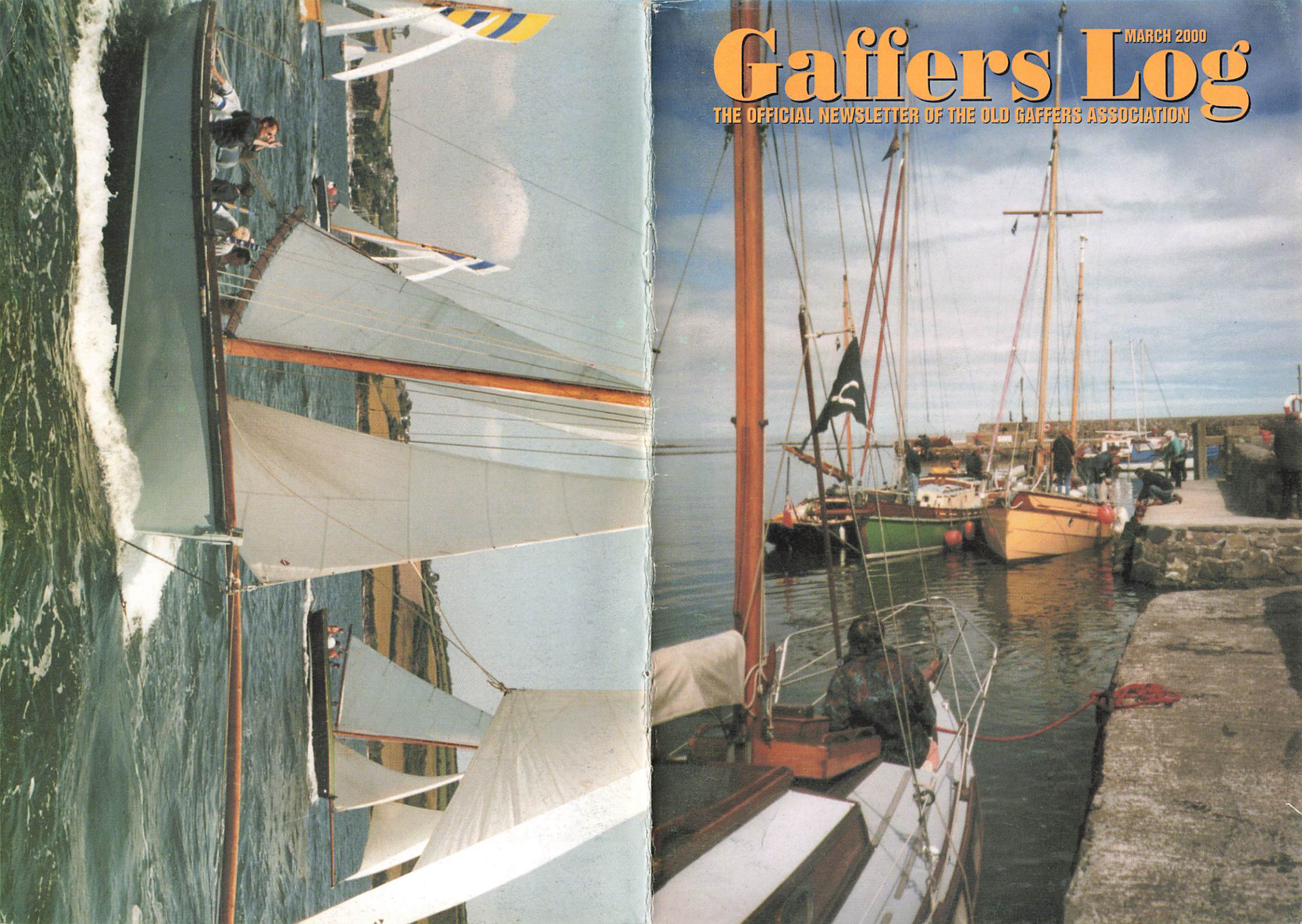


Gaffers Log

MARCH 2000

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



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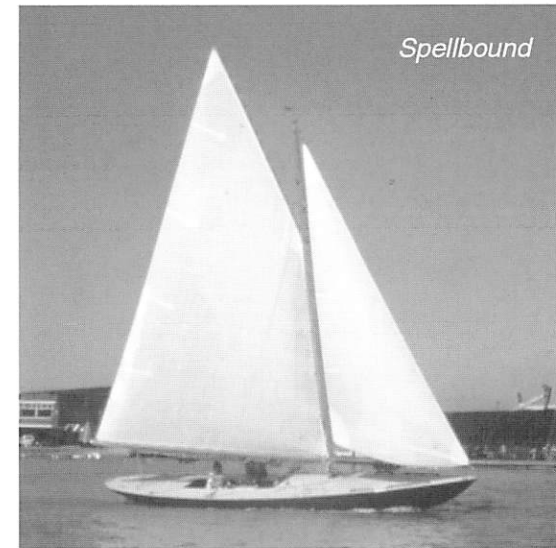
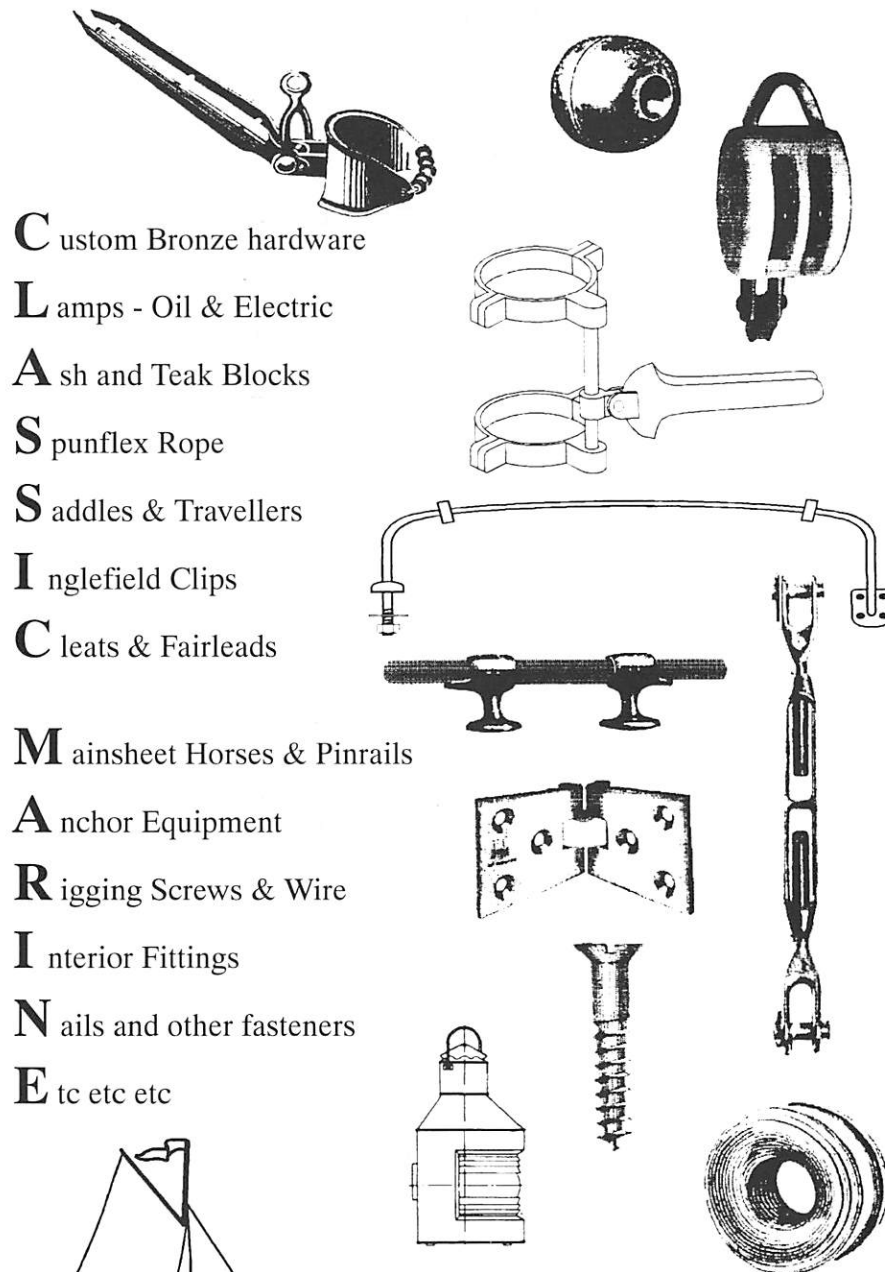


photo by: Den Phillips

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Catalogue from: Classic Marine,
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ASSOCIATION STOCK LIST

		UK	Overseas
Burgees	15"	£ 10.00	£ 10.50
	18"	£ 12.00	£ 12.50
	24"	£ 14.00	£ 14.50
	30"	£ 17.00	£ 17.50
Membership Flags	12"	£ 11.00	£ 11.50
	15"	£ 13.00	£ 13.50
	18"	£ 15.50	£ 16.00
Ties (multi-motif)		£ 7.50	£ 8.00
Brooches (new improved design)		£ 4.00	£ 4.50
Cap Badges	Small	£ 5.50	£ 6.00
	Large	£ 6.00	£ 6.50
Sweatshirts	M,L,XL,XXL	£ 15.00	£ 16.00
Polo Shirts	M,L,XL,XXL	£ 15.00	£ 16.00

Sweatshirts are available in Navy, 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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Tel: 01797 223040

HON. SECRETARY:

Position vacant

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Tel/Fax: 31 23 5442980

GERMANY:

ALEXANDER NURNBERG
Königsberg 8
2204 Krempe, Germany

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Front cover : Groomsport '98, by Don McLean

Back cover : Racing in Carrick Roads, by Norma Ashun

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	

GAFF CUTTER "SKATE" (OGA no. 1164)

LOA 23.2ft, LWL 21.8ft, Beam 8.8ft, Draught 4.5ft.

Built 1900 Littlehampton as yacht on Itchen Ferry lines. Formerly registered fishing vessel SU76. Pitch pine on oak. 7hp single cyl. Farryman diesel. Restoration started but not completed. New transom and starboard repairs complete, needs new apron, stemband, 3/4 planks on port side and coachroof. 33ft mast sound but needs some attention. Lying Esso Sailing Club, Ashlett Creek, Southampton Water. Death of owner, Jack Stroud, forces reluctant sale. Any reasonable offers considered.

Contact: Pauline Lambie (daughter of late owner), tel. 023 8084 9903.



GAFF CUTTER "CARN DHU"

LOA 22ft, 4 Tons TM.

Built Gilbert & Pascoe 1927 to design by Bevil Warrington-Smythe. Flush deck, deep cockpit, sitting headroom, large cruising inventory including GPS, VHF, cabin heater, tender. Fair condition for her age. Capable of being carefully cruised, needs enthusiastic person to take her on. Extensive work will need to be carried out in due course. Lying Mylor, Falmouth. New owner must appreciate her history and place in cruising circles, hence price £2,500 to the right person. .

Contact: Bob Brunyee, tel. 01326 374256.



BERMUDAN CUTTER "SEAHORSE OF PAGLESHAM"

26'6" x 8'8" x 3'10". 7 tons TM.

Built Shuttlewood, Paglesham 1964. Roach Class, similar to Maurice Griffiths Bawley Class. Would make good conversion to Gaff rig. Complete with cruising inventory and good sails. Volvo MB 10A petrol engine. Lying North Fambridge, Essex. Price £5,500.

Contact: George Ventris, tel. 01702 585220.

WANTED

I am in the process of restoring a 96 year old 38ft pulling RNLI lifeboat, converted to motor sailer 1930s. I am looking for the following:- Cabin stove - preferably anthracite burning; 1930s period port, starboard, mast and stern lights; gimballed stove; any other 1930s equipment sellers may consider useful to me.

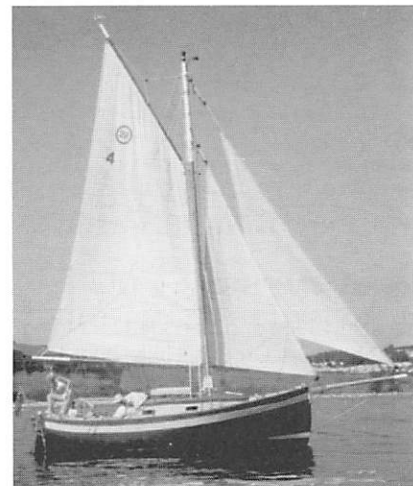
Contact: Peter Gorvett, tel. 01443 223990, mobile 07977 413744.

DRASCOMBE LONGBOAT "CLARSAIR OF FINDHORN"

Length 21ft 9in, Beam 6ft 7in.

