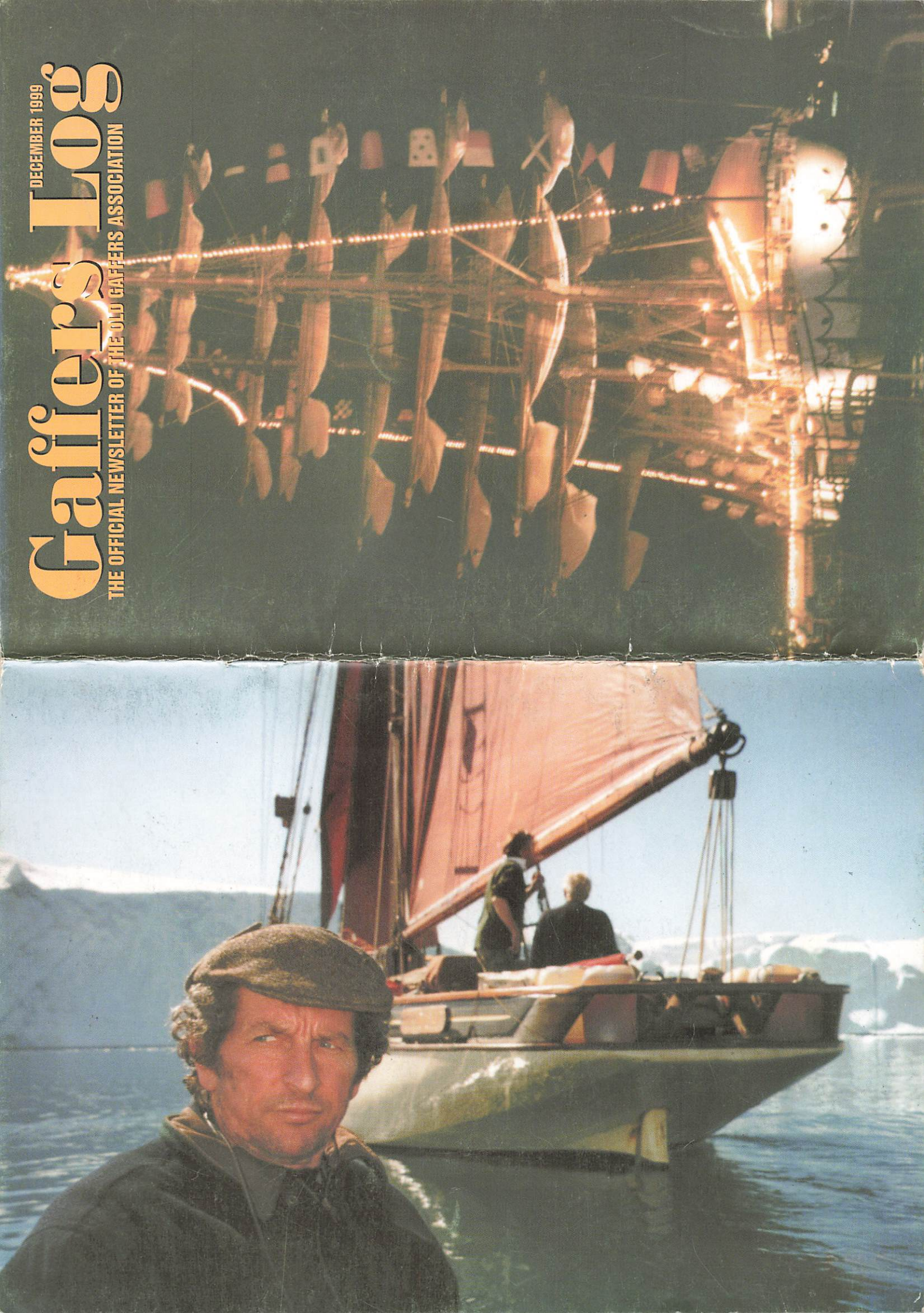


DECEMBER 1999

Gaffers Log

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



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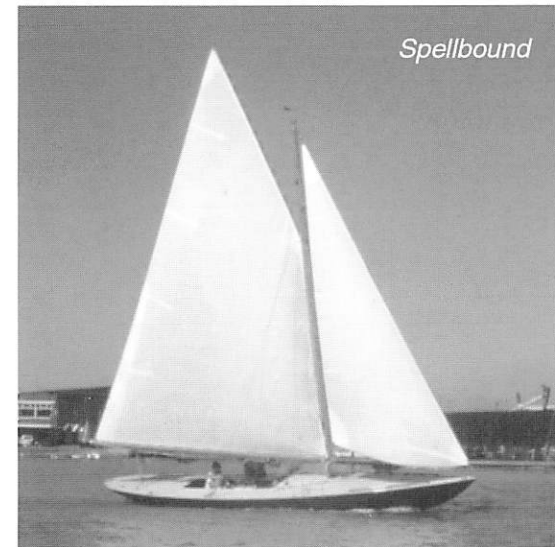


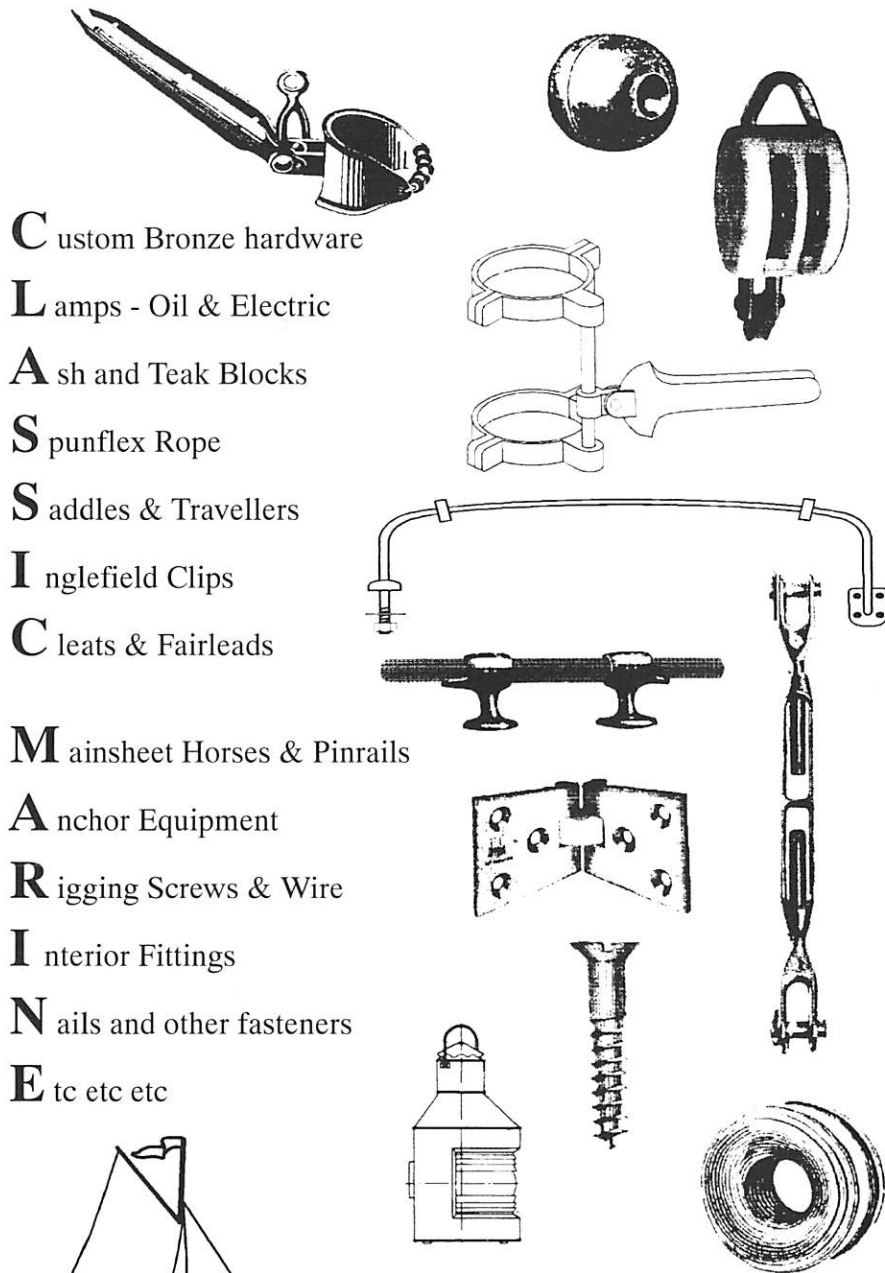
photo by: Den Phillips

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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.

OFFICERS OF THE ASSOCIATION

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Steps Cottage, Playden, Rye,
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Position vacant

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ALEXANDER NURNBERG
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2204 Krempe, Germany

WESTERN AUSTRALIA:

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6 Baskerville Street
Mundijong 6123, Western Australia

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Front cover : Spirit of Argentina (*Libertad*), by Robert Holden

Back cover : *Madcap*, Greenland '98, by Adrian Spence

ASSOCIATION AGM

After the Boat Show, join us at the Cruising Association for the AGM.

You need to attend the meeting to be able to join in the food, music and fun later.

Please read the AGM notice on page 6

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 "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 £11,000.

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

WALKER LOG

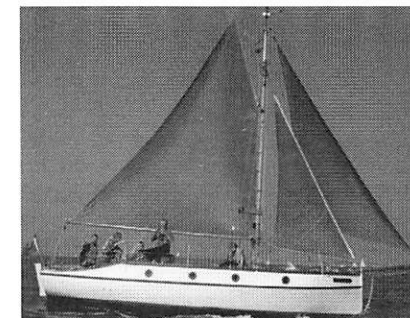
Walker Knotmaster S log, unused.
Buyer collects from Oxford. Price £50.

Contact: Tony Atkinson,
tel. 01865 556064.

PARAFFIN STOVE

Original Beatrice paraffin stove.
Price £40 o.n.o.

Contact: John Travis,
tel. 01243 378394.



WINKLE BRIG "TRINITY"

Length 17ft 6in. Built circa 1895.
Clinker construction, lug main and jib,
2 suits of sails. Restored by West
Mersea yard 1995. Galvanised trailer/
trolley. Price £1,650.

Contact: Mike King, tel. 01702 558770.

WANTED

Top swivel for Wykeham Martin furling gear No. 2.

Prismatic deck light type deep frame CB 0195 (Classic Marine)

Contact: John Travis, tel. 01243 378394.

CREWS WANTED

Brest 2000

Crew wanted for Brest 2000 in July next 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).

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 next year. (See my letter in this Gaffers Log).

Please contact - John Walden, tel. 01249 813672.

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. Powerful boat, designed and rigged for long distance cruising, single or 2 handed, has logged some notable voyages.

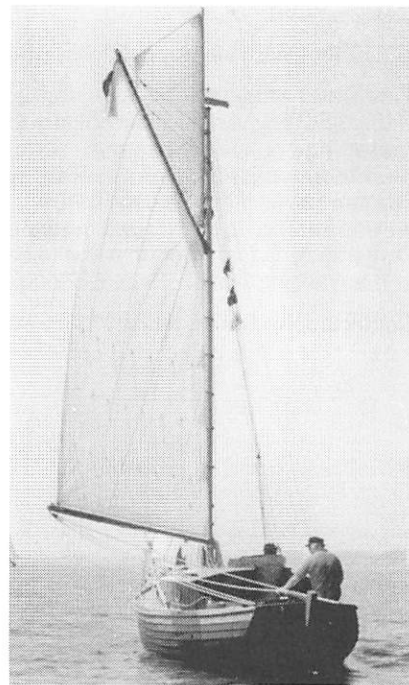
For more details, please tel. 01833 650653.



OPEN FISHING SAILING LUGGER

Length 18ft, glass fibre 2 masted open boat, inboard engine, lead keel. Price £2,000.

Contact: M Taylor, tel. 01983 282152.

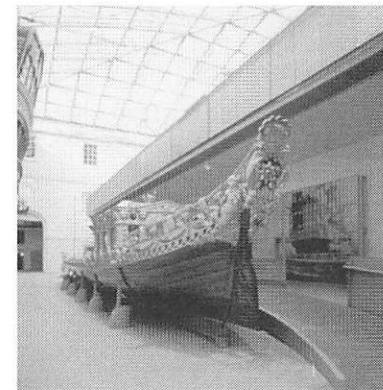


BERMUDAN SLOOP "ROSIE II"

LOA 18ft, Beam 5ft 6in, centreplate.

Built 1948. Carvel construction, pine/oak, cascovered 1978. Teak decked 1997/8, mast completely serviced 1999. Terylene sails with Wykeham Martin furling, outboard brackets transom. Moored Hillhead, Hants. Price £950 o.n.o.

Contact: Gavin Kirkpatrick, tel. 01703 612470.



Prince Frederick's Barge, 1732 Photo: NMM, Greenwich

I feel that we should call this edition of the Gaffers Log 'Trinity'. It is the last one of the year, the last this century and the last this millennium. So following this theme, there have been three events this century which are worthy of note to maritime enthusiasts like us.

First, in 1935, F G G Carr drew attention to the public at large, through the Society for Nautical Research (SNR), of the rapid demise of many types of local craft around the shores of the UK. In the 1930's, this caught the public imagination, Yachting Monthly ran articles on the work carried out by the SNR and Carr's presentation was even quoted by Lord Stanhope in the second reading of the National Maritime Museum Bill. The importance of small craft had been recognised.

Secondly, the 1950's saw a re-emergence of concern over the decline of traditional craft, but this time including leisure vessels like gaff-rigged yachts. Hence a movement started over 40 years ago lead, in the UK, by the people who later formed the OGA. This was at a time when racing, for both local classes and offshore, you had to be Bermudan rigged - except for *Fanny of Cowes*!

Thirdly this century, we have just seen the Government at last realising that we need a Core Collection of ships. Ships like the one above, which I know is not gaff but I admire the craftsmanship. As buildings on shore have been listed and protected for years, we now have ships big and small able to enjoy that protection. This Core List may not be your choice, but it is a start. Remember, they have been listing buildings for years and are still adding to the list. We have only just started and now the idea has taken root, we have a real treasure trove of vessels to be considered. Some even under 40 feet and 40 tons but all part of this country's rich maritime living history.

