive dripping seawater out of their clothing from rogue waves. In the event the weather was quite benign, though it could not be described as warm. With

the routine business of the AGM swiftly out of the way, we were treated to an update talk by Paul Bennett of the Canterbury Archaeological Trust on the rescue of the Bronze Age Boat, found when contractors were carrying out major road works on the A20 in Dover. Paul's talk and description, illustrated with many excellent slides, was both informative and very entertaining. The next day, Saturday, many Old Gaffers paid a visit to the boat in its new display building alongside the Dover Museum near Dover's Market Square.

Europeans between 1541 and 1712. The locals have clearly maintained the "sacked" look to deter future attacks! However, we managed to spend a few days resting and re-provisioning before the transatlantic trip. We were so concerned about the quality of the Cape Verdian water that we rather overdid the purifying tablets - all the Cape Verdian water after that was referred to as the "bleach". The Consultant on board recommended we take great care when washing our clothes in it.

Provisioning is an art, hampered in foreign shores by the language barrier. The patrons of the Irish Bar in Mogan that assisted us, spoke Irish English. Unfortunately, we could only manage English English, hence 20 green peppers ordered amounted to 150 green peppers delivered! One crew member spent an enjoyable morning lobbing the 120 we didn't manage to eat, into the Atlantic. None of us will ever eat a green pepper again!

We left on 5 December and within two days had overhauled a 55ft Bermudan rigged GRP ARC boat that we had passed four days before as we entered the Cape Verdes. As you will have read, we were all affected by extremely light winds on the Atlantic crossing this year. We sailed the boat extremely hard across the Atlantic, with a variety of small, medium to extremely large spinnakers. I had to duck down in latitude early in the trip to avoid a 'Low' that was sitting in the Atlantic giving south west winds in what should have been the north east trades. "Herb" on the SSB told us we had been 'reading too many books' about there being such a thing as north east trades this early in the season and he didn't expect the trades to fully establish themselves until the New Year. We had to be in the West Indies for Christmas to meet families, so we rolled along in 10-12 knots of wind, managing to keep up 6 knots of boat speed most of the way, overhauling several more GRP ARC entrants, to their surprise.

The SSB radio provided a wealth of weather information - special credit reserved for Herb of the renowned "Southbound 2" - whose weather predictions were so accurate it seemed eerie. What was even more eerie was that everyone on that net appeared to be called 'Roger'. News from the ARC on the SSB of a Norwegian skipper going overboard (thankfully recovered) provided a timely reflection on our perhaps relaxed use of life jackets and harnesses. That being said, *Chloe May's* 'working boat' design provided ample hand and foot holds and a reassuring sense of security on the foredeck even when gybing a 26 foot spinnaker pole on a standard trade wind roll.

Five days off Grenada, we received news over the SSB of an abandoned 30 foot dismasted Spanish yacht's hull, directly on our latitude and therefore in our path. Squally/cloudy night-time conditions reduced visibility to virtually nil, reminding those on watch of the blind man in the dark room looking for the black cat that wasn't there.

We took with us an article on "Successful Ocean Fishing" - fished out of one of the monthly yachting magazines. In practice, we found this to be a mixture of hope and experimentation. Successes included a number of healthy sized Dorado and a Wahoo that grows by a pound in weight and six inches in length every time it is described! Not to mention the flying fish that literally threw themselves at regular intervals onto *Chloe May's* decks.

To be continued . . .

THOUGHTS FOR TODAY

Talk is cheap, unless you are talking to a lawyer.

Growing older is a very good thing, particularly when you consider the alternative.

The best time to reef is when you are wondering if you need to.

THOMAS MARINER FELGATE - 1899-2000

At Felixstowe, early in February this year, as an old skipper of the Narrow Seas Club would have said, Tom slipped his cable. The Felgates were an Aldeburgh family, but Tom lived for much of his life in Woodford Green, Essex. Commissioned in the Army serving in Belgium towards the end of WW1, on demob he joined a firm of London insurance brokers and, with the exception of WW2, remained with them until he retired in 1964.

Tom started sailing in the early twenties at Fambridge, his first boat being *Why Not*, followed by the *Majority*, which was the beginning of a partnership that lasted for over forty years. In 1932, he was one of the eighty one members who left the Little Ship Club to form the Narrow Seas Club. With the outbreak of WW2 in 1939 Tom, along with many other yachtsmen of the period, being a member of the RNVR, packed up sailing and went to war. The *Majority* was left in the capable hands of Mr Flick at Fambridge for the duration. With the rank of Lieutenant Commander, dealing with the Naval control of shipping, he served in France after D-Day and in South Africa. Back in civvy street, Tom continued with his passion for sailing.