Built Norman Whyte, Findhorn 1993. Pine on oak (not fibreglass), using West System 105 epoxy. 6hp Honda standard shaft 1998. Purpose built 4 wheel trailer. Full inventory of extras on request. This one-off boat is in very good condition. Can deliver. Reason for selling, age and arthritis in tandem! Offers, but come to Sussex and see first.

Contact: Peter Taylor, tel. 01903 882948, e-mail: pburpham@globalnet.co.uk.



OYSTERMAN 22 "MAYEDITH"

Gaff cutter built 1987. Fibreglass hull and topsides, wooden spars and brightwork. 15hp Nanni diesel. Price £18,000 ono.

Contact: Martin Wall, tel. 01884 243090 (day), 01823 412837 (eve.)

18FT BALANCED LUG CANOE YAWL "LUCKY STAR"

Built Turks of Kingston 1893, probably to a design of Baden-Powell. Cedar on mahogany frames. Re-built Fabian Bush 1996. Full boom tent, spray hood and overall mooring cover. New trailer, new sails by Wilkinson 1998, new mainmast. Many special Victorian features, in immaculate condition. A good home more essential than price, owner trading up a size. Price £7,500 ono.

Contact: Ant Law, tel. 01279 843204.



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



WHY NOT 1927

Photo: unknown

Welcome to the first Log of the new century. Also, we have had a good start to the year with another full and business-like Association Committee meeting in a relaxed atmosphere at the CA. The President set out his views for the future to the Committee and with our highest membership ever, the Association looks in good shape. The need now for a new Hon. Secretary is the next task - see page 20. There was general sympathy for our Hon. Treasurer, who had worked hard to comply with the Bank's requirements for a Direct Debit Scheme, only to be let down at Branch level by some not following their own rules - see page 8. But the trend is still forward and the future looks good.

I have written before about the importance to a widespread Association such as ours, of correspondence to the Log. I am so pleased to report that this exchange of views seems to be developing. It is a membership channel of communications. We have more than our fair share of interesting members, so please keep your letters coming. Cruising accounts to date have come mainly from the East and South coasts. Now I know from talking to some of you, that there are others who have been around. So what about sharing some of your experiences, good or otherwise. For example, I now know that Mark Taylor, one time Solent Area Secretary, has entered the Transatlantic Single-handed Race this year - all the very best Mark - there must be a story in that trip.

How many members do we have that are a hundred years old I wonder? Just recently, I was made aware of Tom Felgate's age. Tom was one time owner of the 3 ton gaff sloop *Why Not* and later, the 7 ton smack yacht *Majority*, both of which he kept here at North Farnbridge; he now lives in Felixstowe. All the best, 100+ Tom. Hearing about Tom has set me thinking that maybe we should have a Long Service pennant?

On another subject, we have available some application forms for press tickets to Brest 2000. If you have provable press credentials and are interested, please contact me.

The next Log, in June, will be a little late - this is just an early warning. The Farnbridge Jago's are going out of Essex all the way to Cornwall for a family wedding. While there, we felt we should like to visit some of our ancestral locations and whatever!

Finally, we can always use current photographs from your area for Area Notes, as well as for the Photographic Competition - see page 8.

Copy date for next Log is **1st May 2000**. Let me finish by wishing you all very good sailing in this first season of 2000, wherever you may be.

George Jago - Editor

- CNW** Mr Jason Winstanley, North Bank House, 128 Pleckgate Rd, Blackburn, Lancs BB1 8PN *HAZEL*
- CWL** Mr David Duke, 2A Newtown Lane, Kimbolton, Huntingdon, Cambs PE18 0HT
Mr Bob Janes, 3 Wentworth House, Vicarage Rd, Stoneleigh, Warwicks CV8 3DH
Mr John Maggs, 17 Jack Lane, Newlyn, Cornwall TR18 5NZ *VERYAN*
- DB** Mr Robin Baird, Auburn Farm, Glasson, Athlone, Co Westmeath, Eire *SPRAY*
- EC** Mr Toby Lester, c/o North Farnbridge Yacht Centre, Ferry Rd, North Farnbridge, Chelmsford, Essex CM3 6LR *ROSENN*
Mr Peter Stephenson, 61 Godfrey Way, Great Dunmow, Essex CM6 2SE
- MNK** Mr & Mrs Peter Bush, 41 Raphael Avenue, Tilbury, Essex RM18 8LX *KIARA*
- NE** Mr Colin Paver, 5 Kinfouns Terrace, Low Fell, Gateshead, Tyne & Wear NE9 5XJ *MIN ELSKEDE*
- NI** Mr Alex MacRae, Dainaneun, Lochnell Side, Kilmore, Argyll, Scotland PA34 4XU *ELK*
Mr Neil McFerran, 65 Marlborough Park South, Belfast BT9 6HS *WHITEFIRE*
- SOL** Mr Brian Augustus, 89 Old Road, East Cowes, Isle of Wight PO32 6AU
Mr & Mrs H Bradley, The White Hart, Charter Alley, Tadley, Hants RG26 5QA *SHIMMER*
Mr & Mrs Kyle, Garth House, Tennyson Rd, Yarmouth, Isle of Wight PO41 0PR *EREMUE*
Mr R Mitchell, 11 Malus Drive, Addlestone, Surrey KT15 1EP *MEMORY*
Mr Richard Sharp, 1 Church Lane, Lower Fyfield, Marlborough, Wilts SN8 1PY
Mr Bernard Turner, 1 Gordon House, South St, Yarmouth, Isle of Wight *EREMUE*

PRESIDENT'S REPORT - January 2000

It hardly seems possible that another year has passed and with it the 1900s. For the Old Gaffers Association, it has been a year of progress and perhaps a milestone in our development.

The newly reconstituted North East under Richard Montgomery, ably assisted by John McDonagh, held its first meetings to much acclaim, and enthusiasm being infectious, both membership and interest are increasing apace.

The Cornwall race, in which I was able to take part, was brought into Falmouth Classics weekend for the first time and resulted in a tremendous boost in entries and interest in the OGA, with further potentials for the future. This is both exciting and encouraging and should provide the stimulus Cornwall have been seeking.

Just up from Cornwall, in the Bristol Channel, Paul Parmenter is making considerable progress in getting his very scattered flock together and prospects of an on water meet this year are good. It must be remembered that these are not easy waters and the area is widespread, so he deserves our support and physical help.

The Irish, both North and South, had a grand year, although the weather was not always kind. I experienced this at Ardglass - but does it matter with all that dark liquid and the craic! There was great news from Arthur Hughes in Dublin, that the decision has finally been made to restore *Asgard* (Erskine Childer's Colin Archer yacht) to sailing condition, and I

18 FT SOWESTER DAYBOAT "BLUEBELLE"

Built 1987 B Chisam, Falmouth. GRP centreboard sloop. In very good order - stored under cover. Almost new 4 wheel trailer. Price £6,500.

Contact: Paul Parmenter, tel. 01600 712629.



GAFF WINKLEBRIG "SAPPHIRE"

LOA 17ft. Rebuilt in 1990s and re-rigged for racing. Class winner 1996 OGA Crouch Rally and other local races. Price £2,500 ono.

Contact: Paul Bishop, tel. 01702 258114, after 4pm.

GAFF CUTTER "MORAG"

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

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

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



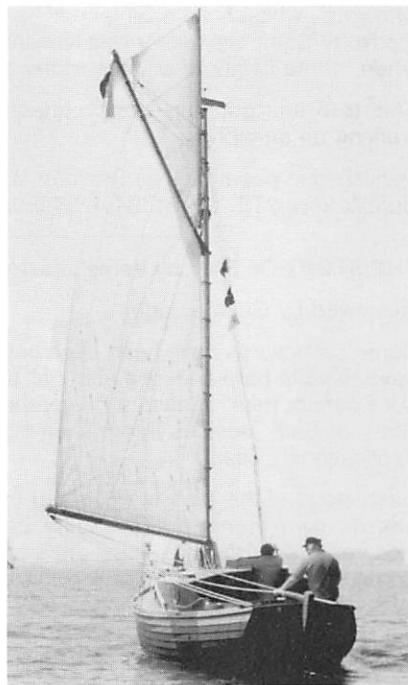
FOR SALE

GAFF CUTTER "EMMA AND KATE"

Finesse 24, built Alan Platt 1992. Sails by James Lawrence. Iroko on oak, mahogany cabin sides, teak laid deck. Cabin fitted out in mahogany. Wooden spars, all gunmetal fittings. 3 cyl. Yanmar diesel. Excellent condition.

This boat is a love affair rather than a purchase. The right skipper is more important than the asking price.

Please write, phone or e-mail for more details: Gordon Wright, Gorse Cottage, Eggleston, Barnard Castle DL12 0AU, tel. 01833 650563, e-mail: smeltmill@smeltmill.screaming.net.



CLASSIC GAFF YAWL "PINTAIL"

LOA 28ft 3in, LOD 23ft 3in + 5ft bowsprit.

Designed Morgan Giles, built on Hamble 1914. Clinker, pitch pine on oak. 2 berths. Petter 6hp inboard diesel. Boat extensively repaired and refitted over past 10 years, now fully restored and equipped. Reluctant sale due to owner's age. Price £6,950.

Contact: E F R Whitehead, tel. 01635 278480.

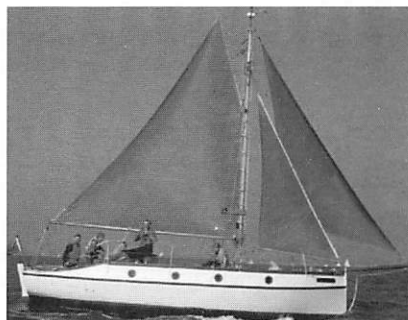


GAFF CUTTER "RED GOOSE"

LOD 28ft, Beam 8ft, Draught 4ft.

Built David Hillyard 1930. Carvel hull, pitch pine on oak, spruce spars with tan Arun sails. 16 hp Lister diesel engine. Fore cabin with single berth & pipe cot, enclosed heads, saloon with single & double berth, galley and navigating areas. Taylors diesel heater and paraffin stove. Various nav aids. Well maintained. Laying Hayling Island. **Price reduced to £9,000.**

Contact: Ken Ross, tel. 01428 658354. Full info. pack available.



was proud to have been able to give the OGA's support to the campaign he led.

Patrick Reid, the OGA Western Australia President, was over here in the summer, visiting many gaffers around the country and in Ireland. I met him finally in Chichester, after one or two false starts, and he told me that he had been very well looked after, he certainly packed a lot into his travels.

The East Coast race last year was held as part of Europe Week at West Mersea and under the auspices of the ECUY - European Classic Yacht Union - to which we are affiliated. In practice, the week was run by West Mersea Yacht Club (WMYC) in collaboration with the OGA East Coast committee. Without going into detail, they had a difficult time with both finance and organisation, and a great deal of work was particularly put upon the WMYC. In the end, it was a huge success, blessed with good weather, which I saw for myself when attending a meeting of the ECUY at the event. I mention all this because the lessons learnt were salutary - we rely on the goodwill of West Mersea Yacht Club and others like them, and we are very grateful to them for sharing their facilities.

Finally, I apologise to all our other areas for singling out those mentioned, but I know how well you are all doing and how much work it all entails. It does concern me and my fellow officers, that it is becoming more and more difficult to find volunteers for committee work and particularly posts within them. The brightest note of all I have kept 'till last - our paid up membership is at its highest level ever. Keep it up, make it fun, and good sailing!

David Cade - President

Minutes of the OGA 36th AGM held on 15th January 2000 at the CA Headquarters.

Present:- The President, David Cade and 40 Members.

1. Apologies were received from:-

Frank Argall, Alan & Irene Ashton, Sam & Maggie Bayliss, George Beckett, Graham Benton & Trish Kerridge, Roger Bucknell, Mike Collins, Bob Crozier, John Denner, Lorna Hammett, Simon & Sara Harding, Jane Hidden, Mike Lucas, Chris & Penny Scott Francis, Ron Valent, Jon Wainwright.

2. Approval of the Minutes of the last AGM held on 16th January 1999.

Acceptance was proposed Brian Hammett, seconded Attracta Neeson and accepted by all present.

3. Matters Arising.

3.1 Item 9 - Registration of the OGA name and logo is in hand.

3.2 Item OGA web site is up and running.

4. President's Address.

David Cade gave his address; a copy is attached.