Let us not lose sight of just how privileged we are to be boat owners, however big or small she may be. As we move into the next Millennium, what are our thoughts and hopes for a future trinity of progress? It appears that individual groups of traditional sailing organisations are working together more and more. As time goes on, may this develop for the greater good of us all. Secondly sailing, as a sport or pastime, is not attracting the youth of this country. But perhaps it is up to us all, as Mike Burns explains in his letter, to individually do as much as we can to show how good sailing is. Thirdly is the hope that the need to preserve maritime skills is recognised before it is too late. High profile projects such as the re-building of Windsor Castle after the fire and the recent restoration of the *Victory* obtain the craftsmen, but what happens in the future at the more everyday level of owner and his boat. I feel this is now an area which urgently needs to be addressed, before all the old tools and know-how disappear.

To finish - the promised visit by Patrick Reid, President OGA of WA, took place, even if he did get wet in a sudden rain storm. Sorry about that Patrick but it was good to meet you. Visitors from other areas give us a lot of pleasure - long may the Association keep going.

I know its the Millennium but I feel there is little extra I can say other than enjoy the celebrations, all the very best for Year 1 of the 21st century - and may the price of antifouling come down in the new Millennium.

Copy date for next Log is 1st February 2000

George Jago - Editor

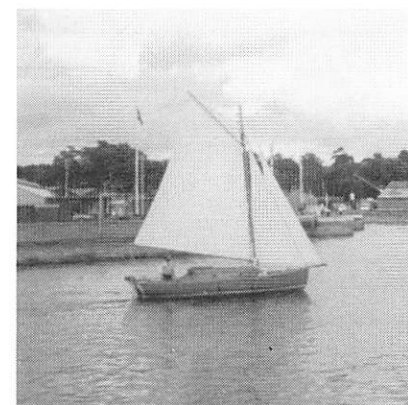
- BC** Mr Nicholas C Gray, West Pill, Angle, Pembrokeshire SA71 5BE
Mr Bill Hudson, Coombe Farm, Huish, Instow, N Devon EX39 4LT *DOVE*
Mr Jonah Jay, Whitehall Farm, Upper Ferry Lane, Penault, Nr Monmouth NP25 4AN
Mr & Mrs D G Lloyd, 14 Hope Court, Baltic Wharf, Cumberland Rd, Bristol BS1 6XU
Mr Tim & Mrs Arwen O'Callaghan, Copper Beech, School Lane, Whitminster, Gloucs. GL2 7PQ
- CNW** Mr James Weir, 70 Cobham Rd, Moreton, Wirral, Cheshire CH46 0QY *COMBERS*
- CWL** Mr Julian Corp, 36 Polstain Rd, Threemilestone, Truro, Cornwall *CORAH*
Mr & Mrs Jim Hughes, The Old Chapel, Mithian, St Agnes, Cornwall TR5 0QH
Mr W K Jewell, Cornerways, Old Carnon Hill, Carnon Downs, Truro TR3 6LE
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- DEV** Mr G L Jacobs, New Garden House, 78 Hatton Garden, London EC1N 8LDSUSAN
Mr David Lake, The Malt House, Queen St, Bloxham, Oxon OX15 4QQ *BANJO*
Mr Mark Steggles, Eastern Hill, Middlecombe, Noss Mayo, Plymouth PL8 1EF *CHARLOTTE*
- EC** Mr Arnold Baker, Berth C10, Burnham Yacht Harbour, Burnham on Crouch, Essex
Mr Simon Baker, 8 Centaur Way, Maldon, Essex CM9 6XU *PRIMROSE*
Mr Edward Church, 78 Evershot Rd, Finsbury Park, London N4 3BU *AGNES JANE*
Mr & Mrs T H W Dodwell, Watermead, 41 Odell Rd, Harrold, Bedford MK43 7DW *DOREEN C*
Mr David Foden, Apartment 6, No.7 Gobbitts Yard, Woodbridge IP12 1DD *JOYCE*
Mr Rik Graham, Alma House, 60 Harwich Rd, Mistley, Essex CO11 1LL *QUINQUE*
Mr Chris Jeckells, 31 Charles Close, Wroxham, Nr Norwich, Norfolk

CANOE YAWL "ELSIE"

LOD 21ft, LWL 18ft, Beam 6ft 9in, Draught 2ft/4ft.

Built David Moss 1993. Strip planked Douglas fir with mahogany veneer, Iroko joinery throughout, all fastenings silicone bronze. Lead keel with aluminium bronze bolts. Ratsey main and mizzen 1999. 7hp diesel 1999. High class workmanship, good looks and performance. Owner looking for larger boat due to back problems and advancing years. Price £22,500.

Contact: John Catlin, tel. 01983 862446.



GAFF CUTTER "DAISY"

LOA 22ft, Beam 7ft 3in, Draught 2ft.

Built David Hillyard 1925. Sound hull, sails little used. New cockpit and cabin refitted, recaulked, centre-board case and rudder renewed 1995. Seagull outboard. Some work required, mostly TLC. Lying ashore Ipswich, Suffolk. Price £2,750.

Contact: Ken Hogg, tel. 01895 462938.

LYNX LONG KEEL CATBOAT "CLARICE ANNIE"

LOA 18ft 6in, Beam 7ft, Draught 3ft 9 in.

Designed Phil Bolger, built Paul Billings 1980. Cold moulded mahogany hull, epoxy saturated and painted. New Brynzeel ply decks 1998, epoxy sheathed and painted. Spruce spars, tan sails, new sail cover, cockpit cover. Comfortable sitting headroom, 2 berths, 2 burner Taylor paraffin cooker. Complete renovation inside and out, including electrics, 1998. Boat on 4 wheel road trailer, custom-made teak cradle, winter cover (incl. framework). Price £7,500

Contact: Wilf Bishop, tel. 01487 773328, fax: 01487 773198, e-mail: wilfbishop@msn.com



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

FOR SALE

GAFF KETCH "TINY"

LOA 54ft, LOD 38ft, Beam 12ft, Draught 5ft 6in, tonnage 14 tons.

Designed John Hanna, built La Rochelle, France 1963. Classic wooden double-ender, copper fastened, carvel African hardwood hull, oak frames, iron keel. Originally copper sheathed, refit 1995/6, hull re-sheathed West System 501 epoxy. Keel bolts new 1993. Mainmast steel, other spars wood, S/S rigging. 2 sets Dacron sails, Lee of Hong Kong. Wheel or tiller steering. 52hp 3cyl Yanmar, rebuilt 1993. Electrical system renewed 1993, Gold Star radar, GPS, Icom SSB and VHF radios, sounder (new 1993). Classic saloon with original mahogany dining table & panelling, 3 double berths, WC/shower, galley, spacious nav. space, good stowage room. Lying Puerta Galera Yacht Club, Mindoro Oriental, The Philippines. Price US \$48,000, negotiable.

Contact: David Morgan, 12 Calle de la Paz, Palma de Mallorca, Spain, tel. 971 7282 60 or Cell. 34 649578126

Note: For anyone genuinely interested, the Editor has more details of the boat and travel arrangements (including accomodation) available.

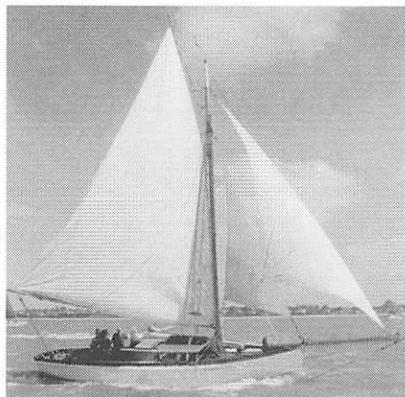


TRADITIONAL GAFF CUTTER "JASMINE"

LOA 30ft, Beam 10ft, Draught 3ft (5ft with c/board)

Designed Reg Freeman, built Meades, Southend 1930. Re-rigged 1989, 8 Gayle Heard sails, spars Jamie Clay. Rebuilt Fabian Bush 1978, major refit Arthur Holt 1990. Coal stove, Taylor paraffin cooker, cosy cabin (2 double, 2 single berths). Aux. Power - 2 sweeps and a Seagull. Widely cruised for 12 years. Reluctant sale due to purchase of another gaffer. Lying East Coast. Price £12,500.

Contact: Nick Zienau, tel. 0181 852 6451 or 0831 273507.



VIRE 12HP PETROL ENGINE

New 1992, small and light reliable 2 stroke engine, complete with controls, petrol tank, exhaust system, stern gear, 'P' bracket and 2 blade folding propeller, Dynastart 12 volt electrics, some spares. Price £900.

Contact: Kevin Fuller, tel. 01621 855755, fax. 01621 841484.

Mr David J Moss, 57 Woodway, Hutton, Essex CM13 2JR JACQUELINE

Mr Hew Naylor, Cumberland House, 50 South St, Manningtree, Essex CO11 1BQ
LITTLE DORRIT, EMILY-ANN

Mr & Mrs Andrew Snelson, 1 Wayside, Bourne End, Wootton, Bedford MK43 9AL

Mr Nigel Waller, 3 Greenbank, Church Hill, Holbrook, Ipswich IP9 2QU
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PAERREL

MNK Mr Ian & Mrs Pip Baron, Silver Pines, Lynsted, Sittingbourne, Kent ME9 0JH
CAENENN

Mr Stephen Dalton, 161 Hartington Rd, London SW8 2EY JANE

Mr & Mrs H P Webb, Homewood, Bilsington, Ashford, Kent TN25 7JY

NE Mr Roger Howard, Church View, The Old Main Rd, Sibsey, Lincs PE22 0RX

NI Mr Frank Mayo, 3 Millom Close, Rossall, Fleetwood FY7 8NU PAUBI-LOU
Mr & Mrs Brian Morton, 25A St James Rd, Hillsborough, Co Down BT26 6JT
HANNAH

Mr Fred Reid, 26 Rathmoyle Park West, Carrickfergus, Belfast BT38 7NG
YOUNG PRETENDER

OS Mr J C Bucyk, 31 Field Brook Rd, Madison, CT 06443-2468, USA
M. Bruno Carton, Vallée des Vignes, 23 Avenue de Belgique, 8090 Amiens, France
ROMAIN

Ms Virginia C Jones, Box 400, West Tisbury, Martha's Vineyard, Mass. 02575, USA
WHEN AND IF

SOL Mr Tony Farthing, 3 Hocombe Rd, Chandlerford, Hants SO53 5SL QUARANTA

Mr David James, 10 Ham Rd, Wanborough, Swindon, Wilts SN4 0DF MARGARET

Mr Philp Linsell, 60 Cedar Drive, Chichester, W Sussex PO19 3EJ

Mr Ted Mason, 103 Corhampton Rd, Boscombe East, Bournemouth BH6 5NY

Mr & Mrs Peter J Moore, Lyndhurst, 22 Pigeonhouse Lane, Rustington, W Sussex BN16 2AZ

Mr Chris Olden, Pallance Farm, Northwood, Isle of Wight PO31 8LX STURDY

Mr John W G Perry, 27 Lymer Ave, Dulwich Wood Park, London SE19 1LU
PERIWINKLE

Mr Alex Rogers, 18 Riverdene Place, Bitterne Park, Southampton SO18 1UG

Mr Bryan Shales, 12 Kings Rd, Guildford, Surrey GU2 4JW BANRAE

Mr & Mrs J F Thomas-Davies, 1Culverton Lane, Princes Risborough, Bucks HP27 0EZ
KINDRED SPIRIT

NOTICE OF ANNUAL GENERAL MEETING

The Association will hold its Annual General Meeting on Saturday 15th January 2000 at 18.00hrs at the Cruising Association, 1 Northey Street, Limehouse Basin, London E14 8BT.

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

AGM AGENDA

1. Apologies for absence.
2. Approval of Minutes of the last AGM, held on 16th January 1999 at the CA and published in the March 1999 Gaffers Log.
3. Matters arising from the minutes.
4. President's Address.
5. Hon. Treasurer's Report and Presentation of Accounts.
6. Election of Officers. This year the following positions come up for re-election - Hon. Secretary, Hon. Treasurer, Hon. Newsletter Editor, Hon. Boat Register Archivist.
7. Any other Business.

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

David Cade - President

A MESSAGE FROM OUR HON. TREASURER

The Hon. Treasurer is very pleased with the number of members who have signed up for the Direct Debit scheme. All the Direct Debit Instruction forms have now been lodged with members' banks. The first collection of subscriptions by Direct Debit will take place on, or very soon after, the 4th January 2000. As previously announced, the Direct Debit subscription for Single Members will be £13.00 and the Family Member rate £16.00, which is a discount of £2.00 off the standard rates.

The Hon. Treasurer has had a small, but significant, number of Direct Debit Instruction forms returned by members' banks because either the account has been closed or the information given by the member is incorrect or incomplete. It is extremely important that members advise the Hon. Treasurer if they close or move their bank accounts. They should also take great care, when completing the Instruction form, to ensure that the member's name(s) as used on their cheque, together with the bank account number and bank sort code are shown absolutely correctly. The actual address of the bank branch is of much less importance. Any member or Area Secretary requiring a supply of Direct Debit Instruction forms should contact the Hon. Treasurer or the Hon. Membership Secretary.

Those OGA members who have not signed up to either Direct Debit or Standing Order, please remember that your subscriptions are due on 1st January 2000.

David Godsal - Hon. Treasurer

WESTERN AUSTRALIA

PRESIDENTS'S LOG - from Arvagh, Co Longford, Ireland - September 1999

THE IRISH CURRAGH FOLK - When you see the wild seas and rock strewn coast of Clare and Galway, you wonder how two men rowing an 18ft long canvas curragh could transport a couple of sheep and boxes of provisions over seven miles of the Atlantic Ocean. The curragh fishermen and crews of the gaff-rigged Galway Hookers with their 'tumble-home inward sloping hulls' are fine seamen and generous hosts to a curious Old Gaffer from Perth. I have met with many different OGA areas from the Hamble, Cowes, Belfast Lough and the West of Ireland. In each case, the love of classic rigs and the helping hand to those in need of refit or repairs, is a common bond which to me is the 'Spirit of Old Gaffers'. With each of the OGA Area Presidents I have visited, they have been given an OGA of Western Australia Pennant to fly in regattas

and social gatherings. Everyone was deeply touched by this gesture from their Australian friends.

