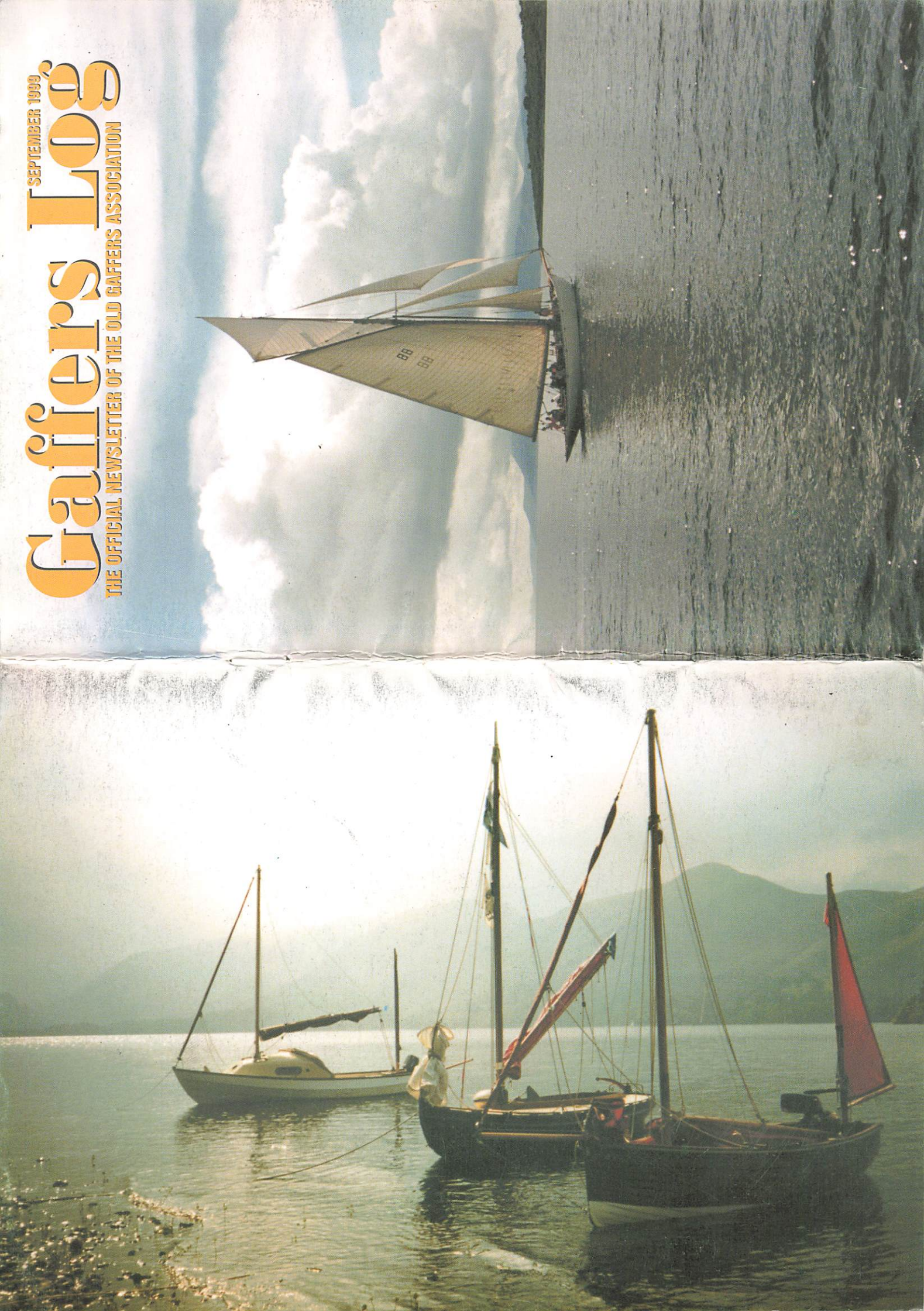


SEPTEMBER 1999

Gaffers Log

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



BRIAN KENNEL

SHIPWRIGHT & SURVEYOR



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		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
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	18"	£ 15.50	£ 16.00
Ties (multi-motif)		£ 7.50	£ 8.00
Brooches		£ 4.00	£ 4.50
Cap Badges	Small	£ 5.50	£ 6.00
	Large	£ 6.00	£ 6.50
Sweatshirts	M,L,XL,XXL	£ 15.00	£ 16.00
Polo Shirts	M,L,XL,XXL	£ 15.00	£ 16.00

Sweatshirts are available in Navy, Red, Green, Royal Blue and Burgundy.