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

5.1 David Godsall presented the accounts and reported that the Association is nicely solvent.

5.2 He thanked Margaret McNee for her hard work in collecting overdue subscriptions.

Just under 400 members have switched their subscription payments to direct debit and this process went smoothly. However a number of banks have failed to cancel members' old standing orders and it appears that over 130 members have paid twice. David urged members to check their bank statements and ask their bank to recover the money. He suggested that members should ask their bank to donate a nominal sum to the RNLI, say £5, in recompense for the considerable inconvenience their mistake has caused. David Godsall will put notices in the newsletter and on the web site alerting members to this problem. It was suggested that a number of members would not bother to reclaim this overpayment and agreed that if it was not claimed by the end of the year, it would be recorded as a donation.

5.3 David Godsall reported the closure of the Co-op bank account. Very few members were paying their subscriptions into this account and the bank charges were greater than the intake!

5.4 David suggested that subscriptions for next year, due on the first working day in January 2001, do not need to increase. The level of subscriptions will be discussed at the next AGM.

5.5 When signing up new members, David asked members to get them to fill in direct debit forms as it makes the processing of subscriptions much easier.

5.6 Pat Dawson proposed and Brian Hammett seconded the acceptance of the accounts; this was unanimously agreed.

5.7 Brian Hammett proposed and George Jago seconded a vote of thanks to David Godsall for all his hard work.

5.8 David Cade thanked Russell Read for auditing the accounts.

6. Election of Officers.

6.1 Hon. Secretary. No nominations have been received.

The F&GP committee has been actively searching for someone to help at Association level.

6.2 Hon Treasurer.

Attracta Neeson proposed David Godsall, seconded by Mick Bentham and passed unanimously.

6.3 Hon Newsletter Editor.

Sue Farrer proposed George Jago, seconded by Arthur Hughes and passed unanimously.

7. Proposed change to rule 8.

That the phrase "under IYRU Rules, RYA Prescriptions and OGA Amendments" be replaced by "under the Racing Rules of Sailing (1997-2000) OGA Prescriptions and Local Area Race Instructions." Proposed Frank Argall, seconded Mike Collins in order to formalise what is, or should be, current practice. After some discussion that changes to the Racing rules would require another change in this rule, the following amendment to the proposal was made. Proposed Sue Taylor, seconded Brian Hammett and accepted. The rule now reads "under the racing Rules of Sailing (1997-2000), subsequent amendments to or replacement of; OGA Prescriptions and Local Area Race Instructions."

8. Any other business.

8.1 John Robinson, who is the Heritage Afloat (HA) representative on the Common European Maritime Heritage Congress (CEMHC), reported on the work of the CEMHC in lobbying on behalf of owners of historic vessels to establish a more tolerant attitude to legislation and restrictions on these vessels. They are trying to get the EU countries to accept mutual recognition of each others regulations. HA is holding a reception in June to get support for this. The OGA is a member of HA.

8.2 Robert Holden reported on his work as External Liaison Officer. There was discussion on "A Consultation Paper on Possible Legislation to Combat Alcohol Abuse at Sea". Concern was expressed as to how such legislation would or could be policed and the bodies to whom this document had been circulated. The OGA was listed under "others" and it has not been circulated to a single yacht club.

David Cade thanked Robert for all his hard work.

8.3 George Jago reported on his work in promoting Youth Afloat. Following his work at Portsmouth Festival of the Sea in 1998 and at Boats 99 he hopes to arrange a day on the Crouch in conjunction with the North Farnbridge Yacht Club. This would involve 3 boats taking approximately 30 teenagers at a time. He is carrying out a risk assessment. If anyone else is interested in doing something similar elsewhere contact George.

8.4 Sue Farrer proposed a vote of thanks to David Cade.

8.5 David Cade thanked the CA for their hospitality.

The meeting closed at 19.55.

"Blowout", whilst not a sailing book, is certainly a book about the harshness of conditions in the North Sea. The author was working as a radio operator on the Hewett 'A', drilling for gas when, at the height of a fierce winter gale, the rig suffered a disastrous blowout.

This true and gripping story relates the trials and tribulations and extreme dangers of working on an oil rig.

Published in paperback by Seafarer Books, 102 Redwold Road, Rendlesham, Woodbridge, Suffolk IP12 2TE, tel. 01394 420789, price £9.95, plus £1.05 p&p.

THE STORY OF SAIL by Veres László & Richard Woodman

Reviewed by George Jago

Some such words have been used before, but this is a book that really lives up to its title. I have thought hard and long about all the museums, libraries and book shops I have visited, but I cannot think of such a comprehensive presentation as this one volume offers. "The Story of Sail" provides information from pre-history right up to today, with contemporary applications of sail.

Each stage of the story is illustrated by a very detailed set of line drawings. Each drawing has its own number referencing back to its source, listed at the rear of the book. Accompanying the drawings are concise notes on historical and technical information pertaining to that vessel. Setting the scene for this attention to detail is an introduction to each section, with enough text to lead you through the story. The line drawings are impressive, but a number of coloured plates are used with good effect to enhance particular vessels of various periods. I checked out Cogs, Bomb Ketches and Smacks to my satisfaction.

This truly remarkable and unique reference book, which must have taken hours and hours of painstaking work to produce, is a credit to its authors.

Published in hardback by Chatham Publishing, 61 Frith Street, London W1V 5TA, ISBN 1 86176 075 2, price £35.

THE RYA BOOK OF BUYING YOUR FIRST SAILING CRUISER by Malcolm McKeag

Reviewed by Richard Walsh

You would be forgiven for wondering why a review of such a title appears in Gaffers Log, surely a haunt of the committed and experienced traditional sailor. You might also question the qualification of the author to address the subject, for Malcolm McKeag, frequently TV's 'Voice of Yachting' as he covers international sailing competitions around the world, would seem somewhat remote from the title subject. The reality is that within just over one hundred pages of text and pictures, there are many home truths which will impact on any boating purchase, be it the first or last you ever make. Packed with good advice, which even if ignored, is at least consciously so, the guidance is presented in a very coherent package, with even the more turgid of legalese turned to draw a smile when told with Malcolm's Irish lilt.

Not only does the narrative glory in the freedoms of boating, like a hippo enjoying his mud bath, it also sharply puts the risks of boat purchase into focus. The text highlights every stage and option in the purchase process and explains them in clear and logical manner.

Oh, and Malcolm McKeag's credentials as an author? Well. Some may be surprised to learn that Malcolm's yacht is none other than the 23 foot Oliver Lee designed Hunter 701, built in 1973, which graces page 11; and which he bought second hand of course!

Published by Adlard Coles Nautical, an imprint of A&C Black, London, ISBN 0 7136420 5 X, price £10.99.

HMS VICTORY, HER CONSTRUCTION, CAREER & RESTORATION by Alan McGowan

Reviewed by George Jago

Every now and again I feel it a privilege to be asked to review a particular book. At no time have I ever felt this more than with this new book on *HMS Victory*. It is a name that is synonymous with Nelson and a defining time in this country's history. Nelson's charismatic leadership and high standards of duty, produced the desired results, but at a price. *Victory* herself however, has an impressive history all of her own, which this book portrays so splendidly. But it is the spirit of the Nelson Touch, of high quality with that something extra, that I found to be still alive in this book.

In detail, the balance between history and restoration sit well together. The technical data on *Victory* is staggering. The drawings do not just compliment the text - they are so informative in their own detail that, after studying one for a while, you say to yourself, that's how they did it. I feel this is a truly memorable book and should be considered not just by those interested in that type of vessel and period.

Published in hardback by Chatham Publishing, 61 Frith Street, London W1V 5TA, ISBN 1 86176 111 2, price £40.

THE COMPLETE YACHTMASTER by Tom Cunliffe

Reviewed by Richard Walsh

It has to be something of a challenge to review a book which has had three new editions and been reprinted six times in the five years since it was first published! Add to that the myriad of accolades it has already accrued from publications as varied as the Sunday Independent and Lloyds List, the Little Ship Club Journal and Sailing South Africa, and it will immediately be realised that this is no ordinary book.

"The Complete Yachtmaster" started life not so much as a textbook, but as a companion to the internationally renowned RYA Yachtmaster scheme and its syllabus. Although much valued by the Yachtmaster student, it is also the friend of many an experienced yachtsman. In Tom Cunliffe, we find an author who not only knows his subject inside out, but can also write about it in a practical, concise and readable way. Remarkably, without any hint that one is being rushed through any subject, a mere 234 pages of profusely illustrated text and comprehensive guidance, when mastered and understood, would equip any sailor with the knowledge he would need to safely navigate a well found craft anywhere. Never has so much yachting been covered by so few words; a demanding and diverse range of subjects skilfully arranged and communicated so that their combined value is much greater than the simple sum of the parts.

No cruising yachtsman should be without a copy, not just as a work of reference, but also because surprisingly herein lies a good read, a well laid out reminder of much old and new that you know, some things you have probably forgotten, plus a few more you probably never knew.

Published by Adlard Coles Nautical, an imprint of A&C Black, London, ISBN 0 7136 5247 0, price £19.99.

BLOWOUT by Robert Orrell

Reviewed by George Jago

OGA member Pat Eve has published her first Seafarer book since taking over the company following the death of her husband Martin.

INCOME & EXPENDITURE ACCOUNT
for the year ended 30th September 1999

	1999	1998
	£	£
INCOME		
Subscriptions & donations	18,120	17,524
Insurance commission	622	738
Bank interest (nett)	926	921
Regalia surplus (loss)	-171	875
I.F.O.S.	-	2,000
Advertising income	1,719	1,399
	<u>21,216</u>	<u>23,457</u>
EXPENDITURE		
Gaffers Logs (Newsletters) inc. postage	9,001	8,522
Membership List	1,675	62
Travel & subsistence	1,589	1,105
Stationery, post & telephone	1,596	1,467
Area funding	279	498
Printing	258	642
Donation - RNLI	250	250
Donation - in memory of F. Mulville	-	25
Photographic competition prize	250	265
I.F.O.S. prizes	-	40
Hire of rooms	139	137
Insurance	42	68
Liability insurance	135	134
Subscription - RYA	57	57
Subscription - Heritage Afloat	50	60
Subscription - ECUY	77	-
Bank charges	27	48
Exhibition costs	507	188
Advertising costs	-	582
Computer support	-	500
Internet Web site operating costs	383	-
Data Protection fee (3 years)	-	75
OGA Youth at I.F.O.S.	-	349
	<u>16,315</u>	<u>15,074</u>
Excess of Income over Expenditure	<u>4,901</u>	<u>8,383</u>
	<u>21,216</u>	<u>23,457</u>

BALANCE SHEET AS AT 30th SEPTEMBER 1999

	1999	1998
	£	£
CURRENT ASSETS		
Bank Deposit Account - Barclays	27,699	25,544
Bank Current Accounts	1,881	1,199
Cheques & cash in hand	100	150
Regalia stocks	1,586	1,308
Debtors	<u>1,390</u>	<u>132</u>
	<u>32,656</u>	<u>28,333</u>
CURRENT LIABILITIES		
Creditors	375	954
Corporation Tax - on bank interest	<u>246</u>	<u>245</u>
	<u>621</u>	<u>1,199</u>
NETT CURRENT ASSETS	<u>32,035</u>	<u>27,134</u>
GENERAL FUND		
Balance from previous year	27,134	18,751
Surplus for the year	<u>4,901</u>	<u>8,383</u>
	<u>32,035</u>	<u>27,134</u>

These accounts are those of the Central Committee of the Association and do not incorporate the assets and liabilities of Area Committees.

D.J. Godsal, Hon. Treasurer

I have examined the financial statements on pages 1 and 2. They are in agreement with the books and vouchers presented to me. In my opinion the financial statements give a true and fair view of the Association's affairs at 30th September 1999 and of its surplus for the year then ended.

W.R. Read, Hon. Auditor

OLD GAFFERS ASSOCIATION DIRECT DEBIT SCHEME

The Honorary Treasurer reports that the first collection of annual subscriptions under the new Direct Debit Scheme worked very well indeed, however, a serious problem has arisen with the instructions given by members to cancel previous standing orders. There have been a considerable number of cases where the members' bank has failed to follow clear instructions, given on the officially approved form, to cancel the existing standing order. As a direct consequence of gross inefficiency at bank branch level, rather more than 130 members have paid twice.

Members should check their bank statements and, if a double payment is found, take this matter up immediately with their own bank branch, requesting immediate refund of the standing order overpayment. The bank must refund the overcharge forthwith, without waiting for repayment by the OGA. It is the responsibility of the branch to seek to recover the funds by approaching the Association's bank, to whom payment was originally made. No direct approach need be made to the Old Gaffers Association.

It will be appreciated that the Old Gaffers Association officers, none of whom are paid, have been put to a very great deal of trouble by the failure of many bank branches to carry out their customers' instructions. Members should point this out to their bank and perhaps suggest that it would not be inappropriate to make a small donation of a nominal £5 to the funds of the RNLI.