There is a full programme ahead as we edge towards the Millennium and if the wonderful audience and reception given to Brian Lemon's talk and display on model ship building is an indication, we should have an enjoyable few months.

Looking forward to sharing some of my travels with you all. Until then - Slainte!

Patrick Reid - President, OGA of WA

THOUGHTS FOR TODAY

Consider what happened to the worm who got up early.

Reflect that it is the second mouse that gets the cheese.

So it does not always pay to be the first. People who go racing please note.



Pat Reid in *Shenandoah* astern Duyfken's maiden voyage

Photo: unknown

Waverley Class or Ballyholme Bay Class boats entered the event. What do we have to do to encourage the local Bangor sailors to participate? Apart from that, the weekend was faultless - good weather and plenty of craic. Roll on the Millennium - did someone say 2000 boats in Belfast Lough?

Prizes were awarded as follows:-

Old Gaffers Class I, over 28 ft WL

1st *Arthur Alexander* Dennis Wright
2nd *Madcap* Adrian Spence

Old Gaffers Class II, under 28ft WL

1st *Young Pretender* Fred Reid
2nd *Yknot* Nigel Snell
3rd *Golden Nomad* Irene Aston
3rd *Blue Chip* Leslie Hughes
Last *Isobel* Michael McKee

Old Gaffers Class III

1st *Mantis* Alan Aston
2nd *Ebb Tide* John Bates
3rd *Nymph* Pete & Sue Farrer
Last *James Kelly* Robin Ruddock

Best Presented Boat Alex McRae
Furthest travelled (from Elgin, Scotland)
Boat that contributed most to the Event

NORTHERN IRELAND AREA AGM - 29 OCTOBER 1999

The 10th AGM of the NI Area was held in Carrickfergus Sailing Club on Friday evening 29 October. The business was conducted in a cordial manner with nothing contentious being discussed. The Hon. Treasurer for the past 2 years, because of family commitments, stood down after giving her positive financial report. Our thanks go to Alison Brennan for all the good work she has done during those 2 years. Area VP Peter Lyons gave a glowing report about all the activities that the NI Gaffers had participated in last year and thanked all those who had worked so hard to help us achieve this. The Hon. Secretary, Attracta

Classic Bermudan Yachts over 28ft WL

1st *Jaynor* Dickie Brown
2nd *Reality* Aiden & Pamela Reilly

Classic Yachts under 28ft WL

1st *Tantina II* Gordon Garmin
2nd *Flicka* George Alcock
3rd *Dream Twister* Richard Tomalin
Last *Syrena* Ina Russell

Classic Power Boat Rai Woods

Dornovaria
Most Musical Boat *Carrick Spray*
Youngest Helm Sophie Clarke
Rudha na N'Gal

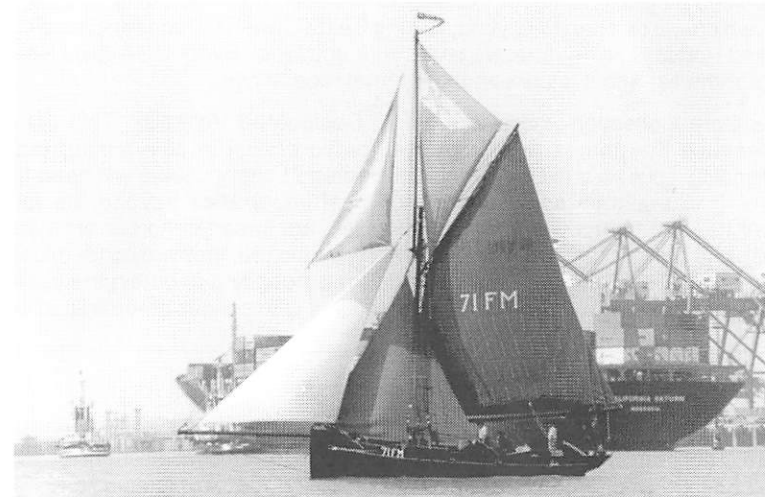
Elk
Isola
Intégrété

Neeson, was re-elected, as well as the whole of the existing committee en bloc. Stephen Clarke was also elected onto the committee to fill the vacancy left by Bill Edwards, who has returned home to Somerset after being with us for 5 years or so.

The business was finished within the hour, after which we enjoyed a magnificent supper provided by the caterers from Carrickfergus SC. Our thanks to CSC for letting us use their Clubhouse and to Joe McAvoy who organised the whole thing for us.

Peter Lyons - NI Area Vice President

OLD GAFFERS and THE CORE COLLECTION of HISTORIC SHIPS



Stormy Petrel, 1890

Photo: unknown

The draft 'core collection' and the list of 'designated' historical vessels can only be the start of a process of identifying the United Kingdom's maritime heritage. The criteria are frankly arbitrary, but necessary to break down the task into a manageable chunk and to address the first priority - the larger vessels which cannot be funded by private individuals. The register from which the core list of 46 has been drawn up contains over 1,000 vessels. The list ranges across a wide range of types, to provide a cross section of the maritime activity of the United Kingdom over the past three hundred years. It does not emphasise the old, big and the famous at the expense of the small and typical.

Gaff rig is represented by four vessels: The Lowestoft trawler *Excelsior*, 1921; the Bristol Channel Pilot Cutter *Olga*, 1910; the Whitstable oyster dredger *Stormy Petrel*, 1890; and the topsail schooner *Result*, 1893. On the 'designated' list of vessels of 'considerable significance' there are another 26 gaffers. These include 8 sailing trawlers, 1 bawley, 3 smacks, 1 smack yacht, 4 yachts, 4 wherries, 1 Humber sloop, 2 ketches, 1 topsail schooner and 1 concrete auxiliary schooner (the *Violette*, hulked at Upnor). Of course, the 40 foot rule cuts out many gaffers, both working and leisure craft, but the Committee are all agreed that the criteria for inclusion needs urgent review. The full list is available on the Internet at <http://www.st-and.ac.uk/institutes/sims/ukcore.htm>.

There will be a conference to discuss the core collection for organisations like the Old Gaffers on 8th April 2000 at the National Maritime Museum, and a series of regional meetings during the summer. In the mean time, if you have any comments, you should write to: The Project Director, Dr. Robert Prescott, Scottish Institute of Maritime Studies, University of St. Andrews, Fife, Scotland KY16 9AJ.

Mike Stammers

Keeper of the Merseyside Maritime Museum & OGA member

Editorial Note : For the very first time, the United Kingdom has a draft proposal for a Core Collection of Historical vessels. Now you and I may have different views on its content, but first we should congratulate NHSC and Dr Robert Prescott and team on carrying out this most difficult task.

That said, the list is only in draft form, hence you are encouraged to comment, and the list could be modified by public opinion. To aid this process, the NHSC aim to do a number of 'roadshows' which will be open to anyone, visiting Belfast, Bristol, Dundee, Ipswich, Liverpool, Newcastle and Portsmouth, in order to gauge your opinions. Every OGA Area Secretary will have a copy of the list and it is also on the Internet, see above.

Besides the Core Collection, there is a list of Designated Vessels. This list is just as important because the names there may well prove crucial in determining regional and vernacular funding - possibly the next problem Heritage Lottery people will need to consider if we are going to maintain some vessels of local importance beyond the foreseeable future. In our heart of hearts, we know what vessels are important to our area and need to be protected. The NHSP team have looked at the wide picture; they are academics employed in serious projects. The inevitable random criticism is not going to obtain the desired effect. If we have anything to say, we need to respond in kind, with serious co-ordinated comments.

RYA SNIPPETS

Red Diesel - The draft EU Energy Taxation Directive to remove the right of UK, Ireland, Belgium and Finland to charge little or no duty on diesel fuel for pleasure marine use, has been amended to allow it's use on tidal waters. The ban on inland waters still needs to be addressed. The RYA will be taking this up with the European Boating Association.

Link Calls - Premature Closure !!? - The UK telecom regulator OFTEL has challenged the closure of the BT Link Calls facility via coast radio stations as being in possible conflict with other maritime requirements.

Antifouling in Holland - TBT, which has long been banned world wide on pleasure craft, is now to be banned on commercial vessels from 2003 and to be fully removed by 2008. In Holland however, they have been considering copper antifouling paints and, as of 1st September 1999, this is banned on inland waters, though this ban only applies to craft actually kept in Holland. What is not clear is how long a stay determines you as a resident. For the moment, we can only advise you to 'be aware'.

Coastguard Closures - A report by the Rt. Hon. The Lord Donaldson of Lymington to the Prime Minister on 21 July 1999, observes, in brief, the commonsensicle fact that a balance has to be struck between work load and local knowledge, with staff regularly needing to practice their skills by responding to actual distress calls. Regarding the merging of the centres at Lee on Solent and Portland, he is unable to support this on the grounds of the high incidence rates. Neither does he support the closure of the co-ordination centre at Liverpool, being such a busy centre in terms of work load.

Robert Holden - OGA External Liaison Officer

Photo Competition

Summer is over, so you should now have time to sort out all those photographs you took during the sailing season and send off your best ones for the OGA Photo Competition. And what is to stop you taking some interesting winter shots. Remember, we now accept any size photographs for this competition, but you must be an **amateur** photographer, no professionals please. Send your entries to Peter Lyons, 4 Knockdene, Bangor, Co Down BT20 4UZ now, or no later than the beginning of March 2000.



with a strong entry expected from cruising clubs in the States and Europe. But 2001 is also in the planning stages and Classic Malts of Scotland would particularly like to encourage the traditional boat entry. If you would like more information, please contact: The Clyde Cruising Club, Suite 408, The Pentagon Centre, 36 Washington Street, Glasgow G3 8AZ, tel. 0141 221 2774, or Friends of the Classic Malts, PO Box 87, Glasgow G14 0JF.

Christine Spreiter

DUBLIN BAY

THE SILVER-WARE GOES SOUTH

After what must go down as one of the best weekend's sailing we have had in a long time, *The Lady*, with Ben McDonagh and myself on board, headed for Newcastle, Co Down for the "Herring Gutting Festival" over 15/16 August. With WNW on the way up and Northerly on the way back, we made the passage in just over seven hours both ways.

The Race on the Saturday afternoon was hotly contested with *The Lady* just making the line first, hence 'The silverware goes South'. Newcastle has to be one of the most picturesque towns anywhere, snuggling at the foot of the Mourne Mountains (We did a few renditions of the famous song). With all fund-raising proceeds going to the RNLI, a great weekend was had by all. The date for the Festival next year will be known in the near future and I will advise in the next edition of all Irish events for next season.

Mick Bentham - DB Area Secretary

NORTHERN IRELAND

BANGOR TRADITIONAL SAIL - 27/29 AUGUST 1999

The second Traditional Sail event took place in the outer harbour in Bangor, Co Down and in Bangor Bay. A total of 62

classic and traditional boats attended the event, organised by the NI Area of the OGA. They were supported by the North Down Borough Council and the Bangor Chamber of Commerce.

There were some memorable boats on show including *Elk*, built in Belfast in 1904 for RNIYC and returned to Belfast Lough for the first time since 1931; *Dornovaria*, the oldest lifeboat still afloat was there in the RNLI's 175th Anniversary year; *Integreté*, the UK Atlantic Challenge boat was over from Wales to help launch the Northern Ireland Atlantic Challenge Appeal (they have to raise £50k to provide a boat for the youth of Ulster); *Madcap*, the oldest surviving Bristol Channel Pilot Cutter; and *Pixie*, a Fairy Class boat from the RNIYC.

Kelly's Fuels and Red//Green of Scandinavia provided most of the prizes. There was racing on the Saturday with a good sailing breeze that gave all the entrants a good run round the course. Thanks go to Tommy McKnight for providing the committee boat and to John Cleary for acting as Officer of the Day.

The event started with loads of craic on the Friday evening, and the pub-crawl quiz, followed by musical entertainment in the marquee. After the racing on Saturday there was the start of a Boule competition and a Mayoral reception with free wine and nibbles for all the entrants. At this reception, the launch of the NI Atlantic Challenge took place. Afterwards, a band came into the marquee and the craic went on until the wee small hours.

On Sunday the weather broke, with heavy rain in the morning. This did not stop the Dinghy Treasure Hunt but the Laird's skiff racing was put back until 15.00hrs. The Sailabout was called off but, in the event, a number of boats went out when the weather cleared later in the afternoon. The Boule tournament had to be finished within the marquee, before the prize-giving at 18.00hrs.

It was disappointing that none of the local

SCOTLAND

CLASSIC MALTS CRUISE 1999

An increasing number of gaffers have discovered the Classic Malts Cruise and have found a warm welcome. The only criterion for entry is an interest in single malt whisky and a vessel in which to sail to the West coast of Scotland in pursuit of the dram. During the last two weeks of July, the classic malts distilleries of Oban, Talisker and Lagavulin throw open their doors to the fleet. There is no attempt made to co-ordinate the sailing beyond the dates set by the distillers, nor to restrict entry to

one type of boat. Anyone who arrives by sea is included in the party, and the hospitality is splendid. If ever you needed an excuse to come sailing to Scotland, then this is it.

Stephen Clarkson, owner of *Vilia* (1910 Belfast Lough Yawl) is a veteran Classic Malts cruiser, regularly sailing over from Bangor to spend his holiday in Scottish waters. His adventures last year included repeat visits to Lagavulin on the South of Islay, and some horrific weather off Mull en route to Skye. Sheltering from the storm in the Mishnish Hotel of Tobermory, Stephen and his Tasmanian crew, Gavin Rigby, gave

up out of consideration for *Vilia*'s old frames. They were reconciled to missing the Talisker event until the skipper of a passing Swan 44 offered them a lift. Leaving *Vilia* safely moored, they carried on into a heavy force 6-7 around Ardnamurchan Point, surviving a bouncy run up to Skye. The weather last year forced a few to turn back but even so, 40 odd boats sailed into Loch Harport for two days of distillery tours, tastings, music, barbeques and dancing.