On retirement, he moved up to Felixstowe. In 1966, describing her as a 'grand old lady', the *Majority* was sold, a decision that Tom was to regret as, on passage from the Deben to the South Coast, the grand old lady was lost. Other yachts came and went in the following years, the last two being *Jubilee* and *Phylla*. Now in his late eighties, Tom decided to swallow the anchor.

Having come ashore, he maintained his interest in yachting, being the Honorary Skipper of the Narrow Seas Club and remaining a member of both the Old Gaffers Association and the Royal Naval Sailing Association. To all who knew this rather quiet, unassuming man, he will be sadly missed.

Reg Seal

ROBIN DUCHESNE, OBE

Rejected on eyesight grounds by the Royal Navy, Robin Duchesne pursued a successful career in the Royal Artillery, achieving the rank of Brigadier. A committed sailor from the age of eight, the Norfolk Broads his first sailing waters, Robin went on to skipper forces entry *Adventure* in the 1977/8 Whitbread. It was his encouragement of others to participate and enjoy sailing, particularly when he got amongst the youngsters of many nations through his involvement and latterly Chairmanship of the International Sail Training Association, that won him the admiration and respect of mariners around the world.

But for most British yachtsmen, he is probably best known for his role as Secretary General of the Royal Yachting Association. He brought to the RYA a philosophy that, despite its size and complexity and representing so many facets of boating, the organisation must remain the servant of its membership. It is a reflection of his positive influence that, after 14 years in the post, he was still actively encouraging new initiatives to defend and improve the yachtsman's lot.

Robin Duchesne was taken ill at his desk at RYA House with a stroke from which he did not recover. He was 62. He is survived by his wife Jenny, whom he married in 1968, and by their son and daughter. His funeral took place on 28 April but a Service of Thanksgiving will take place at The Royal Memorial Chapel, Sandhurst on 25 September 2000, following the finish of the Tall Ships Races.

Richard Walsh

Proposed Drink Legislation

As just about anybody who goes on the water and who reads the yachting press will by now be aware, the UK Government is proposing to introduce the maritime equivalent of Anti Drink Legislation, following on from the Marchioness Inquest Jury's findings of an absence of specific Anti Drink Legislation in the maritime arena. Titled "Consultation Paper on Possible Legislation to Combat Alcohol Abuse at Sea", the OGA were invited to respond with our observations, to which end the matter was circulated to Area Secretaries for comment and was further raised at the January AGM in London, as recorded in the AGM Minutes published in the March 2000 Gaffers Log. I have to record here that some very lucid and practical replies were received from Area Sec's and valuable feedback obtained at the AGM, none of whom, quite rightly, would condone drunken behaviour. Our contribution has now been made to the Dept of Transport and the Regions. The essence of our response was that the proposals are quite unworkable, particularly at some distance from shore in inclement weather, and that there is already provision contained in existing Legislation.

To quote a section of our response - "...we consider Section 58 to be adequate and should apply here as to who should be covered. Throughout the Old Gaffers Association no one has expressed any experience of any alcohol related incidents. Applying the rule of "Proportionality" it is our view therefore that the "expense of legislation" is not balanced by "need". Additionally the extension of application of legislative coverage outside UK waters is fraught with financial and administrative impracticality." From others I have spoken to outside of the OGA this would seem to be a common view. We will now have to await the outcome.

Red diesel

A reminder from Holland that red diesel is only available there for commercial vessels. Vessels arriving from the UK or from Belgium, where red diesel is available to all categories of craft, may use that which is in their tanks but would be wise to carry the receipt to show the source of the fuel. The same advice is good for any country in which red diesel is not generally available. The minimum fine in Holland is £140.

Chart re-print

The re-print of British Admiralty charts to WGS 84 will begin with Harwich area charts in May 2000. The Solent and others will follow close behind. See CN issue 47 for the implications of this change. The change will take place area by area.

New RYA publication - Buying a second-hand yacht - The Legal Aspects. G21/00.

Now available after a long time out of print. Good simple advice including current VAT rates throughout Europe and copies of Bills of Sale and Syndicate agreements.