David Godsal - Hon. Treasurer

OGA ANNUAL PHOTO COMPETITION

Once again there is £250 worth of prizes for those members who have taken photographs of Gaffers during the year and enter our OGA Photo Competition. The judging of this year's competition will be held in the Royal North of Ireland Yacht Club at 16.00hrs on Sunday 19 March.

If you have any photos, please send them to me so that we can put on an even bigger and better competition than last year. All the photos received will be on display during the competition and can be returned if you want them back. If you do not request them back, they make their way into the OGA Photo Archive held by George and Brenda Jago, and of course, some of the winning photographs appear on the covers of Gaffers Log.

Please remember, this competition is open to amateurs only. I have already received a number of photos from as far away as Australia and the continent. Closing date for entries is 17 March 2000. Send your pictures to me at 4 Knockdene, Bangor, Co Down BT20 4UZ and join in the fun.

Peter Lyons

CREW WANTED

Brest 2000

Crew wanted for Brest 2000 in July this year. Any members interested in crewing on 30ft gaff cutter *Emanuel* for the duration, likely to be upwards of 4 weeks.

Please contact - Robert Holden, tel. 01843 582997 (home) or 01634 831956 (work).



WESTERN AUSTRALIA

It was difficult to ignore the strong links with the past when I stood in the main saloon of the partially restored *SS Great Britain* in Bristol, England, and saw pictures of her mixed square and gaff rigged sails. Some of the volunteers I met had worked on restoring Bristol Pilot Cutters and they had the same sense of joy and satisfaction of preserving the past that we have here amongst many of our OGA members.

Christmas on board *STS Leeuwin II* was a huge success, with many pleasant memories of past voyages, raft-ups and "hiccups" shared by the twilight waters of the Swan River, schools of dolphins enchanting the young wide-eyed children with their display; the magic singing of 'Silent Night' by all those present. These were the ingredients of a truly peaceful, harmonious Gaffers Christmas - as the old song goes - 'not a murmur was heard of a discouraging word', and the afternoon storms turned to sunshine with a fresh evening breeze. It was wonderful to see so many members from Rockingham and further south, with their families, especially since everyone present was delighted to resume the Australia Day Weekend Breakfast tradition at Rockingham TYCY. The revival of this Champagne Breakfast - gratis - at Pt. Peron on 29/30 January will be our first social event of 2000. As we head into the dawn of a new age of uncertainty, may we all enjoy the pleasures of sailing in company, raft-ups, racing, and simply messing about in boats with good friends.

I never realised just how much my recent trip to England in July/August 99 for a planned reunion with my critically ill sister, frail stepmother, and daughter would weigh heavily on me at the time. I was hospitalised and operated on shortly after my return, with the dire warning 'on leading a stress free life'. I wish to thank all my

friends in the Old Gaffers Association, who expressed their concern and warm hearted support, which has been a great help over the past few months. Slainte.

Patrick Reid - President OGA of WA

The OGA 1999/2000 racing season has commenced with some new faces, together with the steady old time contestants, crossing the start line at East Fremantle Yacht Club. New entrant "A" class, *Bodacia*, OGA 15, skipper/owner new member Paul Taylor, showed a good turn of speed as well as skilful handling, to win races 1 and 2. In "B" class, *Ti Tu*, OGA 4, owner/skipper John Horley, gave the "A" class competitors a run for their money, while *Delta*, OGA 1, owner Brian Axcell, skipper Brian Phillips, has shown her best in both races.

The keen participation shown in Races 1 and 2 by the OGA racing fraternity will no doubt flow on to the Regatta 2000 on Sunday 20 February. This will be our third Annual Regatta on the Swan River, again hosted by Mounts Bay Sailing Club.

Chris Bowman - Sailing Master



Brian Axcell's DELTA

Photo: unknown

Dates for the future -

15 March Scottish evening with the Gaffers Boat Band and Pipers, Cockle Island Boat Club.

19 March Annual OGA Photographic Competition Judging at RNIYC.

24 March Brian Williams' illustrated talk about old charts, Down Cruising Club.

28/30 April Opening Weekend, probably starting at Bangor. Contact Peter Lyons, tel. 02891 453099.

17/18 June Ardglass Traditional Boat Regatta. Contact Alan Aston, tel. 02890 426497.

24/25 June Galway Hookers at Portaferry. Contact John McAlea, tel. 02842 729532.

5/9 July Peel Traditional Boat Gathering. Contact Mike Clark, tel. 01624 861127.

12/13 Aug Herring Gutters Festival, Newcastle, Co Down. Contact Frank Connolly, tel. 02843 723445.

19/20 Aug Bangor Traditional Sail. Contact Peter Lyons, tel. 02891 453099.

Peter Lyons - Area Vice President

DUBLIN BAY

Santa came one day early to the Asgard Restoration Project (ARP). After five years of political wrangling, our dream has now become a reality; THE LICENCE TO RESTORE HER was granted by Minister Sile De Valera, Minister of the Arts, Heritage, Gaeltacht and the Islands, to the ARP on 23 December 1999.

With David Cox's guidance and experience, along with Master Shipwright Bill Crampton, work will commence ASAP on her restoration. A purpose built workshop at Spencer Dock in Dublin's inner city, kindly sponsored by Harry Crosbie of Point Depot fame, will be her home during her restoration.

THE NATIONAL MONUMENTS ACT,
1930 to 1994

Licence to *Alter*
an archaeological object

.....
In accordance with the provisions of Section 25 of the National Monuments Act, 1930, as amended by Section 20 of the National Monuments (Amendment) Act, 1994, the Minister for Arts, Heritage, Gaeltacht and the Islands hereby grants a licence for purposes of the Acts
Mr. Michael Prior, Hon. Secretary
"ASGARD RESTORATION PROJECT Ltd.,
of 96 Woodlawn Park Avenue
Firhouse, Dublin 24

to alter the Archaeological Object(s) named and described in Part 1 of the Schedule below under the conditions specified in Part 2 of that Schedule.

Given under the Seal of the Minister for Arts, Heritage, Gaeltacht and the Islands.

This 23 day of Dec. 1999

S. O. O'Shaughnessy
(A person authorised by the Minister to authenticate by the Official Seal of the Minister).

SCHEDULE

Part 1
Name and Description of Object(s)

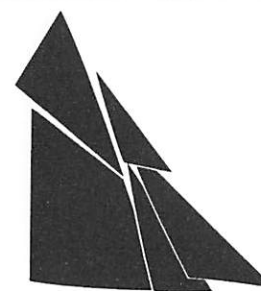
VESSEL known as ASGARD I

With Minister Smith (Dept. of Defence), the physical custodian of *Asgard I*, backing the ARP punt for punt to a maximum of £250,000, fund-raising (now that we have the licence) has begun. A video will be made of her restoration, from her removal from her home of twenty years under a leaky tin roof in Kilmainham Jail, to when she sees salt water again. The cost of the video will be a once-off sponsorship payment of £100, which will also entitle the sponsor to a regularly updated newsletter. If anybody would like to help in any shape or form - be it money or product or purchase of the video - please contact Michael Prior (ARP Secretary) at 96 Woodlawn Avenue, Firhouse, Dublin 24, or myself.

The Gaffers Log will be kept informed of our progress. Have a good millennium! Don't get too much paint and varnish on your pinkies, or spill too much drink.

Regards

Mick Bentham - Area Secretary



EUROPE WEEK 2000
CLASSIC YACHT REGATTA

European Classic Yacht Union
Huldreveen 16, 0781 Oslo, Norway

George Jago
Editor OGA Log

14 January 2000

Dear George

With reference to Ron Valent's remarks as your European Liaison in the last issue (about ECYU being in 'the doldrums'), we do wish to assure your readers that ECYU is still alive and kicking. We now have 21 paid-up member associations - the latest to join being the important Swiss club 'Oldtimer Bootclub Zurichsee' - and both the ECYU headquarters, still in Oslo until the summer at least, and the European classic sail and motor yacht clubs in the field are trying to 'save, maintain and promote the European yachting heritage by establishing contacts, friendly relations and effective exchange of knowledge and information' (quote from our statutes).

The traditional art of letter-writing is perhaps on the wane, and there is the language difficulty, but we feel that we are a band of brother or sister clubs/associations - finding things to do in common for a worthy cause. We are trying to make effective use of the Internet, thanks to our sponsor Price Waterhouse Coopers, so please tune into www.ECYU.com and add news yourselves!

We are fully aware that the OGA link with Holland was established long before ECYU; we have naturally tried to build on the traditional yachting links between Scandinavia and Germany, but we did have a successful go at bringing *Carmen IV* over from Norway to your eastern shores last summer. We would love to see a few OGA/Classic yachts from the UK present at our Europe Week 2000, taking place in the outer and inner Oslofjord between 18-31 July. The North Sea is not to be trifled with, so you are welcome even without boats!

With our best wishes

Chris and Peter Ennals

ECYU Board

NOTE: The Editor has been sent entry forms for Europe Week 2000 if anyone requires one.

304 Beaux Arts Building
10-18 Manor Gardens, London N7 6JW

21 January 2000

Dear George

This is a brief note to introduce myself as the new National Hon. Sec. of the Shrimper Owners Association. As you know, I personally have been a member of the OGA for some years. I can confirm to you that all Cornish Shrimper owners support the aims of the OGA, and we all share your enthusiasm for gaff rig.

The Shrimpers have a full programme of events, nationally and internationally, on and off the water, and I enclose a brief outline of some of our events this year. (Please contact Barry or me for a copy. Editor). My address is now as above and I can be contacted on tel. 020 7263 6916; mobile 07977 058955; e-mail: barry@mellor.dabsol.co.uk.

With many thanks

Yours sincerely

Barry Mellor



Gannon & Benjamin Marine Railway Inc.
Box 1095, Vineyard Haven, Martha's Vineyard
Massachusetts 02568, USA

20 January 2000

Dear Editor and friends

In order to compile a register and list of both gaff rigged sailing vessels and/or schooners - worldwide - we are soliciting your assistance. There are several reasons for this. The first is that we hold the annual Pat West Gaff Rig & Schooner Race here, which will be held on the 16th September this year. We would like to invite as many prospective entrants as possible, so if you are interested, please contact us for further information.

Our second reason is that we thought that it would be valuable reference material to try to put together a list of as many gaff rigged vessels and schooners as possible. This would be similar to the information data base being collected by the OGA in England.

Please send us the name of your vessel, along with the following dimensions: LOA, LOD, LWL, Beam, Draft, Sail area, Displacement, and also the Rig, Designer, Builder, Location of Building, Date of Launching, Materials and Method of Construction, former names, notable owners and/or history, and any other information that you feel would be pertinent. If you have any photos, clippings, drawings, or other graphics that you can share, please send them with the information. I can assure you that all this information will be used only for reference and will not be put to any commercial purposes.

Any information should be sent to me at the above address or by e-mail: gandb@gannonandbenjamin.com.

We look forward to receiving your information, and any suggestions that you might have for the register.

Virginia C Jones

NOTE: Under the terms and conditions of the Data Protection Act for the UK, no information will be made available to any outside body or organisation. However, this does not prevent individuals subscribing particulars of their own boat to this cause. Editor.



John & Wendy Duncan's BIDDY

Photo: unknown

Party at Penrhyn, which will take place on Saturday 13 May.

Pete and I will be attending the Steam & Tractor Meet at Lechlade on 3/4 June, with yet another new boat - a very pleasant and relaxing weekend. Give us a call if you would like to know more.

The Area AGM will be held at the North Wales Cruising Club on Saturday 5 August, followed by the Nobby, Gaffers and Classics Race on Sunday 6 August, out of Conwy. Please contact me or Tony Mead, the Conwy Harbour Master, for more information.

Don't forget to make a note in your diaries for the 4th Annual Small Boat Gathering at Derwentwater in the Lake District - this year the dates are the 1/4 September. Valuable prizes awaiting your collection!

If anyone in the area wishes to organise an event, we will be pleased to co-ordinate it.

Sue Farrer - Area Secretary

NORTHERN IRELAND

On the Friday evening of 26 November 99, 75 gaffers and friends gathered in the Royal

North of Ireland YC (RNIYC) for the 10th Anniversary Dinner of the Northern Ireland Area of the OGA. We celebrated with a champagne reception before the dinner. The atmosphere was tremendous, with the Clubhouse being almost taken over with Gaffers. After a beautiful roast beef dinner we officially welcomed our guests - Andrew and Jennifer Jagers from Bangor Marina, RNIYC Commodore John Ballagh and his wife Rosie, Dublin Bay OGA Commodore John Delap and his wife Ruth, and our guest speaker Dick Dawson and his wife Pat who had flown over from England. Dick gave us an entertaining speech, at the end of which he proposed a toast to NI Area OGA wishing us success and a good future. Pat Dawson then presented the prizes to this year's race winners.