For the second week, we had fantastic sailing conditions, blue sky, fresh breezes and sun. I left my berth on the brigantine *Jean de la Lune* and sailed on the 70 foot gaff cutter *Eda Fransen*. We kept company with the *Andrea Jensen*, another ex-Danish fishing boat, all the way back to Islay for the last ceilidh at Lagavulin, which proved a fitting end to the fortnight. Promises have been made to meet again next year. The Clyde Cruising Club is hosting their Millennium Cruise to run concurrently with the Classic Malts Cruise 2000. Numbers will swell next year



Rose & Ada from *Vilia*, Inverary

Photo: Stephen Clarkson

Polcarrack, 7 Dozmere, Feock
Truro, Cornwall TR36RJ

20 August 1999

Dear Fellow Gaffers

Identification by Sail numbers

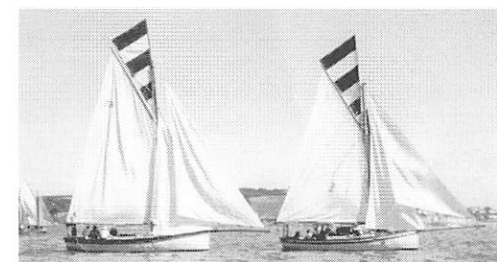
This past summer, I have been taken to task by both organisers and race officers of several Classic and Gaffer events. I have been asked why the Old Gaffers Association cannot get its act together. The problem arises from what appears to be a muddle in the race results - not the Cornwall Area of course! The spotters on the committee boat have great difficulty in correctly identifying some of the participants, the reason being that certain entrants have no sail numbers nor identifying features. Therefore results are often presented incorrectly, much to the annoyance of those concerned.

Not all of us OGA members are to blame, but let's put our house in order so we can set an example to other non OGA members. If you have not inherited an existing sail or fishing number, the OGA has a number for you. It is in the back of the Members List. Display it on your mainsail and why not include the OGA pitchfork emblem, sorry gaff jaws motif, on it as well. If you are a new member without a sail number the Boat Register Editor, Pat Dawson, will allocate you one. You never know, it may one day save your life, or at least prevent an abortive search by the Coastguard or emergency services.

Yours aye

Frank Argall (*Lyonesse* 1445)

P.S. If you are out sailing give me a wave.
I'm the white boat with the topsail.



Spotter's Nightmare

Photo: Frank Argall

Comité des Fêtes Maritimes de Ploumanac'h
22700 La Clarté-Ploumanac'h, France

1 septembre 1999

Dear Mr Jago

Many thanks for sending us the June Gaffers Log and publishing my letter. Many thanks also to the Old Gaffers who sailed to Ploumanac'h and joined in the fun.

I hereby enclose a copy of the results of the three races which they entered (*available from me - Editor*). The Robertsons came on *Corrie* and won their class 4 race - well done! In the class 3 race, Mr Bayliss on *Brilleau* was 7th, Graham Benton on *Dirk II* 14th, Joe Lester on *Iseult* 18th, David Jefferson on *Patsy* 20th, Ian Hill on *Our Daddy* 27th. An unknown person, whom we believe to be English, boat *Inconnu*, came in second in the class 1 race (under 5 metres).

Congratulations and many thanks to all. We hope everybody had a good time and that they will be back in four years.

Yours sincerely

Armelle Inizan and the Comité des Fêtes Maritimes.

Fédération Régionale pour la Culture et le Patrimoine Maritimes
23 rue Gosselet, 59000 Lille, France

George Jago, Gaffers Log

8 septembre 1999

Dear Monsieur

To celebrate the new Millennium and the three hundred years of the port of Dunkirk, the Chamber of Commerce of Dunkirk is organising a great maritime event during the 19th - 21st May 2000. Many activities will take place (sea parade, exhibitions, crew party) and all facilities will be arranged for crew members in the close vicinity. We will also provide help to ships that need technical support and harbour pilot assistance. People of Dunkirk will do everything to ensure this festivity is a success.

We are proud to invite you to participate in this event. We are working with "Grand Large" who organise the festivals at Brest. Waiting for your answer, we hope to see you in Dunkirk next year.

Best regards

Marcel Charpentier, President FRCPM

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

The Editor, OGA Log

4 September 1999

Dear George

KIDS AND OUR OGA FUTURE

You place the case beautifully in your September editorial, but in these days of high costs, boat ownership for babies is a real problem. The lads in your picture probably 'borrowed' that boat, when such were the everyday currency of any waterfront. This is not an excuse, but a point that the preservation of anything is an expensive process and if we wish to preserve the OGA, and the sanity and good fellowship it brings, then we have to spend the money on giving our children the chance to sample what we got from sailing OGA style. This letter has two strands - money and the modern paranoia with safety.

The money question is answered above, for we need to buy, restore or build boats for our children to own and sail themselves if they are to have what we were privileged to have. They must make the messes we did and learn from them themselves if they are to attain the spiritual heights of learning a personal skill and giving themselves the essential frights that make life worth living - for life in cotton wool is not life at all.

It is the latter deep belief that had me start Christopher and Frances building their own boat under the keen eye of Paul Janes - all 13 ft of it. They could not finish it themselves and it all cost much more than we had hoped - but what value can we place on such a start? The need for personal skills I have extended further by taking a Paul Fisher design and considerably adding to the rig, for the specific reason of making it more fun and *less intrinsically safe*. Unlike most modern dinghies, it has a reefing main and smaller headsails for windy weather, so that they have to learn that safety is developed in their understanding of weather conditions and their handling of their boat and its gear. It is in this that true safety lies, not in intrinsically 'safe' boats. Members will be delighted to learn that it was Daddy, sailing on his own, who capsized it first and spent an hour swimming the Deben (at 57) rescuing himself

on water. Again, winds were light, which was just as well, and 9 boats decided to enter. It was interesting to say the least! Now we have got the hang of it we will do it again next year. A few people decided to sail one another's boats just for fun. Sunday also saw the quiet arrival of a clinker rowing boat built in 1908 by William Fife as a deck boat for the 23 metre *Shamrock*. Mmmm!

Our grateful thanks to all nineteen of our sponsors. Make a note in your diary folks for next year, which has already been booked - 1/4 September 2000 - a weekend not to be missed.

On Saturday 4 December 1999, we have booked a table at Alfredo's Restaurant In Conwy. If members would like to attend, please contact me by telephone. This will be a social gathering and nothing too formal. Bed & Breakfast is available locally should anyone wish to stay over. This would make a nice winter weekend break.

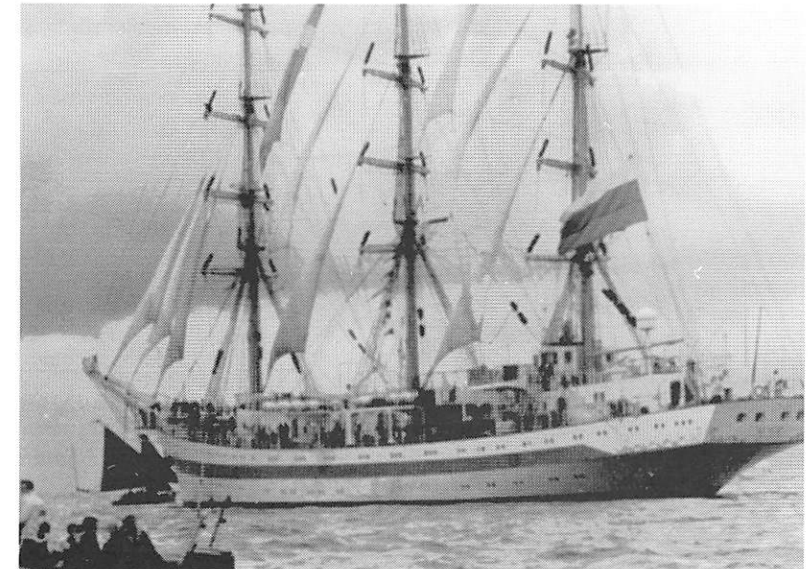
Sue Farrer - CNW Area Secretary (& wife of Big Chief Little Toe)

CLOSE ENCOUNTER - Arthur Alexander and the *Mir*

I sailed over to Dublin on the 22 July 1998 for the Tall Ships, which had gathered in Dublin's fair city. I managed to get a mooring in Poolbeg yacht moorings. A friend of mine in Dublin asked me if I wanted a crew and he found me an all girl crew, who were all good sailors in their own right.

On Tuesday 25 August, when the Tall Ships were leaving, we sailed into the Bay to escort all the ships out. We were sailing across towards the Baily Light, in a good force 3, as the Russian ship *Mir* was sailing out. He had just given out on the radio that he was travelling at 9 knots. We had nicely crossed his bows when he signalled that he was going to port, which was putting us in a bad position. I immediately tacked to go in the opposite direction but as we tacked, his bulk took the wind out of our sails and we were at his mercy! I dived down below and luckily the engine started right away and we were able to literally slide under his bows! By this time he was signalling "what are your intentions". I, of course had no time to reply, as the photo shows!

Dennis Wright - CNW Area



Close Encounter

Photo: unknown



Derwentwater '99

Photo: Pete Farrer

most playing classical music. Shirley Andrews had taken a basket of fresh flowers and Tom, Isabelle and Maxine (support boat) even produced caviar and champagne. The motley team from Penrhyn looked as if they had stolen the contents of Sainsbury's deli counter. One of the Marina boat owners had agreed to judge the entrants and she very soon got into the swing and marked everyone out of 10 for content and presentation. Winners were the team from *First Farthing* and the Bermudan Drascombe.

It was a Le Mans start again for the return race. The wind had picked up, allowing the boats to sail down the lake to the committee boat, where there was no wind. The congestion at this mark led to some interesting interpretations of the collision regs., but race rule No.1, "No Protests" allowed some through to find the wind again. At 1/4 knot you can't do much damage! 1st across the line was Steve Dawson's Merlin Rocket, with Peter & Joanna Roberts' Selway Fisher Yawl 1st on handicap. 1st OGA member overall - Blencathra Trophy - was *Aquarius* (Ken & Gladys Anderson).

Back at the Marina the games started with sponge throwing and heaving the line. These went very well, not only with the children but the adults as well. Also during the weekend, there was a Treasure Hunt by land and water. Ten entered and the winners were Fred & Angela Winstanley. Another event was the colouring competition, courtesy of Cumberland Pencil Company, with 4 children and 9 adults entering. The children's prize went to all the Jackson children, with John Alexander taking the adults prize. The Prize-giving took place in the Chartroom Bar after we had all enjoyed the superb food. Prizes were also presented for the Best Restored Boat - Catspaw Trophy - *Elf* (John & Wendy Duncan), Best Turned Out OGA Boat - Waterfront Marine Trophy - *First Farthing* (John & Lesley Alexander), Furthest Travelled Boat - *Grebe* (David & Margaret James) from Swindon. Later, we announced the 65th birthday of Eric Scholes on Sat. 4th and the 40th Wedding Anniversary of John & Liz Kilburn on Sunday 5th Sept.

On Sunday, the weather was still excellent so we decided to hold a Cluedo type game

and it and relearning those old old lessons that the sea relentlessly teaches those who make mistakes.

Chris and Frances will soon be members and *POPPY* a worthy addition to the OGA small boat fleet. We need lots of the above if the OGA is not to become a geriatric bunch of old motor cruiser owners.

Yours very sincerely

Michael Burn.

Brent Cottage, Lover, Salisbury, Wiltshire SP5 2PW
Tel. 01725 510710, fax: 01725 513176
E-mail: TRHlover@aol.com

George Jago, Newsletter Editor

29 October 1999

Dear George

I am writing because I thought the Old Gaffers might be interested to hear about a new service which I am hoping to provide for those keen to learn a bit more about the past.

I have recently set up my own business as a historical researcher. Although I work in various fields, researching people's ancestors or the story of their houses, my background in traditional craft has made me eager to specialise in maritime projects.

If anyone is considering finding out more about the history of their vessel, please feel free to give me a call at the above number. There will be a 20% discount for Old Gaffers members.

Many thanks

Hannah Cunliffe

1 Maple Avenue, Alsager
Stoke on Trent ST7 2QX

19 September 1999

Dear George

Bangor Traditional Sail 1999

I should like to express my thanks in print to Peter Lyons and all, or should I say few, who organised the Bangor Traditional Sail this year. This was an excellent weekend and those who did not attend don't know what they missed. If you think you can remember Saturday night then you obviously weren't there.

I know how difficult it is to motivate people to join in the activities, which were all so well organised, but even the dinghy dodgems, despite the weather (!) had a good turnout. The pub crawl was excellent and must have taken a great deal of thought. Pete left me after the fourth pub but I continued and still lost!! However, I did manage to win the boule competition.

Sailing.....yes we did sail on the Saturday and the racing was very well attended. Once again a very big thank you to all involved - Pete and I are looking forward to next year.

Sue Farrer - OGA Area Secretary, Conwy & North Wales

Port View, New Road
Mistley, Essex CO11 2AE

29 September 1999

Dear George

It was very interesting to read Jack Miller's article on the Rivers Class. In my Liverpool days, I do remember being shown *Dart* in Liverpool Docks and marvelling at how well the Naval architect had modernised her!



Cyril White in the 1930s

Photo: unknown

You may not be aware that we have another ex-sailor of Rivers Class boats on the East Coast. The photograph shows Cyril White, now of Brightlingsea, sailing his boat, sail number 8, in the 30's. You will see she is cutter rigged, but he said they raced with both sloop and cutter rig at that time. In terms of origin, Cyril said that *Deva* was the prototype, which might explain why she has slightly different specification and dimensions than as laid down in the rules. She was built slightly wider in the beam and slightly shallower in the draft. Her spars were of pitchpine rather than the specified spruce. Her planking is pitchpine rather than larch. She also had bow and stern nogs, as a fishing boat would have had. Having seen a model of a Dee Shrimper in the Merseyside Maritime Museum, which has almost exactly the same variety of prawnier lines as *Deva*, this could indeed be the case. Small Shrimpers of Rivers Class size did work parts of the Dee Estuary and it would have been logical for Crossfield to put such a model forward to the RMYC from his standard range. It would also have been logical for the Yacht Club to have increased draft and narrowed beam to improve them for racing. When racing or sailing other Rivers Class, *Deva* does perform differently - slower down wind, but stiffer up wind.