Pet Travel Scheme (PETS)

This scheme, which allows a properly documented and identifiable animal to be transported to certain European countries and returned to the UK without quarantine, came into force on 28 February 2000. The PETS help-line is 0870 241 1710 and can provide documents and further information. The website is:

www.maff.gov.uk/animalh/quarantine. Travel is by rail, air or on certain ferries but **not** on private boats.

Robert Holden

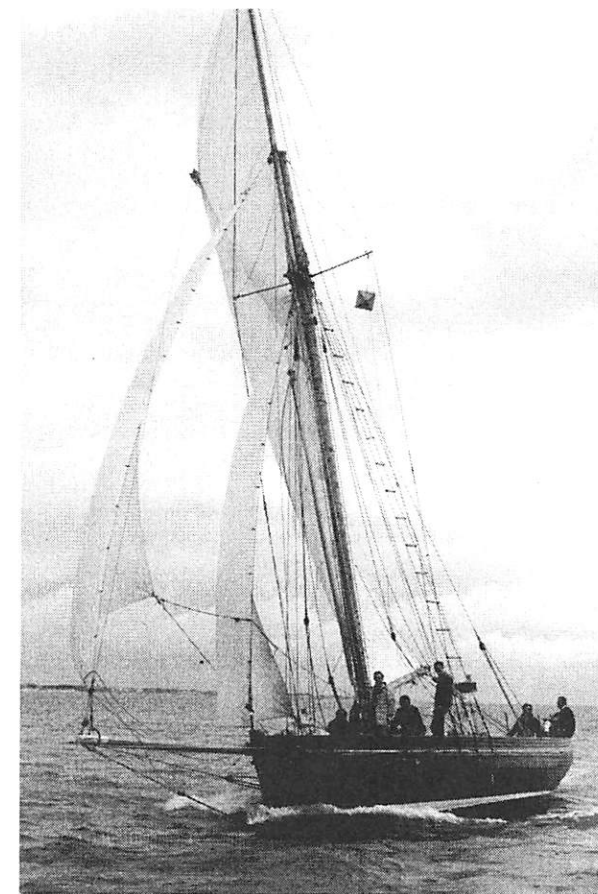
OGA External Liaison Officer

With her hull painted "warm cream" for the sun - others call it banana yellow! - we cruised from the Solent to Falmouth on *Chloe May*, across the Bay of Biscay to Spain and Portugal, meeting headwinds of course most of the way in August! Late September saw us trickling down from Portugal to the Canary Islands - me finding it difficult to acclimatise to the trade wind "roll" and to the shriek of a crew member being hit on the neck at night by a flying squid at about 32N 13W. Fatigue hit me to the point where I called up a sail on the wind, fast closing my port quarter. Pat Dawson will verify that this turned out in fact to be Venus, rising early one morning!

It was tempting, on 21 November, to watch the ARC Rally leave and form our own ARG Rally (Atlantic Rally for Gaffers), but the gaffers who sailed across were all sailing independently and at their own pace. I, for one, wanted specifically to avoid "cruising in company" across the Atlantic with 240 other boats, so was happy to watch them leave.

They say if you throw a crate in the water off the Canaries, it will eventually float to the Caribbean. Paint it yellow, equip it with a gaff rig and six strong crew and it will get there surprisingly quickly! So with Hurricane Lenny pounding away at the Windward/Leeward Islands, it was with some trepidation that we set off on 24 November bound for Grenada. We concentrated extremely hard on anti-chafe gear on *Chloe May* (and ourselves!) but found that with a wind of NE 25-30 knots, a double reefed main and a variety of downwind sails strung out on the long solid Douglas fir spinnaker pole, she squared away beautifully. We were managing daily runs of 170-180 miles whilst the wind blew, but then at 22N 20W the wind died.

We headed for the Cape Verde Islands, described in an ageing copy of "The Atlantic Islands" pilot book as "generally healthy, malaria exists in some parts, leprosy (in others) and tuberculosis throughout", with understandably some trepidation. We moored in the shadow of Green Mountain and the underlying "city" of Mendelo, which was sacked five times by