During his visit last year, Patrick Reid, President of the OGA of Western Australia, gave me a postcard and a piece of wood used to build the *Duyfken* replica ship. Don McLean turned this into a trophy and I was tasked to award it for something. At the dinner, John Cleary turned up in full dress suit, completely OTT, so I awarded it to him for his style. We presented Dick and Pat Dawson with mementoes of their visit and, with the formalities over, we enjoyed the rest of the evening in the usual OGA fashion. Thanks again to the RNIYC for letting us use their wonderful Clubhouse.

The winter has set in with little happening on the water. Don McLean is still sailing out of Bangor when the weather permits and I know that members are working on their various craft at different locations around the countryside. I have started on *Honora*, with an internal refit on the cards.

On 21 January, Robin Ruddock gave us a slide show at Coleraine YC. This was a very well illustrated talk about Robin's trip to Patagonia, in South America, in 1999. The talk was well attended and the Gaffers were put up for the night in the Bushmills Activity Centre.



Snug berth for Tony Winter's *MASCOTTE*
Photo: Paul Parmenter

I am pleased to announce that Robert Simper, past President of the OGA and well-known maritime author, has agreed to come and give a talk and slide show there. Please let me know if you intend to be there. Food will be available and I have a menu if you are interested.

Finally, I am in discussion with Martin Tregoning, organiser of Celtic Voyage 2000, regarding possible OGA involvement in our area. Celtic Voyage expects to arrive in Milford Haven on 8 June, Swansea on 15 June, Cardiff 22 June, Bristol 29 June, leaving for Penzance on 4 July. Contact me for further details.

Paul Parmenter - Area Secretary

NORTH WEST

In the North West Area, the following races have been set for the coming season -

- 4 June Race round the cans in the Mersey.
- 18 June 20th Annual Nobby Race, to which the OGA are invited.
- 2 July Race round the cans in the Mersey.
- 15or16 July North West Passage Race, Liverpool Bay to Conwy.

We will of course also be taking part in the Conwy River Festival, 20 July/6 August.

Two social events have also been organised -

- 15/16 June Weekend away to Beaulieu Boat Jumble.
- 28 August Hilbre Island Picnic.

For further details of any NW fixtures please contact me on tel. 0151 652 9744 (home), 0151 236 4696 (work), or e-mail: TomMiddlebrook@jtmiddlebrook.co.uk.

Tom Middlebrook - Area Vice President

CONWY & NORTH WALES

It was nice to see more than just Pete and I at the Association's AGM held on 15 January at the Cruising Association. Also in attendance from this area were our Vice President, Scott Metcalfe and his wife Ruth, John and Wendy Duncan, and the ever faithful Fred and Angela Winstanley.

We shall be arranging a trip on a tug down the Ship Canal very shortly; all members who returned their slips to say they would like to be included will be contacted direct once we have determined a date. The trip will also include a visit to the Maritime Museum at Ellesmere Port.

Also to be arranged will be a social get-together in Conwy in the Spring, but a date that is now confirmed is Scott's Boatshed

8 Jesmond Grove, Locks Heath
Southampton SO31 9NW

George Jago
Editor, Gaffers Log

30 January 2000

Dear George

I should like to comment on your remarks in the editorial of the December 1999 Log about preserving maritime skills, particularly as you have mentioned *HMS Victory*, a project which, as you know, I am closely involved with.

Firstly, it is a sad fact that the availability of such skills is down to good old market forces. If the demand dries, so does the supply. I have to say, however, that I am not aware that there is currently a shortage of skills, nor one looming on the horizon. Perhaps there are readers whose experiences are otherwise?

Secondly, *Victory* has no special privileges when it comes to "obtaining the craftsmen". Our shipwrights are no better rewarded than any of the other 400 or so craftsmen employed by the company I work for, Fleet Support Limited. What does differentiate them from the others is the love they have for their work and the amount of satisfaction it brings them.

As a matter of interest, the three newest recruits to our team have joined from the Lowestoft and Lyme Regis boat-building colleges. One of our priorities is to ensure that they learn from the old hands, so that valuable experience and techniques are not lost - so we are doing our bit!

Yours sincerely

Geoff Skinner



Sprats on the Crouch
Photo: Claudia Crickmere

Sea Reach, 21 Western Road
Burnham-on-Crouch, Essex CM0 8JE

31 January 2000

Dear George

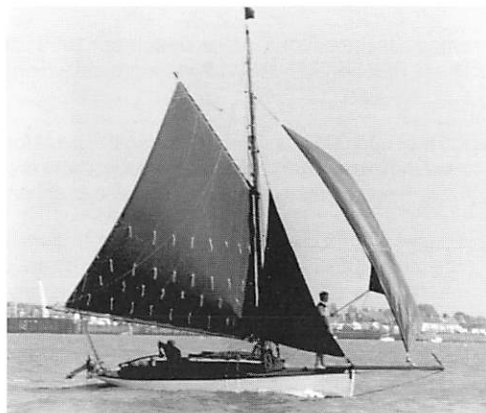
Mike Burns' letter in the last Log will strike a chord with many gaffering families, as we try to pass on the arts of maintaining and sailing traditional boats to our children.

As far as the sailing is concerned, we are fortunate on the Crouch to have a lovely fleet of elderly Scows, sailed and maintained mainly by women and used to teach our children water sense. As part of the local sailing club's 'Sprats' programme, Friday evenings in summer see up to 100 children afloat in everything from Optimists to motor launches, with a fleet of safety boats hovering. The memory of trying to helm a Scow full of six year olds all wanting to catch crabs with the bailer whilst singing improvised nursery rhymes, is sustaining through the winter months of scraping and varnishing. The spirit of Swallows and Amazons lives on.

With wooden dinghies, children can learn early that maintenance is just a different aspect of the same love affair, not a chore. Watching his father in the kitchen glazing pastry with egg yolk recently, 6 year old James asked, "Daddy, why are you varnishing that pie?"

Regards

Claudia Crickmere



SEVERN on the Stour
Photo: Robert Holden

Old Field Cottage, Feock
Truro, Cornwall TR3 6RX

George Jago Esq
OGA Newsletter Editor

31 January 2000

Dear Mr Jago

Jack Miller's article, followed by Jon Wainwright's letter on the Royal Mersey Rivers Class, were most interesting. Perhaps other members may be inspired to record their memories and stories of similar local classes before it is too late.

When I started sailing as a boy on the Mersey in the mid 1940's, there was still plenty of talk about the Rivers boats racing as a class based at Rock Ferry. I still remember some of the stories. The class broke up about 1935 after the introduction of the bermudian rigged 'Mersey Mynes'. After the class dispersed, some boats certainly adopted a cutter rig, but I believe that until then they were all sloop rigged with a jack-yard tops'l.

The class were laid up each winter in Bonds Yard, now long gone. Although their topsides varied in colour, I was told that all the boats had white anti-fouling - maybe they economised by buying a big tin! The bowsprit was a spruce spar extending only about 3 feet from the stem. There was no bobstay. During the racing season, tension on the jib halyard caused the spar to curve upwards. This curve was encouraged in the off season by hanging a lump of ballast from the end. Then in the Spring the spar was refitted curving down to help maintain a tight forestay.

In my copy of the class specification, the draft is given as: "2 feet 9 inches to 3 feet". Was this to allow owners to alter the displacement to achieve optimum performance, or was the designer/builder not quite sure how his creation would float when built? Another anomaly in the specification is the statement "copper fastenings to steamed timbers". Unless my memory is seriously at fault, I was certain that these boats were built with all sawn frames. I know that *Severn* had steamed timbers between each frame, but thought that these were only fitted when she was kept on an exposed drying mooring at Southend about twenty years ago.

Severn had an unusual history. She sank early in her racing career and remained on the bottom of the Mersey for twenty years, until discovered and raised by the Mersey Docks and Harbour Board, who

17/19 July Douarnenez

Follow the herd

TBA

Take your anchor

28 Jul/1Aug Plymouth Classics

Smart yachts alongside

Tel. 01752 406711

Take your flags

2/4 Aug Fowey Classics

Fun on the pontoons

Tel. 01726 832401

Take your fenders

4/6 Aug Falmouth Classics

Seamless organisation afloat

Tel. 01326 373613

(Incl. OGA Race)

Take your tender

There is also the Celtic Voyage 2000 running to link up many of these events. It starts at Wexford, Ireland and finishes at Plymouth. Contact - Celtic Voyage 2000, PO Box 2000, Falmouth, Cornwall TR11 2ZD, or tel. 01326 314315.

All these events have the effect of increasing public awareness and ongoing interest in traditional sail, especially gaff rig. They deserve your attendance and support, and even a little forgiveness when things do not go according to plan. Please remember, when participating in races or sails in company, that many of the larger vessels have limited ability to manoeuvre, so please be prudent in allowing adequate sea room. This is particularly relevant in Brittany, where very large numbers are expected.

Frank Argall - Area Vice President

Just received, via Pete Greenfield (Water Craft), is news of the third bi-annual Mousehole Maritime Festival on Sunday 2 July 2000. They say - 'We are looking to invite Luggers and Gaffers, etc. to join us in Cornwall's most westerly harbour, which was once a place of departure for pilgrims to Santiago de Compostela in Spain. Visiting boats can either moor alongside the 14th century pier or anchor off in an

uncluttered safe anchorage'.

If you require more information, please contact Leon or Sylvia Pezzack on tel. 01736 731655.

Mike Collins - Area Secretary

BRISTOL CHANNEL

A Happy New Year to all Bristol Channel members!

Since our meeting last year we have gained a few new members in the area and I have made contact with most of them. If not, it is probably because I don't have a telephone number for you, so please get in touch.

We had arranged that we would meet to see the gathering of Pilot Cutters in Pill last summer, but Bart Wordsworth, who had agreed to co-ordinate this, received no calls at all. Subsequently, very little interest was shown in Colin Green's offer to run a guided walk to see the wrecks of the Severn Trows at Sharpness. If these events were not popular, has anyone got any better ideas?

As far as sailing events go, I am prepared to organise something this summer and I would be grateful if those members with boats in the area would get in touch and let me know what would be best - race, rally, small boats, yachts?

Gloucester Docks have been worth a visit recently. This winter, *Mascotte*, *Alpha* and now *Hirta* are resident. Tony Winter and Tommi Nielsen have acquired *Hirta* and they are looking for a prospective purchaser before commencing a total rebuild. She really is looking sorry for herself at the moment, covered in a tarpaulin and wedged in among the scrap, with her planking looking more like clinker than carvel. *Eye of the Wind* has also been in dry-dock, along with a number of other large traditional boats, including *Mid-somer*.

The pre-season meeting for this year will be held in Gloucester at "Dr Fosters", a pub in the docks, at 7.30pm on Friday 31 March.

CORNWALL

Notice is given that the Annual General Meeting of the Cornwall Area will be held at 7.30pm on Wednesday 22 March 2000 at Prince Regent House, Perranwell, Truro. As well as providing a get together of members, the main purpose of the meeting is to elect officers and plan future events. Any nominations and items for inclusion on the agenda should be submitted to the Area Secretary, Mike Collins, tel. 01872 863096.



Fitting out, Tregortreath

Photo: Dick Dawson

The Cornwall Area has again been invited to hold its Annual Area Race as part of Falmouth Classics Weekend. Last year, this was a great success with a much greater than normal turnout. The date scheduled for this year is Sunday 6 August, with a midday start in the Carrick Roads. Further details from the Area Secretary, as

above, or from Falmouth Classics (tel. 01326 373613). Either way, please get your entries in early and put this in your diaries now.

A guide to some of the forthcoming festivals in the West - this informs the reader as to what might be expected at the various traditional boat events in the West of England and the West of France this summer. This is based on previous experiences, all of them good. The British ones will make a small entry charge: the French do not. However, there are no free lunches, so to speak, as they all have a cost. They are all run by volunteers, usually unpaid, many working long hours behind the scenes, and often canvassing local business for support. Apart from Brest 2000, which is highly professional in its marketing and publicity, they are all run on a shoestring budget. Many of the key organisers are members of the OGA and/or local yacht clubs. Many events state they are for 'Classic boats', but they seldom define what this is. Broadly speaking, if your vessel is interesting to the traditional boat fraternity, your entry will probably be welcome. This includes both gaff and bermudian craft.