Cyril worked at Crossfield's until the closure in 1938. Reference *Maryll*, my other boat, he said, "As we were closing the yard, we used up all the old rubbish in her!" Someone studying a recent survey of *Maryll*, sound some 61 years later, might well ask - if that was rubbish, what was the good stuff like! Possibly one of the reasons for the smaller nobby types lasting so well is that they used many of the same sections and fastening sizes as the bigger boats. They might look like delicate yachts from the outside, but inside they are as tough as any working boat type. In 37 years of sailing *Deva*, she has consistently proved herself in terms of seaworthiness, weatherliness, speed and handiness - and she can tow a trawl! There are other vessels which beat her on individual characteristics, but very rarely on overall performance.

Yours sincerely

Jon Wainwright

course at an estimated average speed of 2.5 knots.

By 16.15 we were at the pontoon off the Greenbank Hotel where the prize-giving took place in a rather splendid marquee, complete with chandeliers, plastic floor, large windows and a small bar. The prizes were presented by Claire Witney of the host organisation. The results were determined by the OGA handicap system. The overall winner was *Charlotte*, a yacht based on a fibreglass working boat hull. Outside, a pig roast and a barbeque were well patronised and altogether it was a very sociable gathering.

There can be few more beautiful rivers in the Kingdom than the Fal and its various branches and the many gaff-rigged craft that turned out for this race added graceful movement to complement the beauty of its woods and hills.

Prizewinners were:

Class 1 (under 20ft) 1st *Golant Gaffer*
Roger Dongray

2nd *Sif*
Derek Toyne

3rd *Little Cloud*
John Wright

Class 2 (20-30ft) 1st *Charlotte*
Mark Steggles

2nd *Lyonnesse*
Richard Argall

3rd *Tomboy*
Dale Brickhill

4th *Molly*
Dave Shield

Class 3 (over 30ft) 1st *Ziska*
A Butler

2nd *Lucinda*
Bill Jewell

3rd *Eleanor Mary*
David Darbyshire

Frank Argall (CWL Area Vice President)
and Martin White (ex-owner *Ark Royal*)

CLASSICS 2000 & TROIS PHARES RACE

The organisers of the traditional boat and classic yacht rally held every August in Falmouth, have announced that they will be staging the start of a new long distance classic yacht race in August 2000. The 350 mile race, called the Coupes des Trois Phares (Three Lighthouse Race) will be between the famous lighthouses of St Anthony, Eckmuhl and Les Baleines and is organised jointly by Falmouth Classics, Musee Maritime de La Rochelle and La Societe des Regates de Douarnenez.

Please contact me for further details and/or Rules of Entry.

Mike Collins - CWL Area Secretary

CONWY & NORTH WALES

SMALL BOAT GATHERING -
DERWENTWATER MARINA - 3/6
SEPTEMBER 1999

What a superb weekend we had, starting on Friday with nearly all the boats and owners arriving to enjoy a pleasant evening in the Chartroom Bar at the Marina.

The weather was excellent, warm and sunny but with very little wind, on the Saturday. Briefing at 10.00hrs with the first race, to St Herbert's Island, started at 12 noon. A photographer from the Times and Star newspapers was on the committee boat at the start and I think he was impressed with what he saw. Unfortunately, the race had to be shortened due to lack of wind. Some rowed to St Herbert's, whilst others got a tow. There were 19 boats in total and the winner on handicap was Ronnie & Angela's Drascombe Dabber. Previously, we had arranged to have a competition for the best presented picnic and all boat owners had really gone to town. There was an enlarged map of Derwentwater as a tablecloth, with some producing menus for the occasion. Fred, Angela and Jason Winstanley had dressed up in their Sunday Best! Steve Dawson had his radio hanging from the

Emsworth Cleat	<i>Windhover</i> S Rowden
Channel Plate	<i>Corncockle</i> G Dadd
Quiver Trophy	<i>Flugel</i> Greg Dalrymple
Edgar March Memorial Trophy	<i>Venture</i> R Coles
C H Paxton Trophy	<i>Venture</i> R Coles
Jim Rawlings Shield	<i>Island Swift</i> J Richardson
Pitchfork	<i>Paola</i> D Still
Pierce Eye	<i>Odd Times III</i> D & M Moore
Laggards Ladle	<i>Golli</i> B Brinton
Itchen Trophy	<i>Young Alert</i> G Beckett
Freda Trophy	<i>Venture</i> R Coles

Please note that the Prize-giving will take place at the Solent Area's AGM which is to be held on Saturday 19 February 2000 at the Warsash Sailing Club.

Pat Dawson - Solent Area

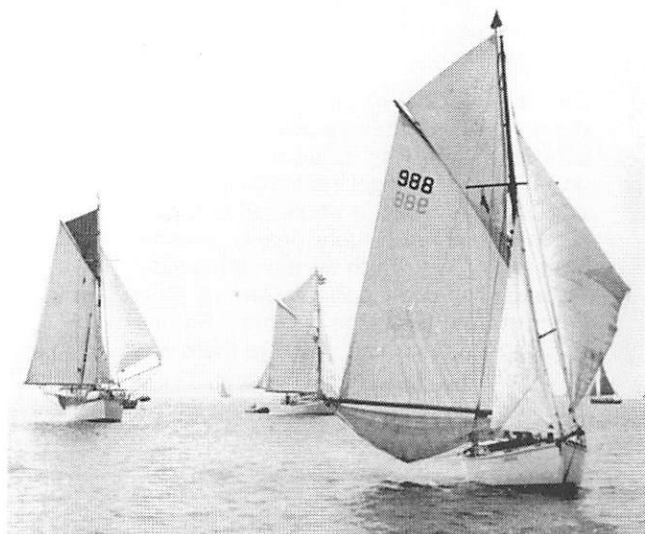
CORNWALL

Sunday 8th August saw the Old Gaffers Race, on the second day of the successful Falmouth Classics weekend. A record forty traditional gaff-rigged craft of various sizes came to the line. Light airs and bright sunshine ensured all vessels set full canvas and presented a fine picture in the upper Carrick Roads. Notable entrants included the new Nigel Irens designed Bristol Channel Pilot Cutter *Eleanor Mary*,

recently having crossed the Atlantic, and the immaculately restored Looe Lugger *Our Daddy*.

On Chris Gill's *Ark Royal*, we motored to the line for a 12.00 gun and Chris placed her well to be among the first across. It was a beat down river against a Force 3 and a stronger than expected flood tide. We rounded the East Narrows buoy so close I could have spit on it. There followed a run up river, for which the staysail was poled out and the drabblar set. The latter was an old jib set below the boom, but in these light airs it was worth its weight. I enjoyed the sight of so many gaffers decked out with everything they could carry. *Ark Royal* and *Carn Dhu* were very close in size, having the same 20ft waterline, and Chris had some difficulty in keeping her astern of us.

Leaving the St Just buoy to port, we continued up river to Pill Creek where we turned and in came the pole and drabblar. Then began a series of tacks down river in a firmer breeze. Half an hour of this brought us to the committee boat which was flying an 'S' flag, and certainly the breeze was too faint to allow a second round. We crossed the finish line at 14.55, having sailed the



Ark Royal with drabblar set

Photo: Mark Fishwick

Knights Marsh Farm, Stockley Lane
Calne, Wiltshire SN11 0NQ

The Editor, Gaffers Log

29 September 1999

Dear Mr Jago

First may I say how much I appreciate the Gaffers Log and the new friends and acquaintances I have made through membership of the OGA.

1999 has been a pleasant season, although the summer seems to have ended rather abruptly. As I write this aboard *Sparky* in late September, with my solid fuel stove going well, it looks pretty horrible outside!! During the summer I have made two trips to the Isle of Wight - in June to the Gaffers Rally in Yarmouth, which was very pleasant. In late July I made the trip to Ploumanac'h in Northern Brittany for the Maritime Festival. This event was absolutely super! There were a number of UK gaffers there, notably Sam & Maggie Bayliss with *Brilleau*, sister ship to *Sparky* (both are Wylo 2's) and Pat & Joe Lester. The next Festival in Ploumanac'h is in 4 years time and I certainly hope to be able to go there again. My crew, still working folk, had only a week to spare, so there was plenty of night sailing!

Apart from the above bit of 'news', my main purpose in writing is twofold. Whilst I have a limited number of crew, there are many times when I am short-handed or crewless. Perhaps the OGA could use their columns to put potential crews and boat owners in touch with one another? Maybe in the Log and/or on the Website. In 2000, I am hoping to sail to Holland, Northern Germany and Denmark and would be pleased to hear from any interested person(s) who may like to come along (share food and drink costs) either for all or part of the trip. I expect to be away for about 4 weeks altogether. Some may wish to come with their own boat?

My other question is - can someone tell me what Festivals there are on next summer in the countries mentioned above. Perhaps they could also be included on the Website. (I am copying this letter to Peter Lyons).

Kind regards and good sailing.

Yours sincerely

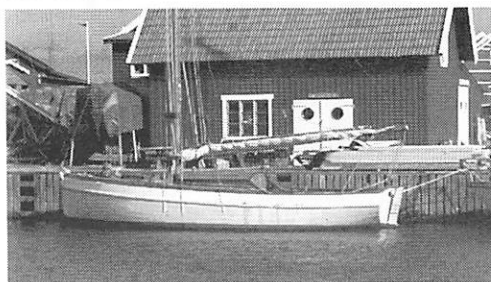
John Walden

Please see page 43 of this Log. Editor

THE OGA WEB SITE

There have been over 2500 visitors to our web site since its inception last April. Those members who are on the Internet are starting to use the site and there are now a number of Gaffers adverts on the site. These include owners looking for crew and/or selling their boats. To get your advert onto the site just contact the webmaster via the site - www.oldgaffersassociation.org

Peter Lyons



Jolie Brise
Photo: Christian
Andersson

Box 4004, 474 04 Kringn, Sweden

28 September 1999

Hallo

My name is Christian and I am from a small island off the West coast of Sweden, called Kringn. In the early 1900's, the Swedish fishermen sailed from Kringn to England to buy the English cutter or the fishing smack.

I feel very attracted to this type of boat and nowadays I'm the owner of a sailing smack. I bought this boat on 16 July 99 from Lyrn and the owner before me bought this boat from an old sea pilot from Trelleborg. Before that I have no information. My boat's name is *Jolie Brise* (30.3 x 10.1 x 4.5 feet) and built by Benjamin William Chaplin in 1939 in Colchester. The engine is original (as is the name), 12hp Lister, 2 valve and still working well. The sail was made in Brightlingsea. *Jolie Brise* is in very good condition. She was named in Lloyd's Register of Yachts 1947, registered by Benjamin W Chaplin.

I am wondering if anyone can help me. Please, if it is possible for you to send pictures or any other information you have, I am grateful, as you probably understand. If you are interested in more information please contact me.

Thank you, and I hope you understand my Swenglish!

Christian Andersson

Freefolk, Upper Green Road, St. Helens
Ryde, Isle of Wight PO33 1UQ

30 October 1999

Dear George

I am currently restoring a fast cruising yacht designed by G U Laws and built by the Burnham Yacht Building Company in 1909. Her first owner was a Mr H Torif Garnham, who kept her at Walton-on-the-Naze. At that time she was called *TARIFA* and remained so until 1938, when her then owner changed it to *KITZI*.

Despite some energetic research, I have failed, so far, to make contact with anyone who remembers this boat. She disappears from the Lloyds Yacht Register in 1965, when owned by J DeBastarrachea, who I believe might have kept her at Heybridge.

I would greatly appreciate any information, however small, that might help me piece together this boat's history.

Many thanks

Yours sincerely

Mark Hickman



Bursledon Regatta

Photo: C. Scott-Francis

evening big barbecues were organised ashore for everyone to cook their own food. There was a bar in the boatyard as well as the Jolly Sailor pub, so there was no excuse to go thirsty. Later in the evening a jazz band gave the more energetic a chance for a dance.

Sunday's weather was much the same and ideal for the water sports and events ashore. There was so much to see and do. There were Model Yacht Races; canoe and boatyard races; a whole raft of rowing races, some fun, others deadly serious; swimming races which went on throughout the afternoon and the Water Carnival Float competition with the theme "Sailing Through the Centuries". Ashore there was an art exhibition, a children's Fancy Dress Parade, refreshments, tombola and a draw for a gallon of whisky. As darkness fell the torch light parade of dinghies began. Then followed a short Son et Lumiere, which illuminated the fleet with mainsails hoisted and bunting flying. This was topped by the

grand finale, the magnificent fireworks display.

Following a quick committee meeting, it was decided to re-run the 41st Solent Area race on Monday morning and details were circulated during Sunday afternoon. After two days of partying, some found it hard to get to the start line off Cat Head buoy in Southampton Water. Again it was hot and sunny with a light breeze from the north. The course sent the fleet down Southampton Water. From there it was a reach to West Knoll gybe mark, where the wind fell light and the tide was setting the boats onto the buoy. Next mark was Clipper, where the course was shortened. Had this not happened it would have been a long slow beat back. Four boats, *Brilleau*, *Island Swift*, *Venture* and *Lone Wolf* had pulled out ahead of *Charmian* and *Dirk II*. The four leaders managed to carry the breeze to the finish but for the rest the wind began to fall light and the fleet spread out. *Brilleau* was first across the line followed by *Island Swift* and *Venture*. *Lone Wolf* finished fourth but won on corrected time. Thanks to Chris Waddington who used his rib to collect declarations at the finish line allowing everyone to leave for home at the end of the race. Many thanks are due to our sponsors, Red Funnel Ferries and Hall & Woodhouse, and to the Bursledon Regatta Committee for inviting us to join in such a good event and Tom Richardson for the moorings.