Pre-Banana Yellow CHLOE MAY

Photo: John Denner

Continued

- July 4/9 Peel Festival of the Sea, Peel, Isle of Man. Mike Clark, tel. 01624 861127.
- July 7/9 Fête de Pors Beac'h. Pors Beac'h 2000, Mairie, 29460 Legonna-Daoulas, France.
- July 7/10 Penzance Sea Festival, Cornwall. Penzance Tourist Dept., tel. 01326 362341.
- July 8/9 OGA MILLENNIUM RALLY, Sovereign Harbour, Eastbourne, Sussex. David Cade, tel. 01797 223040.
- July 8/9 Solent Celebration 2000, River Hamble. Carol Hill, tel. 01489 580719.
- July 9/11 Abers 2000 (l'Aberwrach). Abers 2000, B.P.35, 29830 Saint-Pabu, France.
- July 13/17 Brest 2000, 24 quai de la Douane, 29200 Brest, France
- July 15/16 OGA MARCHWOOD RALLY, Southampton. Geoff Skinner, as above.
- July 18/31 Europe Week 2000, Classic Yacht Regatta, Norway. Peter Ennals, tel. 47 22 148287.
- July 22 EAST COAST AREA OGA RACE, W. Mersea, Essex. Jon Wainwright, as above.
- July 23 NORTH SEA CLASSICS CRUISE (2 weeks). Jon Wainwright, as above.
- July 28/Aug 2 6ème Rassemblement International, Les Sables d'Olonne, Vendée, France. Tel. 02 51 32 48 14.
- July 28/Aug 1 Plymouth Classics. Tel. 01752 406711.
- Aug 2/4 Fowey Classics. Tel. 01726 832401.
- Aug 5 28th Swale Match, for gaffers, smacks & barges. Lena Reekie, as above.
- Aug 5 CNW AREA AGM, N Wales Cruising Club, Conwy. Sue Farrer, tel. 01270 874174.
- Aug 5/6 Herring Gutters Festival, Newcastle, Co. Down. Peter Lyons, tel. 02891 453099.
- Aug 6 CONWY NOBBY, GAFFERS & CLASSICS RACE. Sue Farrer, as above.
- Aug 6 CORNWALL AREA OGA RACE, as part of Falmouth Classics (Aug 4/6). Mike Collins, tel. 01872 863096.
- Aug 19/20 BANGOR TRADITIONAL SAIL, N Ireland. Peter Lyons, as above.
- Aug 24/27 Dartmouth Regatta, Devon. John Crozier, tel. 01803 752618.
- Aug 26/28 OGA RALLY, Walton Backwaters & Woolverstone Marina, Essex. Jon Wainwright, as above.
- Aug 26/28 MNK AREA BANK HOLIDAY RALLY, Sandwich, Kent. Lena Reekie, as above.
- Sep 1/4 OGA SMALL BOAT GATHERING, Derwentwater Marina, Cumbria. Pete & Sue Farrer, tel. 01270 874174.
- Sep 2 Bursledon Regatta, Solent area. John Selby, tel. 01489 572795.
- Sep 8/10 SOLENT AREA ANNUAL RACE & RALLY, Cowes. Geoff Skinner, as above.
- Sep 14 South: The Race To The Pole. World's first major exhibition on Scott, Shackleton and Amundsen. National Maritime Museum, London. Tel. 020 8858 4422.
- Sep 16 OGA ANNIVERSARY RALLY & MALDON TOWN REGATTA. Jon Wainwright, as above
- Sep 16/17 OGA COMMODORE RACE, part of Galway Hooker Festival, Poolbeg YC, Dublin Bay. Mick Bentham, tel. 353 1 8476279.
- Sep 23/24 OGA RALLY & CENTENNIAL CHASE, Yarmouth, IOW. Geoff Skinner, as above.
- Oct 1 IN-RIVER RACE & RALLY, River Dart, Devon. John Crozier, tel. 01803 752618.

For further details, please contact as above or Brenda Jago, OGA Publicity, tel. 01621 741595.

SKIPPER'S COCKPIT GUIDE - Edited by Bo Streiffert

Reviewed by George Jago

I think it depends on how much sailing you have done and the type of sailing you do, as to how you would view this guide. In the main, I think the idea is quite a good one. However, if you are a true professional, I suspect you will find its use limited. Size-wise, it is the sort of publication that can be tucked away somewhere handy, even on a small boat, and it is waterproof.

It is not the sort of book you would buy to pass an exam, rather it aims to be a memory jogger. Reviewing its aim as a guide, directed only at the principle features - navigation, tides, lights, etc. - in my humble opinion, it could be improved. That said, it has a lot of good information in its twenty-four pages and is a useful aid to have on board.