9/11 June Looe Sea Festival
Luggers Rule Okay - Tel. 01503 264698
Take your legs

7/10 July Penzance Sea Festival
Altogether in the Wet Dock
Tel. 01326 362341
Take your oilies

7/9 July Fete de Pors Beac'h
Fun in the woods
Tel. 0033 (0)298206098
Take your wellies, Be prepared to beach

9/11 July L'Aberwrach 2000
Great run ashore
Tel. 0033 (0)298897844
Take your charts

12/16 July Brest 2000, C'est magnifique
Tel. 0033 (0)298322000
Take your aspirin

were doing some dredging. When recovered, the hull was found to be in good condition and she was soon sailing again with new sails and spars. In the late 1930's, she was owned by an old friend of mine and based on the River Alt at the Blundellsands Sailing Club. She spent the war years in the club laying-up ground, but was removed at the end of the war. Many years later, I saw her for sale at Heybridge Basin.

A paragraph in the 'Yachting Monthly' for February 1912, mentions the adoption by the Royal Mersey YC of the one-model 'Rivers' class and mentions that they are identical with the one-model 'Jewel' class of the Blackpool and Fleetwood YC. This would seem to imply that by 1912, the 'Jewels' were already established. Does any member know how many boats there were in this latter class and when they were first built?

Yours sincerely

Mark Miller



CHLOE MAY in the Caribbean
Photo: Donny Dolphin

The Caribbean
22 January 2000

Dear Editor

My old Dad, Big Donny, told me when I was a lad, about these boats that used to come over here when he was young. He said they were called GAFFERS. Lately, in my fishing expeditions between Bequia and Trinidad, I have found some of these and they are just like my Dad described. I thought that you would like to know that they've clearly got their migration patterns into coming my way. They seem a shade different to these flash plastic tubs that we get around here a lot. I'm used to these things called CHARTERERS and LIVEBOARDS that come and play loud music and have wizzy rubber dinghy things, but these GAFFER people come and speak a different talk. They have square sails that seem to 'clack' a lot and they have lots and lots of rope for people to play with. The people spend a lot of time cleaning and varnishing that nice wood stuff, all over, that the 'plastics' don't have.

When they are sailing along, me and the boys do our jumping act for them and then they like us to swim around the front for a bit. We usually do it for about ten minutes - just long enough for them to go and get their cameras and then we go off to the local fish shop for a snack. We are going to set up a business as 'Dial a Dolphin' and we will come round for photos.

Anyway Ed, (I learned that's what I call you from 'The Daily Dolphin') I've sent some pictures taken by my old camera that someone dropped to me. Get lots of those, I can probably do you a good deal on one - boats are always dropping them to us - sunglasses, buckets, keys, hats - got plenty. Pictures taken when the boats are at anchor, in Trinidad or Bequia, coz I can't master the art of holding the camera steady during the jumping routine

Bye for now Ed. Whistle*Pop splurge!!

Love Donny Dolphin

George Jago
Editor, Gaffers Log

West Tye, Tyes Cross, East Grinstead
West Sussex RH19 4HT

16 January 2000

Dear George

Handicapping extreme craft

(Warning - non-racing members will find this letter injurious to their health - or at least, very boring).

Whilst it is generally accepted that the T(H)CF rule for handicapping our race fleets works very well for the majority of members' boats, in recent years we have seen a number of boats whose design could be seen as extreme, when compared with the mythical "average" gaffer. Some of these are carefully restored racing yachts, some are modern racing yachts sporting a gaff rig. Some are traditional designs built with modern lightweight materials, some are modern designs built in the same way. A few are best described as freaks. Many have the potential regularly to win races because they can generally complete the course faster than the average boat. No handicapping system can handle such a wide range of boats.

This poses a problem for the OGA, with its remit to encompass all types of craft; old, new, slow, fast as long as they have a gaff rig.

I know that the Sailing Sub-Committee has been considering this issue, but I fear that many members, seeing no solution, think that the OGA is ignoring the problem. I do believe that the Association risks losing the support of some racing members, either because their average boat is never in the prizes or because their extreme boat's consistent winning performance leaves them short of competition.

Solutions have been proposed and I describe some of them below. I sincerely hope that this will encourage members to give this difficult and sometimes divisive issue some thought, which I hope they will share with us all in your columns.

Adjust the handicap of a regular race-winner to give others a chance. This method is used by many clubs for "fun" racing, but is perhaps not suitable for our areas' annual races, which are maybe a little more serious.

Put the hot-shots in another class. Some areas already have separate classes for old and new, traditional and modern. However, who defines what constitutes a hot-shot, and how can a lone hot-shot race in a class of one?

Exclude from the prizes extreme boats that win too much (this has seriously been proposed, believe it or not), or ask the owners of really radical craft not to spoil it for the others and go away. This type of thinking smothers innovation and reeks of sour grapes.

I don't think that any of the above ideas present us with a complete solution. What do other members think? If you have any ideas, please let us know.

Yours sincerely

Dick Dawson

at building up the membership. For health reasons, he has now resigned and we are delighted to report that John Crozier has taken on the job. John is Hon. Sec. of the Royal Dart Yacht Club and he has kindly offered to take on the role of Secretary for us. John is the new owner of Oysterman 16 *Oystermoid* and is likely to become a regular and keen competitor amongst the smaller gaffers.

- We now have 6 Falmouth Oystermen in the river Dart, these being *Marie-Louise*, the original wooden one, 2 other day-boat Oystermen and 3 cabin Oystermen. With good fortune, we shall be able to attract a few more over the next few years and already the existing boats are competing and doing well in local events.

Devon gaffers have been winning several regattas in the South West. *Ripple* (Peter Lucas), *Dorothy* (John Holden), and *Marie-Louise* (Mike Lucas) all won their classes in the Plymouth Classic Regatta. *Diana Joan* (Peter Wyatt) was also there being, at 1904, one of the oldest boats competing. *Kelpie* was competing in the Solent, winning her class in the Round the Island Race, and several boats went on to Fowey and Falmouth to 'fly the flag'.

Sat 18 March	Commodore's Supper	Pre-season 'get-together'
Sun 28 May	Bow Creek Race (RDYC 13.00)	Gaffer class
Fri 9/Sun 11 June	Salcombe Festival 2000	Rally
Sat 24 June	Start Bay Annual Gaffers Race	Devon Area annual race & barbeque
Sat 8 July	SGBA Regatta	Small gaffer race, Stoke Gabriel
Sat 5 Aug	Dittisham SC Regatta	Small gaffer race
Fri 18/Sun 20 Aug	Brixham Regatta	Gaffer racing
Wed 23 Aug	Passage Race	Brixham to Dartmouth
Thur 24/Sun 27 Aug	Dartmouth Regatta	Gaffer racing, incl. RNLI race
Sat 9 Sept	SGBA Regatta	Small gaffer race, Stoke Gabriel
Sun 1 Oct	'In-River' Race & Rally	Morning race, lunch, music and fun

Please contact myself or John Crozier for further details.

Mike Lucas - Area Commodore

The annual Start Bay race was won overall by *Marie-Louise*, Mike Lucas thence becoming our Commodore for 1999/2000. Winner of Class 1 was *Dirk II* (Graham Benton) and second was *Kelpie* (Brian Keelan). Class 2 was won by *Dorothy*, with *Mizpah* second, and Class 3 by *Marie-Louise*, with *Esther* in second place and *Oystermoid* third. Various other memorable trophies were presented, including the oldest combined age (boat and crew) to *Diana Joan*, the Gaffer Paddle to the youngest crew member, Holly Holden, and the Victory trophy to *Dirk II* for the longest passage to our event.

A good turn out for Dartmouth Regatta resulted in 15 entries for a 4 race series. Overall winner was *Mizpah*, closely followed by *Dorothy*, *Marie-Louise*, *Ripple* and *Kelpie*. We look forward to a return of visiting boats from the Solent and Falmouth next year, who will be assured of a warm welcome and friendly gaffer social activity.

Our events for the coming season are shown below, where we also identify a number of events, including rallies and barbeques, to interest the non-racing gaffer owners.

CINQUE PORTS

This year will see the second Entente Cordiale Rally at Eastbourne, in Sovereign Harbour, on the 8th and 9th of July. We hope to make it an event to remember by including "time yourself" feeder races from both East and West. With the co-operation of the East Coast, Medway & North Kent and Solent areas, this is planned to be the OGA "Millennium Event" in the South East.

Free moorings are to be provided once again by Sovereign Harbour Marina Ltd., our generous hosts, and entries for the rally and race will be free. Full details will be available shortly.

The growing fleet of French traditional craft based from Dunkirk to Le Havre have been invited and we look forward to making them welcome - as we do to OGA members from any area, who are able to take part. This event is the first weekend of a week of celebrations by Eastbourne Borough Council in conjunction with Le Tréport and the following weekend, a flotilla of boats from there will arrive to take part. All OGA participants are invited to stay for the week if they wish, at no extra cost.

David Cade - Area Secretary

SOLENT

YARMOUTH OLD GAFFERS FESTIVAL -
2/4 JUNE 2000

Yarmouth Town is looking forward to welcoming the OGA to our fourth annual Festival in June. The extended programme is full of entertainment, fun and of course Gaffer racing.

We have continuing support from our sponsors - Isle of Wight Council, Wightlink, Yarmouth Harbour Commissioners, Wight Leisure, Classic Malts of Scotland, Classic Boat, Wicormarine and additionally this year, Yarmouth Shipping Co. Ltd. and Badger Ales. This enables the Festival committee to stage a very full programme for OGA members and for the many

thousands of visitors who now look forward to this weekend.

Amongst the many events planned are 'The Best Dressed Boat and Crew' (any period or style) and 'Concours d'Elegance'. We shall be holding the crew party in a marquee on the quay with live bands and Badger Ales - so it looks like a very jolly time ahead!

We extend a warm welcome to you all. Please register early with Geoff Skinner, tel. 01489 572427.

Pat Lester - Chairman, Old Gaffers Festival Committee

Other events in the Solent Area this year are -

26 May Isle of Wight Festival of Sail at Shanklin.

17/18 June 3 Creeks Race (Ashlett, Newtown & Wootton).

15/16 July Marchwood Rally, Southampton Water.

9 September OGA Annual Race & Rally.

23/24 Sept Rally & Centennial Chase, Yarmouth, IOW.

Please contact me for further details.

Geoff Skinner - Area Secretary

DEVON

We have a number of well-kept wooden gaffers in Devon such as *Kelpie*, *Cleone*, *Dorothy*, *Mizpah*, *Ripple*, *Muriel*, *Diana Joan* and *Marie-Louise*, all of which are competing in our events throughout the season. With nearly 100 subscribing members in the Devon Area, many of these are represented by production yachts such as Shrimpers, Gypsies, Smugglers and Oystermen and a collection of the Heard Falmouth Gaffers such as Toshers and a range of 23-28ft Falmouth working boats.

John Bryan has been Devon Area Secretary for two years now and has worked tirelessly

DUSMARIE

by John Crossman

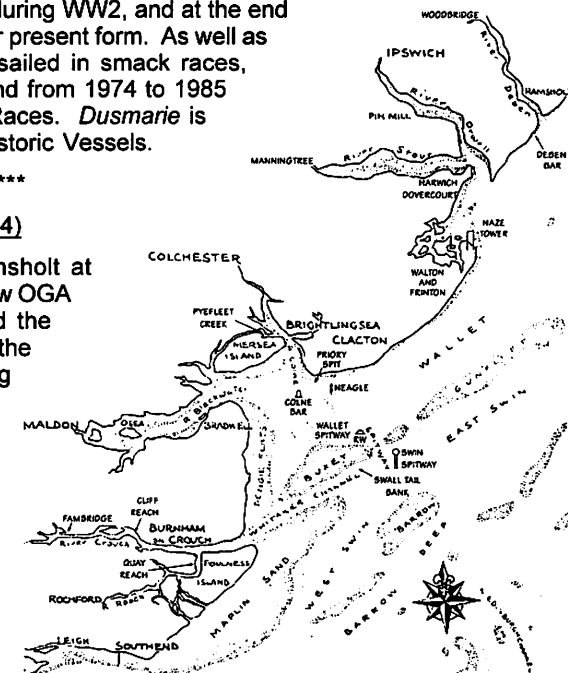
The following notes describe *Dusmarie's* East Coast cruise from 2 to 6 August 1999. It was short, but very sweet, all the more so for being the first proper trip for the vessel and her owner after the major reconstructions both of them have undergone in the last year or two.