RESULTS:-

Dead Eye Trophy	<i>Brilleau</i> S & M Bayliss
Channel Cup	<i>Lone Wolf</i> D & P Dawson
Anchor Trophy	<i>Brilleau</i> S & M Bayliss
Le Havre Plate	<i>Venture</i> R Coles
Rose Trophy	<i>Brilleau</i> S & M Bayliss

sailing on home waters, won on handicap, looking very impressive with more sail set from her fore triangle than I would have believed possible. In almost ideal Memory conditions, *Scheherazade* took second place and *Windhover*, also from the host club, third. *Lone Wolf* came fourth, which means that three of the first four boats were over 87 years old - not bad going! In the evening, Marchwood Yacht Club excelled as usual with their hospitality, laying on a fine barbecue, a jazz band and, of course, a well stocked bar.

In mid August eleven Gaffers, out of a total entry of 23, turned out for the **Three Creeks Race**, an event I run for Warsash Sailing Club in conjunction with the Royal Victoria Yacht Club (RVYC). What looked to be a pretty gloomy weather forecast for the weekend did not actually materialise, apart from a brief but heavy downpour on the Saturday. The race is more of a weekend cruise in company which takes in three Solent creeks. It starts at Ashlett Creek on the edge of the New Forest - something of an oasis tucked in between the Fawley oil jetty and power station. The next stop is the National Trust owned Newtown Creek on the Isle of Wight, where we have a barbecue and spend the night. Sunday sees an anchors down race to Wootton Creek, also on the Isle of Wight and home to the RVYC. Hilton Matthews, who takes care of the race management on the Island, adds his own personal touch by insisting that everyone must sail sternwards over the finishing line, so all can be won or lost in just a few minutes. He also enforces quite strongly the rule that anyone taking the 'race' too seriously may be disqualified, issuing yellow cards accordingly. *Island Swift* won this year's race with *Abaca* second and *Flugel* third. I'm sure there must be great potential for this sort of event on the East Coast - how about it?

Our final event of the year was a rally at Yarmouth which, as in the past, included the **Royal Solent Yacht Club's Centenary Chase** pursuit race. This was another weekend with a poor forecast and only

about half of the 20 entries flogged their way there. Not for the first time this season, those who persevered against the elements were rewarded by a jolly good time, with *Dirk II*, *Westernman* and *Island Swift* battling it out in a perfect breeze. The latter championed to be the first gaffer, with *Kerneth* (to their delight I gather) collecting the prize for being the last boat to cross the finishing line within the time limit. Our thanks, as usual, go to the Royal Solent for inviting us to take part in their race.

Geoff Skinner - SOL Area Secretary

SOLENT AREA OGA ANNUAL RACE AND RALLY 1999.

The Friday night get together in the Cowes Corinthian Yacht Club was, as always, a success. The day had been sunny and hot with light winds and Cowes had filled up with Gaffers large and small throughout the afternoon. Everything seemed set for an excellent Bank Holiday weekend.

Saturday morning was sunny and hot with little if any wind. The race started off the Island Sailing Club line with a strong easterly tide. Various tactics were used to try and keep the right side of the line before the start. Some were more successful than others, once over the line and there was no way back. Some managed to get towards the first mark before the tide turned. They anchored where they were for an early lunch whilst others retired into Osborne Bay. The sea breeze never did arrive. One by one people gave up. Eventually, for the first time in 41 years, the race was abandoned. It was clear that no one would make even the first mark.

But the weekend did not end there. The OGA had been invited to join the Bursledon Regatta so everyone made their way up the Hamble River to Bursledon where Tom Richardson had reserved berths on his pontoons at the Elephant Boatyard. This was the Regatta's 129th year and for the first time was to be a two day event to celebrate the millennium. The theme was "Sailing Through the Centuries". That

Am Kaisermuehlendamm 55-61/7/7
A-1220 Wien

Old Gaffers Association

Vienna, 30 October 1999

Dear Sirs

I am looking for construction plans (and maybe instructions) of pilot cutters, smacks or similar gaff rigged boats, because I would like to build a replica. Do you perhaps know where I could purchase such construction plans?

I thank you in advance for your trouble and look forward to your reply.

Yours sincerely

Christian Wiehart

Steps Cottage, Playden
Rye, E Sussex TN31 7NT

31 October 1999

Dear George

Area Funding

Jon Wainwright is clearly very insular in his views and is basically wrong in much of what he says. I have no wish to argue his many points but it is curious, that of all our Area Secretaries, it is only he that continually wants to change the system.

Jon has the respect of everyone in the OGA for the huge amount of work and dedication he has put in on behalf of the East Coast Area, our largest, but he is not alone. I will address the matter of funding however, and I will recall, as he does, the AGM of 1987, when the EC "packed" the meeting with a view to obtain extra funding. The result of that meeting was a motion, which was carried, that area funding should be examined by the National Committee and a report made at the next AGM.

In 1988, at the AGM, guidelines were proposed and approved - I quote - '*Area funding shall, where possible, be self-contained. However, sufficient monies shall be held by each Area to function efficiently and for the general good of the Association, and shall be made available from Central Funds as required. The monies shall be accountable to the Central Committee annually. These guidelines are already encompassed by the Rules of the OGA*'. This is the status quo and means please try to be self-sufficient but if you end up in deficit the deficit will be met. It is however a Rule that area accounts be submitted annually to the Association Hon. Treasurer by 15th December each year. I think an exclamation mark may be appropriate here.

I say to Jon, keep up the good work, but smile a little. The East Coast is not on its own, every area has its problems and together we may solve a few of them. Please be assured that the Finance and General Purposes Committee, which has the task of making recommendations to the General Committee, and has some control of monies, is determined to keep the OGA solvent and forward looking. Incidentally, of the eight members of that Committee, there are presently no Solent Area members at all and 5 East Coasters! I shall certainly be looking for a pint from Jon when I next see him.

With best wishes and slightly tongue in cheek

David Cade, President

VIGILANCE, the Brixham Trawler BM76, by Janet & Bridget Cusack

Reviewed by Robert Simper

The Brixham trawlers are the latest British work boat to make something of a comeback, with the revival of an annual race at Brixham. Following this, several interested people in Brixham got together to form a syndicate to buy the 78ft wooden ketch *Vigilance*, so that one of these famous sailing trawlers would once more be permanently based at this South Devon harbour. This well researched booklet traces the history of this craft and briefly outlines the history of Brixham's sailing trawlers.

As so often happens, very little is known about the working life of the *Vigilance*, which was built by J W and A Upham at Brixham in 1926. After trawling, she had a rather mysterious period as a yacht before cabinet maker Ken Harris took on her ownership as a debt repayment. The *Vigilance* only survives because of the extraordinary devotion of Ken who slowly, very slowly, rebuilt the smack and got her back to sailing order and then sailed her. After forty two years, Ken Harris sold the trawler and moved ashore, but his life's work in saving this large wooden craft should be an inspiration to all wooden boat owners.

Booklet published for 'Vigilance of Brixham Preservation Company Ltd.' at North Grove, Holden Road, Brixham TQ5 8QU, price £2.50.

UP ALOFT WITH OLD HARRY by Des Sleightholme

Reviewed by George Jago

If you have never come across "Old Harry" then it's high time this aspect of your formative maritime education was completed. If you have met him before there is little for me to add about his exploits. Harry's explanations and descriptions of a variety of topics and situations have, for years, and still are, so close to the truth as to be frighteningly funny. Chuckle in the comfort of your home with this stocking filler at Christmas. You will not be disappointed - it is a very good read.

Published in paperback by Adlard Coles Nautical, an imprint of A&C Black, London, price £5.99.

SAILING ALONE AROUND THE WORLD by Captain Joshua Slocum

Reviewed by George Jago

This reprint is the story of a round the world voyage which has more in common with Richard Hakluyt's narrations on Drake's voyages in 1577 than anything today. In just over a hundred years, the book now demonstrates very forcibly just how global sailing has changed. The introduction to this edition, by Walter Magnes Teller gets this point across in his opening paragraphs, which set the background to the voyage. This blue water classic, of a man who sails from Boston in April 1895 without engine, radio, money, sponsorship or insurance - and succeeds - is impressive. Very much another real story book for your bookshelf, if you haven't already got a copy.

Published in paperback by Adlard Coles Nautical, an imprint of A&C Black, London, price £6.99.

SAILING JUST FOR FUN by Charles Stock

This book was reviewed in September '98 Gaffers Log, priced £7.99. Signed copies are now available to OGA members, directly from the author, postage & packing free. Please send remittance to: Charles Stock, 82 Longstomps Avenue, Chelmsford, Essex CM2 9LB.

CINQUE PORTS

SOVEREIGN HARBOUR RACE AND RALLY
- 7/9 JULY 2000 - OGA MILLENNIUM RALLY

Following the success of this event last year, it has been proposed that we make it the Association Millennium Rally for 2000. With its geographical position and generous berthing facilities, we can hope to attract members from the East Coast to the Solent, and with the help of Area Secretaries it could be a huge success.

For those intent upon the attractions of Brest, this may work in well. Obviously, members from all areas will be welcome and arrangements will be made for trailed boats to be launched. It must be said that none of this would be possible without the benefit of free moorings and sponsorship by Sovereign Harbour and Eastbourne Borough Council. Further details in the New Year.

David Cade - CP Area Secretary

SOLENT

Personally, I feel that we have been blessed with fairly good weather this season. Several boats made it to the festivals at Ploumanac'h and Paimpol, amongst them *Iseult* (celebrating her 100th birthday this

year), *Brilleau* and *Dirk II*. Some went eclipse hunting and others, like *Zinnia*, *Partridge* and *Chloe May*, cruised even further afield. *Venture* made a welcome return to the water after a major rebuild and *Charmian* was launched mid-season. It was also nice to see Dave Baggett and *Morwenna* back in circulation and *Three Brothers* making an appearance at the annual rally after an absence of a few years.

The Solent Area has seen a steady increase in its membership during the year and events generally have been well supported, both in terms of entries and sponsorship. It's always pleasing to hear of new boats on the stocks and I certainly look forward to seeing David and Jenny Still's second Nigel Irens designed yawl, inspired by *Charm*, which they restored a few years ago. I gather there is also another Wylo being built, this time by Thierry Msika - pity they're so fast, or are they just well sailed?!

Pat Dawson writes separately about the Annual Race and Rally, run in conjunction with the Bursledon Millennium Regatta. For my part, our presence at the Regatta created quite an impression, particularly the 'son et lumiere', which continues to be talked about and seems to have made us a much sought after commodity at events in 2000.

The Rally at Marchwood Yacht Club was slightly later this year and coincided with the beginning of Cowes Week. Nonetheless, over 20 boats attended ranging from the large bright yellow schooner *Ushuai* down to the Memories and Oystermen. We were blessed with brilliant sunshine, although a somewhat fickle breeze, probably from the SW, but I found it a bit of a mystery where it was coming from at times! Saturday afternoon's race was therefore a rather sedate affair. Sensibly, the Race Officer shortened the race, but not before we had experienced sailing through Southampton Docks and, in contrast, the wooded banks of the River Test where it joins Southampton Water. *Dolphin of Leith*,



Venture & Charmian in Solent Race

Photo: C. Scott-Francis

At Woolverstone, Allison (*Good Intent*) had made arrangements for berthing the fleet, boat information having been sent ahead. It all went very smoothly, and soon many of us were walking through the delightful coastal path to slake our thirst at the famous Butt & Oyster. In the evening we barbecued again, Captain Bona leading the singing.

Next day, another beautiful morning, some thick heads bade their au revoir to each other, and sailed back home. It had been some weekend!

Jon Wainwright - EC Area Secretary

The OGA Anniversary Rally & Maldon Town Regatta report has been held over until the next issue. Editor.

MEDWAY & NORTH KENT

First the bad news! Lena Reekie, our Area Secretary is, as I write, laid up in hospital following a tumble aboard her boat *Linneae* on 26 October, cracking a couple of ribs in the process. We all wish her a speedy and not too painful recovery.

This rather upset our planned fixture meeting set for the following evening, so only a provisional date for next year's Annual MNK Race can be set at this stage. This date is 24 June 2000. With the success of this year's merging of the OGA Race with the Medway Smack & Doble Association's Race, and after consultation with them, we expect to repeat this formula and format next year. Dates may have to be moved to take account of other events, notably Brest 2000, but we will of course keep you informed.

Medway & North Kent Area have been invited to field a team (or several) at a Royal Engineers Yacht Club Quiz Evening to be held in the canteen at Wainscott Camp, near Strood, Rochester. Any Old Gaffers (or Old Engineers Gaffers) who fancy imparting a little of their knowledge in

support of the OGA should get in touch with me on tel. no. 01843 582997 or e-mail: robertjan@holdenrj.fsnet.co.uk. The date for this event is Friday 10 December 1999 at 19.00 for 19.30hrs. Proceeds to go to the RNLI.

The first event of the new year is proposed to be a social evening at our usual haunt, The Anchor pub near Standard Quay in Faversham. Those of you farsighted enough to have next year's diary and who fancy a noggin and nautical chat on Friday 4 February 2000 can now make an appropriate entry. Don't forget to bring your photos!



End of Summer, Standard Quay, Faversham

Photo: Julian Mannering

Finally, we hope to be taking *Emanuel* to 'Brest 2000' and may be looking for crew. If anyone is interested, please contact as above.

Robert Holden - MNK Area Vice President

BOAT OWNERS WEEKEND WOODWORKING by Garth Graves

Reviewed by George Jago

Another of Adlard Coles Maintenance Manuals. A very senior engineer once said to me 'fifty per cent of any job is getting started! This book makes no pretence of being for professionals, but for many others it opens the way to get started. Typical woodwork tasks are illustrated, together with a highlighted list of tools and materials. If you are on the verge of doing some modifications to your boat for the first time, give this book a thought in your planning stage.

Published in paperback by Adlard Coles Nautical, an imprint of A&C Black, London, price £14.99.