Published by Adlard Coles Nautical, an imprint of A&C Black, London, ISBN 0-7136-5279-9, price £9.99.

THE ELEMENTS OF BOAT STRENGTH - by Dave Gerr

Reviewed by George Jago

I can see no better way of introducing this book than by quoting from its own introduction - "This book was not written for specialists looking for the latest arcane developments in structural engineering; rather, it was written for the average boat-builder (amateur or professional), mechanic, marine surveyor, serious yachtsman and Naval architect."

First published in the USA in 1999, it is a very serious review and comprehensive study on the strength of materials and their application in the marine industry. It provides technical information on materials such as wood, GRP, aluminium and steel. Also, it reviews such subjects as scantling sizes and corrosion in its various forms. Like all professional studies, you must assess it yourself to see if it meets your particular requirement. Since it is a comprehensive study, no brief book review will do it justice.

Although the calculations are said to be in English and Metric, this is an American publication, and I know from experience that there are differences between American English and English calculations. However, this observation should not be seen as a criticism of this useful technical publication.

Published in hardback by Adlard Coles Nautical, an imprint of A&C Black, London, ISBN 0-7136-5751-0, price £32.00.

OGA & OTHER TRADITIONAL EVENTS IN 2000

- June 3/Jul 23 Celtic Voyage 2000. Tel. 01326 314315.
- June 7/11 Salcombe Festival - Traditional Boats and Music, Devon. Tel. 01548 843927.
- June 9/11 3 Rivers Millennium Festival, Haven Ports YC, Levington, Suffolk.
Jon Wainwright, tel. 01206 393537, for info.
- June 9/11 Looe Sea Festival, Cornwall. Tel. 01503 264698/ 264702.
- June 10 Round the Island Race, IOW. Tel. 01489 575227.
- June 16/19 Mersey River Festival, incl. NOBBY & GAFFERS RACE.
Tom Middlebrook, tel. 0151 652 9744.
- June 17/18 ARDGLASS 2000, N Ireland. Alan Aston, tel. 02890 426497.
- June 17/18 3 Creeks Race, Solent area. Geoff Skinner, tel. 01489 572427.
- June 17/25 EAST COAST CLASSICS MILLENNIUM CRUISE, Brightlingsea to Lowestoft.
Jon Wainwright, tel. 01206 393537. (Details in March 2000 Log)
- June 23/25 Maritime Ipswich, Suffolk. Tel. 01473 262052.
- June 24 MNK AREA OGA and SMACK & DOBLE ASSOC. RACE.
Lena Reekie, tel. 01795 534212
- June 24 DEVON AREA ANNUAL RACE, Start Bay. John Crozier, tel. 01803 752618.
- June 24/25 NE AREA RALLY, Hartlepool Maritime Festival 2000, Northumbria.
Richard Montgomery, tel. 01325 333051.
- June 24/25 Galway Hookers at Portaferry, NI. John McAlea, tel. 02842 729532.
- June 25 BRISTOL CHANNEL AREA RACE, Cardiff. Paul Parmenter, tel. 01600 712629.
- June 30/Jul 2 Mousehole Maritime Festival, Cornwall. Leon Pezzack, tel. 01736 731655.
- July 1/2 Ramsgate Ships Open Days, Royal Harbour. Robert Holden, tel. 01843 582997.
- July 1/2 Wisbech River Festival, Cambs. Free berthing for OGA craft. Send boat details and
contact name/tel. no. to:- Clinton Dorrington, Wisbech Yacht Harbour Master, c/o
Fenland District Council, Melbourne Ave., March, Cambs PE15 0EN
- July 3/7 The Bounty & Bligh, major international symposium, University of Hull.
Tel. 01482 465139

Continued on page 22

David Cox M.Sc.

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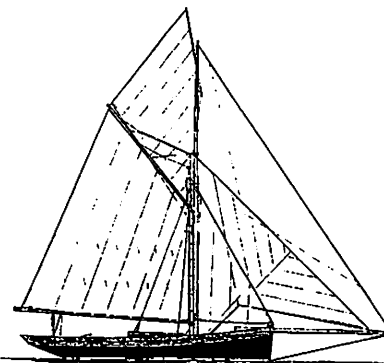
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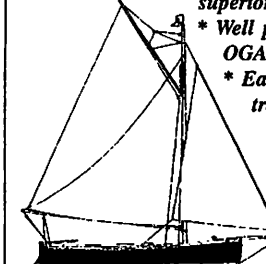
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