Dusmarie entered this world in 1884 at Brightlingsea, Essex, as the Colchester smack *Daisy*, CK268. She was sold for conversion to a yacht on Christmas Eve 1932 to begin a second life, a life of adventure which took her along most of the shores of Europe from the Gulf of Bothnia to the Black Sea under the command of Douglas Dixon. She was laid up in Sweden during WW2, and at the end of it she was totally rebuilt there to her present form. As well as taking part in OGA races she has sailed in smack races, yacht club regattas, RORC races, and from 1974 to 1985 she took part in the STA Tall Ship Races. *Dusmarie* is listed on the National Register of Historic Vessels.

Monday, 2 August (HW Harwich 15.54)

Arrived on board *Dusmarie* at Ramsholt at about 11.00 with John Spain and fellow OGA member Philip Treloar. We slipped the mooring as soon as possible, taking the motor boat to leave it on its mooring on the way down. The passage down river was taken at a good speed so that we could make the most of the remaining flood tide to take us along the shore, and the mainsail was raised on the way down to take some advantage of the light easterly wind and to speed us across the Deben bar. The easterly wind, force 2 or 3, was favourable for the run along the Essex coast, and once clear of the bar all sail was set including the topsail, mizzen staysail, and the large reaching foresail (the latter out of its bag for the first time for a few years!). Visibility was poor, a couple of miles at best and requiring a compass course until we could see the Naze Tower. As we passed across the entrance to Harwich we could just make out the Marine Parade at Dovercourt and wondered if my wife Margaret could see us. (She could just make us out, through binoculars, and said we looked wonderful with all sail set.)

It was a gentle passage past Walton and Frinton, with the tide adding to the good work being done by our cloud of canvas, but it did not last. The flood left us somewhere between Holland-on-Sea and Clacton, but with the curve in the coast the wind, which was increasing, was brought more on to the stern and the large reaching foresail could be goose-winged with a little help from the boathook. The early evening came grey and gloomy as we ran before the wind across the Priory Spit and through the channel north of the Eagle straight to the Colne Bar buoy. The mizzen staysail had to come down for the gybe round the Bar buoy,





Off the Naze

Photo: unknown

but we were now on a broad reach and as *Dusmarie* picked up her skirts and raced up the channel towards East Mersea my recollection of reading long ago a description of a fast night passage being likened to *The Ride of the Valkyries* had the three of us humming furiously. The reaching foresail was replaced by the working staysail, and the topsail was taken in as we passed the entrance to Pyefleet. The inflatable from the ferro cutter *Advent* came over to take a close look at us as we sailed by, and a little further up the Colne we rounded up, put on the engine, and stowed the sails before motoring into Pyefleet where at about 20.00 we anchored for the night just upstream of Jim Lawrence's bawley *Saxonia*.

Tuesday, 3 August (LW Whitaker Beacon 10.09, HW Fambridge 15.16)

After a quiet night and breakfast, we got away at about 08.00 under plain sail of jib, staysail, main and mizzen. We spoke to the steam tug *TID 172*, which had arrived overnight, as we passed it at anchor off East Mersea. There was a

need to land Philip who had to get back to London, and the alternatives that had been considered were Maldon, the pontoon at North Fambridge, or Bell Wharf at Leigh-on-Sea. It was agreed that Leigh might be too ambitious a target which gave no margin for missing high water to get alongside, Maldon was too unambitious and would require a bus journey to get to the train, and after consulting George Jago by telephone on our way out to the Spitway it was settled that we would go to Fambridge; we had to find somewhere to go alongside as *Dusmarie* did not carry a tender.

The gentle easterly wind was forecast to go round to the south west, and we were hoping that it would hold long enough to get us some way into the Burnham river. It did not. It was nearly low water as we came through the Spitway, and once through we were coming hard on to the wind to make up to the Crouch. It was a warm murky morning with the threat of rain, and the buoys were difficult to identify. A price had to be paid for our reluctance to go over towards the Whitaker no6 buoy, and we grounded on the Swallowtail bank almost at the point of low water. We were bumping gently and although the bow swung off to port to fill the sails and we put on the engine we could not get free. There we remained for the best part of three quarters of an hour bumping gently, the three of us standing or sitting at the bow to lighten the stern, but every lift taking us a few inches towards deeper water. By the time we were free the flood was running. A couple more inches of water and we would not have been caught, but neither would we have learned a lesson. While we were there some boats passed by a few yards to the south of us, one of them a pretty traditional looking gaff ketch flying a Dutch flag, but with a French look about her hull; a straight stem and upright transom stern, probably about thirty five foot long. She was sailing easy out of the Crouch under headsail and mizzen, and it appeared that she too might have grounded briefly as she approached the Spitway. We were to see her again.

16/25 June East Coast Classics Millennium Cruise. Cruising, racing, partying, Brightlingsea to Lowestoft

17/18 June Open Boats Weekend, Walton & Frinton YC. Swallows & Amazons Race, Walton Backwaters; Picnic to Beaumont Quay; BBQ Stone Point.

22/23 June Southwold Rally. Sole Bay Race & Passage Race to Lowestoft. Socials at Harbour Inn and Southwold SC.

24/25 June Lowestoft Millennium Maritime Festival. Classics/Smack race; Fish Fayre; berthing and social at Royal Norfolk & Suffolk YC.

1/2 July London Rally. Weekend at Poplar Dock.

22 July East Coast Area Old Gaffers Race, West Mersea YC.

23 July (2 wks) North Sea Classics Cruise. Cruise to Frisian Islands, return through inland waters to Roompot/Flushing.

26/28 August Walton & Woolverstone Rally. BBQ Stone Point, passage to Woolverstone.

16 September Maldon Town Regatta & OGA Anniversary Rally - Racing from West Mersea to Maldon; Shanty & Folk Festival,

Hythe Quay; Social Maldon LSC.

Jon Wainwright - Area Secretary

MEDWAY & NORTH KENT

We are pleased to report that MNK Area Sec. Lena Reekie is steadily getting better following the fall she had whilst attending her boat, *Linnae*, back in October. Broken ribs take a long time to recover, but she is looking forward to the coming season.

Last year, MNK merged it's Annual Race with the Medway Smack & Doble Association's race. This formula proved quite successful and so we are repeating it this year. The date for the event is Saturday 24 June and the start will be rather early at around 08.00 hours. This will enable a better course to be set and more time at the end for post race socialising. The Visitors Concrete Lighter at Queenborough has already been booked, so there should be no problems finding a mooring.

MNK will be holding a Rally over the August Bank Holiday weekend, at a venue yet to be decided. Proximity to a "watering hole" will be uppermost in the plan. In the mean time, please pencil it in your diaries.

Our Area AGM on 4 February, was too early for inclusion in this issue of Gaffers Log. The venue - the Eagle Restaurant situated on the East Pierhead of Ramsgate Harbour. The tide will be out, so there should not be the problem of getting there as shown in the photo, taken in lulls in the blizzard in an earlier February.

Robert Holden - Area Vice President



Ramsgate Harbour

Photo: Robert Holden



End of race, Hythe Quay, Maldon

people who set such courses directly across a congested channel.

Whilst all this was going on, a race for open boats was started off Heybridge - it had to be short because there could have been problems had they still been racing off Hythe Quay when the big fellows came through. This year we had a guest fleet of Cadet dinghies.

The main fleet ran up the ever narrowing river past the Hythe Quay with guns firing, bands playing and crowds cheering from the water front. Many took to the mud shortly afterwards in fear, because there was no way finished boats could thread their way back through those still racing! However, eventually all settled down and a lone plastic boat on the quay suddenly found himself principal pontoon for most of the prewar Maldon Fishing fleet - as the fleet took the ground he lost about two foot in beam.

Ashore we had Shanty Jack demonstrating his trade, with 'Legacy' providing a sixties alternative. Prize-giving was held in Maldon Little Ship Club and a toast was made to the Old Gaffers Association, which was formed at MLSC back in September 1963 by John Scarlett & Co. The evening ended (or did the morning get well started) with

the traditional party on *Merlin*.

The OGA's thanks go to Mike Emmett and the Maldon Town Regatta committee for all their work, to Maldon LSC, to Jennie Edwards for the use of her house for the OGA office, to Sue Taylor for help with working out results, cooking both meal and the Mersea Caps for the MFOB's.

Principle Cup Winners were as follows:

Smacks	<i>Dorothy</i>	1956 Cup
West Solents	<i>Blackadder</i>	Chamber of Trade Shield
ECODs	<i>Wizard</i>	Downs Road Trophy
Large Gaffers	<i>Asti V</i>	OGA Anniversary Cup
Small Gaffers	<i>Maryll</i>	Borough Arms
Classic Yachts	<i>Vana</i>	Yacht Cup

EAST COAST AREA EVENTS FOR 2000 - latest position -

18 March Shanty Night, Maldon. Fund-raising for Maldon Town Regatta and OGA Anniversary Rally.

30 April Foulness Rally. Cruise in Company to Foulness Island; social at the "George & Dragon".

20/21 May Manningtree Arts Festival Rally. Parade of Sail etc. to Manningtree Quay, party in Pontet's Parlour.

27/29 May Crouch Rally. Whitsun Regatta at Royal Burnham Yacht Club.

9/11 June 3 Rivers Millennium Festival. Sailing, regatta sports, social events at Haven Ports YC, Levington.

Photo: Jon Wainwright

We now had to tack, but with the tide running in our favour we were covering the ground quite well against the light to moderate breeze. There were a few occasional spots of rain. All went well until we neared Holliwell Point on the north shore. With the channel swinging slightly to the north we were now getting a better fetch on the port tack. Philip said he thought we were getting too close in, I dithered a bit thinking we could go further, then we touched. The tide was flooding strongly now and it seemed that we might have to put out an anchor to stop the tide pushing us further on to the bank as it rose, but by dropping the headsails and using the engine we were able to get the bow pointing into deeper water and off she came easily. Once into the river proper we were able to fetch along without any further

tacking until we were in Cliff Reach where the wind came flukey off the shore by the buildings of the timber yard, but past that the wind came free again and quite fresh at times to have *Dusmarie* sizzling along in the calm water of the river. As ever, the inevitable awkward boat turned up when we didn't need it, this time a smallish modern yacht with an elderly man in braces and white gloves who came down river and turned in front of us, his crew of two taking no part in their proceedings. But we were sailing faster, and we passed him before we got to Fambridge.

We stowed the mizzen on the approach to Fambridge, and Philip took us in fine style along the line of moorings nearest to the pontoon. We had telephoned George again as we cleared Creeksea, and there he was on the wall waiting for us. After we were through the moorings we tacked through the wind, let 'our friend' cross our bow, then dropped the staysail and stemmed the tide to come alongside the pontoon under jib and scandalised main. A backspring from *Dusmarie*'s quarter to a cleat on the pontoon brought her close alongside.

There followed much coming and going to George's cottage up the road, visitors anxious to look over *Dusmarie*, taking in some water to top up the tanks, George insisting that I take his spare Avon inflatable which was already old when we first had it in our jointly owned ex Whitstable smack *Ibis* thirty years ago, and finally, after saying good-bye to Philip and leaving him in George's care, John and I sailed away. The tide had turned and as we were pointing down tide I had the engine running in case it was required to clear the moorings, but in the event it was not and it was soon switched off. We ran on the starboard gybe all the way to the entrance of the Roach under jib, staysail and main. A gentle evening sail. Sails were handed at the entrance to the Roach and we went in under engine to anchor close up by the western bank a short distance up Quay Reach, or Brankfleet. It was a perfect berth, not for the beauty of the surroundings which became more bleak as the banks were exposed, but for the silence, the stillness and the absence of movement. When dark came it seemed that every star could be seen in the clear sky and the phosphorescence in the water was like stardust; as much as I have ever seen. No lights were visible on shore, except the looms of the lights of Southend, Clacton and Colchester, and for a time it seemed wrong to spoil the darkness with the glow from our anchor light.

To be continued.....



At Fambridge

Photo: Philip Treloar

RYA SNIPPETS

Small Craft Admiralty List of Radio Signals - Also to be known as Volume 9, this summary of ALRS aimed at small craft, will be available in January 2000, cost £14.95.

WGS 84 - Beginning in January, all 310 UK Charts will be reprinted using WGS 84 chart datum. The task will take 3 years to complete and will be followed by Northern Ireland and then the Channel Island charts. Charts so changed will be boldly overprinted 'WGS 84 positions can be directly plotted on this chart'. The effect will be to change the Lat. and Long. grid of the chart, thereby changing the co-ordinates of every point on the chart. For instance, the 0° Longitude Greenwich Meridian will no longer pass through the reference objects placed to mark it. When using such charts, GPS sets must have the chart datum set to that of the chart and waypoint lists must be checked to ensure they are in safe water. The shift is likely to be less than 150 metres but for those with DGPS the distance will be noticeable.