ALBERT STRANGE ON YACHT DESIGN, CONSTRUCTION AND CRUISING by Jamie Clay and Mark Miller

Reviewed by Mike Peyton

This book is written by enthusiasts, for enthusiasts and about an enthusiast - a must for any owner of any of his designs. It also has a lot to offer the general yachtsman. Even now, over eighty years after Strange's death, his designs can still hold their own against many contemporary boats and, without exception, look better when they are doing it.

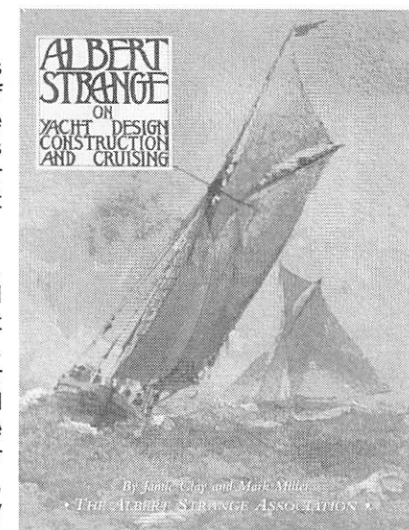
As the title suggests, the book is in three sections. The first one is a reprint of nine articles Strange did for "Yachting Monthly" on the basic principles of yacht design, which are the same now as they were then. It is all put down in a very simple and logical manner and runs literally from sharpening your pencil until the plan is finished. He did not assume that the reader of his day had a degree in mathematics or access to a software programme on yacht design, just 'a knowledge of ordinary arithmetic'. I am only sorry I was not able to read this years ago!

The second section consists of the designs of some twenty of the 150 yachts he designed, backed up by extracts from his letters and notes. From these, it is obvious that he was a hands-on designer. There are photographs, contemporary reports, present day comments, all rounded off by what is known about the particular boat now. For example: "*In 1999 Blue Jay was reported to be undergoing major restoration work in Florida, USA*"..... "*Moth II sold and reported wrecked*"..... "*Wanda: a number of boats have now been built to these plans*".

The final section on cruising makes you realise how the cruising world has altered in just over a hundred years. How about this - "*The quay at Abbeville was infested with rats. It was no uncommon thing to see one or two foraging over the cabin floor. We got used to them, but we never became friends in the fullest sense of the word*". Or this - "*took off his clothes hurriedly and going over on the lee side got the bag (it was filled with sails) nicely under the spot where the bilge hit the rocks and kept it there until she settled down a bit*". This, with a snowstorm blowing at the time, was "*naturally a perishing business*". I like the "naturally".

However, like all cruising yachtsmen, he also had his good days and more of them than the bad ones. And although Albert Strange is now remembered solely as a yacht designer, he was by profession an art teacher, so the illustrations are a joy to look at in all respects.

Published 1999, in hardback, by The Albert Strange Association, 6 Victoria Road, Maldon, Essex CM9 5HF, price £30.00.



CELTIC VOYAGE 2000



St. Patrick & others, Brest '91

Photo: Dick Dawson

Ancient culture will meet the 20th century next summer when the dawn of the new millennium is celebrated in maritime style with Celtic Voyage 2000. Planned as a maritime festival, filled with shore side celebrations as the flotilla moves from Celtic port to Celtic port, embracing the culture which still, to this day, unites Ireland with Wales, Britain's South West peninsula and Brittany.

The list of millennium celebrations is legion, yet there can be no better way to herald the next thousand years than to remember the past and sail into the future. That is what Celtic Voyage 2000 seeks to achieve. Martin Tregoning, Maritime co-ordinator of Celtic Voyage 2000 said: "The object of the voyage is to appeal to everyone."

The voyage starts in County Wexford in Ireland in early June and then crosses the Celtic Sea to Milford Haven in Pembrokeshire, where a festival on shore and at sea will culminate in a Parade of Sail in the harbour. After leaving Milford Haven, the fleet then moves along the South Wales coast to Swansea and then on to Cardiff. Not everyone taking part has to complete the whole voyage, since people have to work, although there will be particular incentives for those who are able to complete the whole voyage. Those that wish to drop in and drop out are equally welcome.

So, from Cardiff its across the Bristol Channel to the city port itself, once the second most important port in Britain. Bristol certainly doesn't lack maritime history. It was from this port in 1497 that explorer and navigator Giovanni Cabot left on his voyage aboard the *Matthew* to Newfoundland. When the fleet leaves, it will be bound for the Celtic port of Penzance, Cornwall. Here again, there's a strong maritime festival tradition and the fleet will be welcomed in true Cornish style.

Penzance may have only organised its first festival back in 1996, but it gained a unique reputation for a small port with a big heart. Loaded with Cornish pasties for the journey, the

Vashti, who fortunately had a Dutch crew aboard stood by to relay messages to the coastguard. Happily, *V Symphony* was able to continue her passage after refloating. The fleet were treated to the mother and father of thunderstorms in the night, but fortunately no one was struck. A westerly breeze sprung up in the early hours, enabling boats to reach trolling speed in time for a mackerel breakfast. The wind continued to build during the day until there was quite a blow for the last vessels finishing at the Roompot. After the race, the boats sailed up the Oosterschelde to Zierikzee, where they met with others who had sailed down the coast from IJmuiden. From there the fleet went on to Steenberg, Willemstad and Hellevoetsluis for the DCYR.

RESULTS

- | | | |
|---|----------------------|-------|
| 1 | <i>Vashti</i> | (GB) |
| 2 | <i>Phantom Light</i> | (NED) |
| 3 | <i>Joanne</i> | (NED) |
| 4 | <i>Maryll</i> | (GB) |
| 5 | <i>Melody A</i> | (NED) |
| 6 | <i>Morgaine</i> | (NED) |
| 7 | <i>Mary Ritchie</i> | (GB) |
| 8 | <i>Snippet</i> | (GB) |
| 9 | <i>V Symphony</i> | (NED) |

WALTON & WOOLVERSTONE RALLY, AUGUST BANK HOLIDAY WEEKEND.

The last time we had a Bank Holiday rally with no racing at Walton Backwaters only 3 boats turned up. The Foulness Rally had been a bit thin on the ground earlier in the year, so I was apprehensive about staging such an event. But with Europe Week, Mersea Week, Hellevoetsluis and Swale Match etc., there was severe danger of regatta fatigue setting in. So the decision was - No Racing.

It may be because of the good morale developed at the East Coast Classics, but the decision proved to be the right one, with 25 boats turning up and one helluva 48 hr party. As we arrived at Stone Point in *Maryll* we were very pleased to note that the normal Bank Holiday Ticky Tacky fleet had



Mrs Mackenzie & crew (part of Mackenzie fleet)

Photo: Rik Homan

been well and truly gaffed, with bowsprits everywhere. Captain Bona and Pete the Knife set up the barbecue, the Mackenzie Sisters finished their careening on *Merlin* and we were set for feast and fun. Somewhere out in the darkness the band struck up, and soon the shantymen were a-singing. Towards the end of the evening a big bonfire was lit (possibly historic artefacts from the smack *Transcur*) and I listened attentively to Eric Husher's (USS *Amonite*) expert account of how the Brits actually lost the Battle of Sole Bay to the Dutch, and how it was only the French Navy that made ours look good!

In the morning we did a tour of the fleet - *Avola*, *Elfreda*, *Witch*, *Margaret Catchpole* and *Merlin* of Mackenzie Shipping Co. Ltd, the other *Merlynn* from Mistle, *Sixpincer* from West Mersea, *Enterprise*, the Canoe Sloop *Snippet*, cockler *Letitia*, Pilot Cutter *Noorderzon*, smack *Ellen* and many others. The day was so nice that many chose to sail out to sea before coming up the river Orwell. With the amount of gaff sail about, it gave the illicit Maldon Smack *Polly* cover to sneak out of her secret Mistle berth and sail up to Woolverstone. *Polly* breaks an 18th Century anti smuggling law (which still exists!) on length of bowsprit and she also displays a Colchester fishing number when she clearly comes from Maldon!

MILLENNIUM CLASSICS! - With many of our traditional locations being overtaken by Millennium fever, we are thinking about joining in with the 3 Rivers Millennium Festival 9-11 June at Levington for racing, and running a separate East Coast Classics on tour 19-26 June. The latter would involve a tour up the east coast - say Brightlingsea, Walton, Shotley, Mistley, Southwold, then either Lowestoft or Ipswich Wet Dock. We intend to discuss details at the East Coast Area OGA rally/AGM/social on 13 November 99.

Passage Race to Southwold	1 <i>Blackbird</i> , 2 <i>Maryll</i> , 3 <i>Good Intent</i> .
Sole Bay Race	1 <i>Vashti</i> , 2 <i>Maryll</i> , 3 <i>Micromette</i> .
Passage Race to Ipswich	1 <i>Bryher</i> , 2 <i>HMS Buckley</i> , 3 <i>Skandale</i> .
Pennyhole Bay Race	1 <i>Rising Hope</i> (Nancy Oldfield Cup), 2 <i>Rosemary</i> (Bona Trophy), 3 <i>Ma Solitude</i> .
Harwich Haven Race	1 <i>Rising Hope</i> (Harwich Haven Cup), 2 <i>Ma Solitude</i> , 3 <i>Airlie</i> .
Swallows & Amazons	1 <i>Dipper</i> , 2 <i>Gone for a Burton</i> , 3 <i>Nadine</i> .
Mistley Race	1 <i>Rising Hope</i> , 2 <i>Skandale</i> , 3 <i>Minke</i> .
Scandinavian Seaways Race	1 <i>Rising Hope</i> (Bell), 2 <i>Airlie</i> (Bell), 3 <i>Skandale</i> (Bell).
Two Rivers Race	1 <i>Rising Hope</i> (Two Rivers Trophy), 2 <i>Vashti</i> , 3 <i>Ma Solitude</i>
Open Boats	1 <i>Doreen C</i> , 2 <i>Nadine</i> .
Pinmill Open Boats	1 <i>Dipper</i> , 2 <i>Gone for a Burton</i> , 3 <i>Kathryn Marie</i> .

POINTS SERIES

Racers	1 <i>Rising Hope</i> , 2 <i>Vashti</i> , 3 <i>Ma Solitude</i> .
Bermudan Cruisers	1 <i>Minke</i> , 2 <i>Skandale</i> , 3 <i>Bryher</i> .
Open Boats	1 <i>Dipper</i> , 2 <i>Gone for a Burton</i> .
Gaffers	1 <i>Airlie</i> , 2 <i>Maryll</i> , 3 <i>Bona</i> .

Concourse d'elegance	<i>Clytie</i>
Special Committee Prize	<i>Nancy Blackett</i>
VICTOR LUDORUM	<i>Airlie</i>

Our thanks go to all those who supported the festival, whether by sponsorship or by personal effort.

Jon Wainwright - EC Area Secretary

The above are extracts from a 3300 word(5 page) report on this event. If anyone would like the full account, please contact Jon. Editor.

NORTH SEA CLASSIC PASSAGE RACE - 18 JULY

The 110 mile North Sea Classic Passage Race started this time from West Mersea, as Europe Week and WMYC Centenary Celebrations finished. The conditions made it tough to get round the North East Gunfleet before heading east for Holland. One Dutch boat, *V Symphony*, grounded on the Gunfleet, and required assistance.

fleet will leave Penzance and sail the route of those intrepid early saints aboard their coracles to Brittany. Martin Tregoning expects that the fleet leaving Penzance, will doubtless be joined by the more modern Celtic Voyagers going to Brest. Brest's reputation needs no further words here, neither will Douarnenez, the next destination, but Martin is confident that Celtic Voyage 2000 will receive an especially warm welcome from the Bretons.

For those who have stayed with the fleet from the beginning in Wexford and for those who may have just joined, the next stage is back across the Channel to the city of Plymouth. Another harbour steeped in maritime history and here there will be no lack of entertainment either. All that's needed to take part in this voyage of the millennium is a boat, enthusiasm and a little bit of stamina. There's serious sailing - and then plenty of fun and new friendships in all the ports taking part, so why not join in the fun. The total event runs from 2nd June to 27th July 2000.

For more information, contact Martin Tregoning at:- Celtic Voyage 2000, PO Box 2000, Falmouth, Cornwall TR11 2ZD, tel. +44 (0)1326 314315, fax. +44 (0)1326 313383, e-mail: celtic2000@pembrokeshire.gov.uk

OGA member Martin Tregoning, is Chairman of Falmouth Classics, former Penzance Harbour Master and, as Harbour Master for the Portsmouth International Festival in 1998, worked with David Cade in welcoming and berthing the 750 strong fleet.

THE NETHERLANDS/EUROPE

1999 promised to be an interesting summer, with several large events on both sides of the North Sea. I had hoped to participate in some of them but I am sorry to say I eventually managed the least sailing for years. I didn't make it to the East Coast Classics, Europe Week or the Dutch Classic Yacht Regatta in Hellevoetsluis which, as some of you may know, I have helped organise since 1989. Despite, or maybe due to this, all these events seem to have gone down quite well.

I have been told by everyone I spoke to that the West Mersea Yacht Club put on a fantastic event during their Centennial celebrations and that thanks to the OGA presence, the so-called Europe Week was a reasonable success. Unluckily, we haven't got this pan-European regatta circuit thing running as smoothly as we had hoped and there was a disappointingly low number of foreign yachts at the event. Thank God the Brits turned out in force. I am afraid the European Classic Yacht Union (ECYU) is temporarily moored in a bit of a doldrum. Due to circumstances beyond the control of many of the delegates, the AGM set for the end of October had to be postponed. A

new date is planned for early 2000, possibly at the Dusseldorf Boat Show. It will be an important meeting, for a complete new board has to be chosen and firm plans made for the future. For 2000, a Europe Week is planned in Oslo.