Notices to Mariners - Starting weekly from 1 November 1999, Notices to Mariners are published on the Internet at: <http://www.ukho.gov.uk>. Block corrections will be in monochrome. At some later date, probably April 2000, a linked reference by chart number will be included so that all corrections applying to a particular chart can be listed. At another later date, those having particular reference to small craft will be highlighted. It is reported by the Hydrographic Office that some Notices to Mariners printed in yachting magazines are as much as 6 months out of date. Beware!

Military SAR Services - The Strategic Defence Review (SDR) has recommended that Search and Rescue services by the military to civilians be maintained at present levels. The original concept of military SAR was that it was primarily to be in support of the military. However, the statistics show that 95% of SAR operations involve civilians and only 5% are military and therefore 'paid for'. The SDR has recommended that this situation continues, based on the same statistical split of civilian and military operations.

High speed ships' wash - The recent fatal accident in which a small fishing craft was swamped by the wash of a high speed ship (HSS) on the approach to Harwich has once again highlighted the RYA's continued concerns about the dangers posed to all other sea and seashore users by HSS operations. On both sides of Belfast Lough, repeated incidents of small craft being put at risk, particularly on slipways and beaches, following the passage of one of the several HSSs which run into and out of Belfast, have been reported. For the most part, the response has been simply to advise people to keep away from the shoreline if a HSS has recently passed by, and to keep a close eye on any children in boats in shallow water. RYA Northern Ireland are monitoring the situation closely, and continue to press the MCA to impose sensible speed and wash limits to reduce the increasingly obvious dangers that these ships can cause.

UK Report to the EC Commission re. Implementation of EC Directive 92/29, Medical Treatment on Board Vessels - Mainly aimed at the commercial sector, listing medical equipment required to be carried, this could be of interest when looking for guidance on setting up your own on board First Aid. Anyone interested in a copy should phone me on 01843 582997.

Robert Holden - OGA External Liaison Officer

CREW WANTED

Sailing season 2000

I am the owner of the 32ft Wylo *Sparky* and am often in need of a crew, in particular for a planned trip to Holland, N Germany and Denmark this year.

Please contact - John Walden, tel. 01249 813672.

NORTH EAST

Plans for this year are forging ahead and the year 2000 looks like being the most active for a long while (ever?). In May, we may arrange a social to start the sailing season, perhaps to coincide with the visit of the *Grand Turk* to Newcastle. Any frustrated Hornblower out there? Contact me if interested.



Area Sec. Richard Montgomery

Photo: John McDonagh

At the beginning of June, Peter Scott and myself are trailing our Whammel boats north to sail from sea to shining sea as part of the Great Glen Raid.

Later in June, we are hoping to repeat the success of last year's Hartlepool meeting. We are holding a meeting on 24 and 25 June, during the Hartlepool Maritime Festival. I have joined the Coble & Keelboat Society and they are holding their main meeting in Hartlepool at the same time. We are hoping to forge closer ties with this sister organisation, whilst retaining our distinct identities. It should make for an interesting and impressive sail in Hartlepool Bay, if the weather is kinder than last year.

Later in the year, we hope to meet on the Tyne or possibly at Blythe. More details to follow, or contact me on tel. 01325 333051.

Hope to see you sailing.

Richard Montgomery - Area Secretary

EAST COAST

MALDON TOWN REGATTA & OGA ANNIVERSARY 11 September 1999

Adverse tides and thick fog might have delayed some attending this event, but my goodness, it really was a lovely day. Fifty smacks, classic yachts and gaffers started off in a light sea breeze off the Nass

Beacon, a really beautiful sight. The West Solents, *Asti* and *Hardy* glided off in pursuit of ECOD *Wizard*, smacks such as *Charlotte*, *Sunbeam*, *Ethel Alice*, *Peace* and others in hot pursuit. Whilst the first mark off East Mersea was attainable by most, to cross to the second off St Peters required some skill to achieve in smaller slower boats, fighting the sluicing flood tide with only a head wind to help. However by working the shallows off the flats with a careful eye on the fish-finder, it was just possible.

Once round the second mark, it was a gentle broad reach up the Blackwater, although some of the West Mersea YC

race marks were difficult to locate in the prevailing conditions. Jamie Clay's yawl *Firefly* with ECOD *Chittabob* and Quay Punt *Juanita* were soon catching up the big smacks. Some boats having missed the start, such as the smack yacht *Merlin* and Crispin Thomas' new ECOD (ex *Joyce*) joined in the procession, which finished in glorious sunshine off Osea. Boats anchored to watch the fleet re-assemble, many taking the opportunity for a swim over the side.

When the fleet had gathered, the Parade of Sail was started with a now brisk wind astern, the Blackwater churned into foam from the wash of a now even bigger fleet of traditional craft. Then some bright spark decided to route the Wayfarer Nationals at right angles to the restricted channel. How 100 Wayfarers crossed that many bowsprits line abreast without collision or serious injury is a tribute to the skill of the people in both fleets, but no tribute to

Jun 24/25	Galway Hookers at Portaferry, NI. John McAlea, tel. 02842 729532.
Jun 24/25	Lowestoft Fish Fair, inc. Classic Yacht & Smack racing, Royal Norfolk & Suffolk YC.
Jun 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 2	NW AREA, Race round the cans, River Mersey. Tom Middlebrook, as above.
July 4/9	Peel Festival of the Sea, Peel, Isle of Man. Mike Clark, tel. 01624 861127.
July 7/9	Fete de Pors Beac'h. Pors Beac'h 2000, Mairie, 29460 Legonna-Daoulas, France.
July 7/10	Penzance Sea Festival. Penzance Tourist Dept., tel. 01326 362341.
July 8/9	OGA MILLENNIUM RALLY, Sovereign Harbour, Eastbourne, Sussex. David Cade, tel. 01797 223040.
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 15or16	NORTH WEST PASSAGE RACE, Liverpool Bay to Conwy. Tom Middlebrook, 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. Amicale des Olonnais, Quai de la Cabaude, 85100 Les Sables d'Olonne, France.
July 28/Aug 1	Plymouth Classics. Tel. 01752 406711.
Aug 2/4	Fowey Classics. Tel. 01726 832401.
Aug 4/6	Falmouth Classics. Tel. 01326 373613.
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 6	CONWY NOBBY, GAFFERS & CLASSICS RACE. Sue Farrer, as above.
Aug 6	CORNWALL AREA OGA RACE, as part of Falmouth Classics. Mike Collins, as above.
Aug 12/13	Herring Gutters Festival, Newcastle, Co. Down. Frank Connolly, tel. 02843 723445.
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/Suffolk. Jon Wainwright, as above.
Aug 26/28	MNK AREA BANK HOLIDAY RALLY, details TBA.
Aug 28	HILBRE ISLAND PICNIC, NW Area. Tom Middlebrook, as above.
Sep 1/4	OGA SMALL BOAT GATHERING, Derwentwater Marina, Cumbria. Pete & Sue Farrer, tel. 01270 874174.
Sep 9/10	SOLENT AREA ANNUAL RACE & RALLY, Cowes. Geoff Skinner, as above.
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 Benthams, 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.

OGA & OTHER TRADITIONAL EVENTS IN 2000

Feb 17/Jun 6	'Beside the Sea: the British Coast in Art', National Maritime Museum, tel. 020 8312 6565.
Mar 15	SCOTTISH EVENING, with Gaffers Boat Band & Pipers, Cockle Island Boat Club, NI. Peter Lyons, tel. 02891 453099.
Mar 18	COMMODORE'S SUPPER, Devon Area. Mike Lucas, tel. 01803 212818.
Mar 18	SHANTY NIGHT, Maldon, Essex. Jon Wainwright, tel. 01206 393537.
Mar 22	CORNWALL AREA AGM, Truro. Mike Collins, tel. 01872 863096.
Apr 14/18	Tall Ships in Southampton, start of European Race.
Apr 21	MNK SOCIAL EVENING, Shipwrights Arms, Faversham. Lena Reekie, tel. 01795 534212.
Apr 28/30	OGA OPENING WEEKEND, N Ireland Area. Peter Lyons, tel. 02891 453099.
Apr 30/May 1	OGA RALLY, River Roach, Essex. Denise & Trevor Rawlinson, tel. 01621 783969.
May 13	SCOTT'S BOAT-SHED PARTY, Port Penrhyn. Sue Farrer, tel. 01270 874174.
May 18/21	Boats on Show, Pangbourne, Berks. Tel. 01449 673680.
May 19/21	Maritime Festival, Dunkirk, France. FRCPM, 23 Rue Gosselet, 59000 Lille, France.
May 20/21	Manningtree Arts Festival Rally, N Essex. Jon Wainwright, tel. 01206 393537.
May 26	Festival of Sail, Shanklin, Isle of Wight. Geoff Skinner, tel. 01489 572427.
May 27/29	OGA WHITSUN REGATTA, River Crouch, Essex. Denise & Trevor Rawlinson, as above.
May 27/Jun 4	Brixham Heritage Festival, incl. Brixham Trawler Race on 3 June. Toni Knights, tel. 01803 852484.
Jun 2/4	YOGAFF, Yarmouth, Isle of Wight. Geoff Skinner, as above.
Jun 3/10	The Great Glen Raid, Scotland. Organised by Albacore B.P.2, 56400 Le Bono, France.
Jun 3/Jul 23	Celtic Voyage 2000. Tel. 01326 314315.
Jun 4	NW AREA, Race round the cans, River Mersey. Tom Middlebrook, tel. 0151 652 9744.
Jun 9/11	Looe Sea Festival. Tel. 01503 264698.
Jun 9/11	3 Rivers Millennium Festival, Haven Ports YC, Levington, Suffolk. Jon Wainwright for info.
Jun 9/11	Looe Sea Festival. Tel. 01503 264698/ 264702.
Jun 9/11	Salcombe Festival, Devon. Tel. 01548 843927
Jun 10	Round the Island Race, IOW. Tel. 01489 575227.
Jun 16/19	Mersey River Festival, incl. Nobby & Gaffers Race (18th). Tom Middlebrook, as above.
Jun 17/18	ARDGLASS 2000, N Ireland. Alan Aston, tel. 02890 426497.
Jun 17/18	3 Creeks Race, Solent area. Geoff Skinner, as above.
Jun 17/25	EAST COAST CLASSICS MILLENNIUM CRUISE, Brightlingsea to Lowestoft. Details in Area Notes. Jon Wainwright, as above.
Jun 23/25	Maritime Ipswich, Suffolk. Tel. 01473 262052.
Jun 24	MNK AREA OGA and SMACK & DOBLE ASSOC. RACE. Lena Reekie, as above.
Jun 24	DEVON AREA ANNUAL RACE, Start Bay. Mike Lucas, tel. 01803 212818.
Jun 24/25	NE AREA RALLY, Hartlepool Maritime Festival 2000, Northumbria. Richard Montgomery, tel. 01325 333051.

Vacancy for ASSOCIATION HON. SECRETARY



Pat & Dick Dawson & President,
Chatham '97
Photo: Robert Holden

For the last year, since Dick Dawson had to resign due to work commitments, the Association has been without a Secretary. I felt we needed time to think out what we require to serve our growing Association in the long term and not just follow on as before.

I am pleased to report that three key areas are in place and working well - these are Membership, Finance and the F&GP (Finance & General Purposes) Committee, running the day to day matters. We now need a person to act as a focus for the Association and to carry out the administrative side of meetings and other areas of OGA business as Hon. Secretary.

As I said at the AGM Committee meeting, I think we should look to the future and some new blood. Perhaps a person without a boat? Someone living in the South East of England and having some computer skills would suit our present requirements. Member or non-member, I have an open mind, and we will quickly give someone a joining form. We have the experience to say that this is not an onerous task, but it is interesting and the geographical aspect is simply to enable that person to attend meetings without long journeys.

In the first instance, please contact me for a chat if you think you would like to have a go, or if you know someone else for me to contact.

David Cade - President

David Cox M.Sc.

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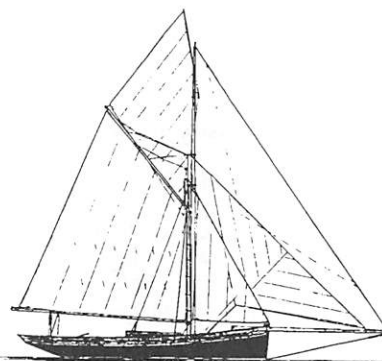
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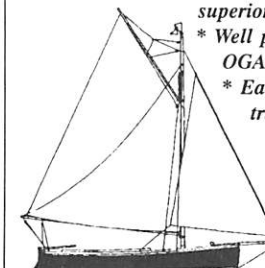
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