After West Mersea, there was a Feeder Race to the Netherlands, for which some Dutch boats did show up at the last minute. As usual, the cruise in company through the south of Holland proved to be nearly as much fun as the Dutch Classic Yacht Regatta itself. The DCYR has settled down to a streamlined format where, it being a regatta, the racing is the heart of the matter. There was a good turnout of about 120 boats, with close competition in all six classes. In the Gaffers Class, to the surprise of everybody, and probably for the first time this century, our Jon Wainwright didn't win his class. Dutchman Dirk Peeters managed to squeeze his *Anemone* ahead of three English yachts - *Maryll* (Jon W.), *Mary Ritchie* (Don Garman) and *Snippet* (Kate Bushell). It was all very close and the difference between first and third after four races was a matter of seconds. The number of foreign boats was slightly down from previous years, but as the Dutch only managed to get one boat to West Mersea,

they cannot really complain about the seven UK ones.



Snippet at Europe Week

Photo: J. Wainwright

Last major event of the year in Holland for traditional boats is the Classic Boats & Ships Trade Show in Spakenburg on 4/6 November. This has evolved into a truly international meeting, with over a 100 companies, clubs and associations exhibiting, with among them a sizeable English contingent. If you want to see what the Dutch traditional boat-building industry is up to, this is the show to visit.

There will be the prize-giving ceremony in January for the VKSJ Challenge Cup, which is a cup for the boat with the best result in all VKSJ and OGA related races for this year. Winners and runners up will hear from me shortly, but anyone is welcome to attend the ceremony, which will be held during the VKSJ New Year's Reception.

For anyone interested in more news, please check out the various websites. They are all quite professional and interesting - Dutch Classic Yacht Regatta: <http://www.gbpc.demon.nl> - which is also in English; Freundeskreis Klassische

Yachten (the German equivalent to the OGA): <http://www.fky.org> - although only in German; and the ECYU: www.ecyu.com.

Back on my home front, all is not peaceful. After my wife destroyed half my business capital by buying one of the boats I had for sale (see June Gaffers Log) I have compounded the situation by falling in love with another one myself, so that has finished off that part of my business. I am sorry to say that once more I have not bought a gaffer. She is definitely classic though as she is a 1936 Swedish double ender, very much on the lines of Adlard Coles' *Cohoe*. Nearly identical in size but with the original short and low cabin with a lovely big cockpit. This also means that *Aquila*, my Hillyard 4 tonner, is for sale and that I am following in the footsteps of our renowned

President, who I believe also has a small fleet of boats lying around.

I wish you all good sailing for the year 2000 (does that date scare you as much as it does me).

Ron Valent - European Liaison

NORTH EAST

As the Log goes to press, we are just about to have our Laying-up Supper at the Traveller's Rest, Witton Gilbert, Co. Durham. This has been a momentous year for the North East Area, as we rose phoenix-like from the ashes and brought the OGA to life again in this part of the world.

Next year we shall be repeating our participation in the Festival of the Sea at Hartlepool, which was the highlight of this year's activities. An event at Blyth or the Tyne is being considered. We are also exploring the possibility of holding joint events with local traditional boat groups.

MISTLEY RALLY - 16 JUNE - The race started against both tide and wind - the prevailing winds were not doing what they were supposed to do - and it gave quite a challenge to beat out of the Orwell. Once at the Mistley Quay, the raft built up to fifty boats as the Thorn Hotel opened its doors. Although Mistley was renowned for its steel barge building, few are aware they used to build sailing warships in the eighteenth Century. There was a spanking breeze to see us back home.

SCANDINAVIAN SEAWAYS OFFSHORE RACE - 17 JUNE - Because of complaints about having to beat at the start, the committee arranged for the wind to blow the other way! With the brisk breeze and the strong cross tides to the course, it made for interesting sailing, and *Airlie* showed an even better pace in heavier weather. All the boats who took part had good individual races, including Falmouth work boat *Amonite* (flagged out to the USA) and *Knitch*. The open boats had an inshore race to Pin Mill, won by *Dipper*.

TWO RIVERS RACE - 18 JUNE - Dogged by light winds or no wind, the start was postponed, despite Zeeschauw *Roker's* valiant attempt with a borrowed spinnaker. Eventually a light sea breeze set in, giving a chance for some boats to beat over the now flooding tide. The time limit on the race had to be modified to allow the fleet to get to Maritime Ipswich 99. Open Boats did a short race which was won by *Doreen C* from *Nadine*.

MAIN PRIZE-GIVING - The plan was to have the prize-giving at the Brewery Tap reception on the eve of the Maritime Festival. Not an easy task with the results of the Two Rivers Race, and the Points series for the whole event. However, Paul Wright is to be congratulated for setting up a series of programs on his Laptop which enabled this to be done very efficiently in the cabin of *Vashti*. Indeed, when one considers that the racing extended from Southwold to Levington and places between, with the majority of the racing

having a different finish from the start, involving not just OGA work, but co-ordination with Haven Ports YC and Southwold SC, the whole series of events had gone remarkably smoothly. The Points Series took into account all the racing except Southwold and the Passage Race. Apart from the Cups, the first three in each class had magazine subscription prizes - PBO, Classic Boat, Watercraft and Maritime Life & Tradition all kindly contributing.

Whilst all handicap systems have their faults, it is interesting and pleasing to note the wide spread of craft types amongst the prizewinners. However there will be a few whose boat, however well sailed, does not measure well and can be out of the running, but we hope they were not too saddened. The Classics, being spread over different waters, river and sea, also gives most boats a chance to come into their own in a way sailing round the same cans in a regatta week can never do. And again, with having a focus such as a barbecue or a different watering hole as part of the agenda on each race, it is not like going back to the same crowded bar. It is hoped there was something for everyone!

MARITIME IPSWICH - 19/20 JUNE - After the peace and quiet of the local backwaters and rivers, and the luxury of marina facilities, it was a bit of a culture shock to lock into the Ipswich Wet Dock. There was plenty to see and do, plenty of stands and entertainment laid on and only a few minutes walk away were lots of other pubs and eating places in the town. There were various high jinks on the square riggers, Dragon Boat Racing and the inevitable fireworks at night time. The East Coast Boat Show was revived at the eleventh hour, complete with the indefatigable Martin Holliman. Unfortunately I did receive a number of complaints, which were passed on to Ipswich. Not everyone turned up as expected, they rarely do even at the most lavish of these types of shows in my experience. Perhaps those who do the Classics in its new form are not show animals, more participation sailors.

later, she got into serious difficulties on the shingle banks and the lifeboat had to be called. However, the barbecue ashore soon made up for any trauma suffered at the entrance. The atmosphere of this so secret and quiet place was indescribable. The soft surge of the sea on the shingle was soporific, and the phosphorescence amazing.

HARWICH PASSAGE RACE - 12 JUNE

- From all over the East Coast, vessels took part in this event which predates even Shotley! The weather was decidedly mixed and extremely damp. First on corrected time was the 4 ton *Bryher*, followed by *HMS Buckley*. The two Folkboats *Skandale* and *Minke* made their presence known. The first gaff boat was *Maryll*, winning the Paul's Cup, just beating Bob Holden's *Emanuel*. *Clytie* was awarded a special prize for crossing the shipping lane by the recommended route!

EAST COAST CLASSICS REGATTA - 13 JUNE - Regatta Day was held in Ipswich Wet Dock, with the usual games developed originally at Shotley such as the Dog Show and blindfold rowing. New games this year included a gazebo competition, which was won handsomely by *Bona* (ref. September Classic Boat). A trial run by a gaff rig zeppelin (ref. April Classic Boat) was grounded because an Ipswich Port Authority Safety Officer spotted one of the crew, Pete the Knife (ref. feature in *Yachting World* no less) wearing an implement that would have been an unacceptable risk to the vessel. The Colne Smack Preservation Society Team failed to open a portable toilet, despite the use of a 57 piece socket set. They did not realise the door just needed pulling open.

PENNYHOLE BAY RACE - 14 JUNE - A feature of this race, which took the fleet from Ipswich to Walton Backwaters, was that the entrants were encouraged to make a donation to the Nancy Oldfield Trust, who run a sailing centre for the disabled. We all flew a pennant in recognition. The breeze

later faded, making it quite a struggle to get round the course for many. Racers *Rising Hope*, *Rosemary* and *Ma Solitude* did well in the conditions, but it was noticed that Robert Berk (ex *Dirty Girty*) was also doing very well in his beautiful recent acquisition *Airlie*. The evening finished with a barbecue at Stone Point.



Airlie

Photo: Alice Salway

SWALLOWS & AMAZONS RACE - 15 JUNE

- This fascinating race for Class 3/dinghies now has its own trophy from the Nancy Blackett Trust. Many enter the Classics solely for this race, which takes the fleet on a round tour of the islands and saltings which make up the Walton Backwaters, and were such an inspiration to Arthur Ransome. The *Ness Yole Gone for a Burton* was first over the line, but conceded first place to *Gull Dipper* on handicap.

HARWICH HAVEN RACE - 15 JUNE

- Starting at Hamford Water this race, after going round Stone Banks, took the fleet up through the Harbour to Levington. Other craft were now joining the fleet, such as the little lifeboat *Snoopy*, all the way from Holland. Haven Ports Yacht Club finished the race for us, as *Avola* was still on Swallows and Amazons duties. The fleet were all accommodated in Suffolk Yacht Harbour, with remarkably little fuss.

For the latest details, please contact the Area Secretary, Richard Montgomery, on tel. 01325 333051

On behalf of the North East Area, I should like to wish the OGA and all Gaffers everywhere, fair winds for the new millennium.

John McDonagh - NE Area Treasurer

EAST COAST

EAST COAST CLASSICS - 9/20 JUNE 1999

East Coast Classics gets back to the real roots of our business, when like minded individuals get together in a bond of camaraderie, banter and appreciation, to create this unique Festival for traditional craft. From the 9-20 June it was fun all the way from Southwold to Ipswich, via Orfordness, Walton, Mistley and Levington. Every day was an event in its own right, for both racing, socialising and cruising. There was something for everybody, from the remote anchorage off Havergate Island to the fleshpots of Ipswich. The fleet varied in size from 50-100, depending on location. Apart from one very wet night in Ipswich, the weather was fair, the company good and a real pleasure as participant and organiser alike.



An East Coast Classics Race

Photo: Rik Homan

SOUTHWOLD PASSAGE RACE - 9 JUNE - The Passage Race to Southwold, sponsored by Harbour Marine Services, again attracted a big fleet. With the fair wind and tide up the coast, it stood to be a gaff riggers day. At Southwold Harbour it was a full house, with over 50 craft ranging from the massive Lowestoft smack *Excelsior* to the open Yarmouth Shrimper *Crangon* or the Cromer Crabber *Paternoster*. There was a super array of craft, many traditional types of coastal craft and classic yachts being represented. With a strong tide flowing in the harbour, it was a stern task for the harbour authorities to berth everyone in the right place, but they managed. A sight much appreciated by locals and the many tourists.

SOLE BAY RACE - 10 JUNE - The next day was the Sole Bay race, sponsored by Adnams Brewery. With 40 entrants, the fleet set off on a run. The leeward mark caused some concern as boats started to touch bottom, so it was towed away at speed chased by a pack of smacks. Although the course was the standard triangle, the north wind and a fierce tide made it very much a beating race. Notable performances were by *Maudelayne*, *Clytie*, *Good Intent*, *Naiad* and *Amberjack*. There was a prize-giving ashore, where superb prizes by HMS and

Adnams were presented. The merriment continued in the Harbour Inn and the Sailing Club, with an extended Ticky - Tacky being sung until day break.

CRUISE TO RIVER ORE - 11 JUNE - The breeze stayed firm and fair for the passage down the coast to Orford Haven, but problems awaited us as we tried to locate the new east entrance, several boats touching on the way in. Irish MFV *St Michael* managed to steal through the now very restricted southern entrance, but when *Vashti* tried to follow

- Jan 15 OGA ANNUAL GENERAL MEETING, CA House, Limehouse Basin, London.
- Feb 19 SOLENT AREA AGM, Warsash Sailing Club. Geoff Skinner, tel. 01489 572427.
- Apr 29/30 OGA OPENING WEEKEND, N Ireland Area. Peter Lyons, tel. 01247 453099.
- Apr 30/May 1 OGA RALLY, River Roach, Essex. Trevor & Denise Rawlinson, tel. 01621 783969.
- May 19/21 Maritime Festival, Dunkirk, France. FRCPM, 23 Rue Gosselet, 59000 Lille, France Tel. 03 20 52 46 98. Fax. 03 20 86 15 56.
- May 27/29 OGA WHITSUN REGATTA, River Crouch, Essex. Trevor & Denise Rawlinson, as above.
- June 2/4 YOGAFF, Yarmouth, Isle of Wight. Geoff Skinner, as above.
- June 17/18 ARDGLASS 2000, N Ireland. Peter Lyons, as above.
- June 19/26 EAST COAST CLASSICS ON TOUR. Jon Wainwright, tel. 01206 393537.
- June 24 MNK AREA RACE (prov. date). Robert Holden, tel. 01843 582997.
- July 4/9 Peel Festival of the Sea, Peel, Isle of Man. Mike Clark, tel. 01624 861127.
- Jul 8/9 OGA MILLENNIUM RALLY, Sovereign Harbour, Eastbourne, Sussex David Cade, tel. 01797 223040.
- Aug 19/20 BANGOR TRADITIONAL SAIL, N Ireland. Peter Lyons, as above.
- Sep 1/4 OGA SMALL BOAT GATHERING - Derwentwater Marina, Cumbria. Pete & Sue Farrer, tel. 01270 874174.

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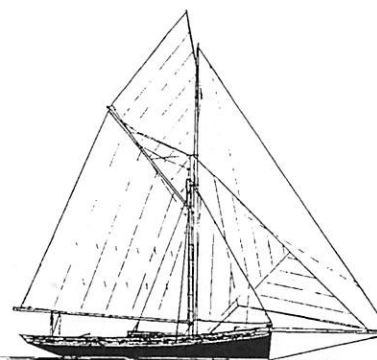
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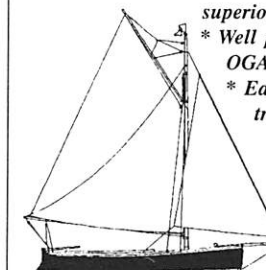
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