Poloshirts are available in Navy, White, Green and Burgundy.

Embroidered name on sweatshirt or polo shirt £ 2.00.

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

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

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Back cover : Beached at Derwentwater 98, by Carol Laird

DIRECT DEBIT

If you wish to take up this offer, please help our Hon Treasurer, David Godsal, by returning your form to him as soon as possible to - The Orchard House, Brasted Chart, Westerham, Kent TH16 1LR. **Remember**, there is an **annual £2.00 discount** for paying your OGA subscriptions by Direct Debit.

If you have lost/mislaid your form, ring David on 01959 563702 and he will be pleased to send you another.

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

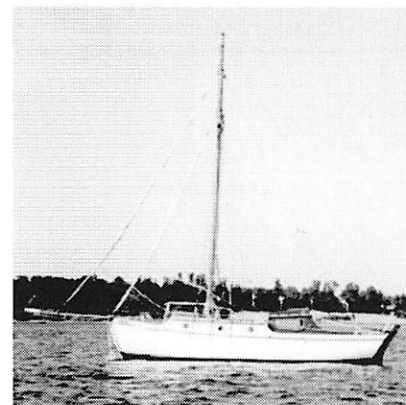
NE - North East	CWL - Cornwall	SCO - Scotland
EC - East Coast	BC - Bristol Channel	EU - EU Liaison
MNK - Medway & North Kent	NW - North West	FR - France
CP - Cinque Ports	CNW - Conwy & North Wales	GER - Germany
SOL - Solent	DB - Dublin Bay	WA - W. Australia
DEV - Devon	NI - Northern Ireland	

ITCHEN FERRY "MEMORY"

LOA 31ft, LOD 21ft, Beam 8ft.

Built circa 1920, professionally sheathed in ferro-cement. Near to original fishing spec., cuddy, Seagull outboard. History from 1940. Price £4,200.

Contact: Tim Hooper, tel. 01652 635388.



DEBEN 4 TONNER "AVENA"

22ft 6in x 7ft x 3ft 6in..

Built Whisstocks 1950. Spars new in 1994. All sails good condition, including furling jib and stay sail. Keel bolts replaced 1989 (black iron). Saab diesel. Solid fuel stove. Vessel in all round good condition. Lying River Orwell, Suffolk. Price £5,900.

Contact: Jim Kemp, tel. 01473 787092.

HIGHLANDER LUGSAIL DINGHY

Length 11ft 6in, Beam 4ft 6in. Built 1997 to Selway Fisher design. Fully equipped, little used, as new condition. Price includes road trailer. Price £1,200 ono.

Also

AURAY STYLE DORY

Light, roomy and quite fast. Easily handled ashore and afloat. Price £150 ono.

Both above boats lying near Morpeth, Northumberland.

Contact: Jim Bell, tel. 016760 790056 or 0411 11 7235.

WANTED

OGA member is interested to purchase a **good strong sewing machine**, hand or 12 volt (eventually 220 volt), for onboard use, making and repairing sails on long voyage.

Contact: Luc Carlier, tel. 01797 280331.

6 TON LEIGH BAWLEY CLASS "MALI"

LOA 30ft 6in, LOD 26ft, LWL 23ft, Beam 8ft, Draught 3ft 8in.

A traditional long keel gaff cutter. Designed Maurice Griffiths, last wooden boat built (1968) Johnson, Sons & Jago, Leigh-on-Sea. Iroko backbone, African mahogany planking on C.R.E. timbers. Self-draining cockpit, saloon with 2 berths, galley and solid fuel heating, forepeak heads with room for 2 pipe cots. Electric and oil lighting but no other modern gadgets. 2 cyl. 18hp Sabb diesel aux. New suit of sails by Gayle Heard with Wykeham-Martin furling jib and staysail. Owner looking for smaller boat due to age (his!) In commission Hullbridge, River Crouch. Price £7,900.

Contact: Roger Bullock, tel. 01702 206308.



CORNISH YAWL "STELLA"

LOA 30ft 6in, LOD 24ft 6in, Draught 3ft/5ft.

Built 1990 by Cornish Crabbers. Full inventory including VHF, Decca, paddlewheel and trailing logs, depth sounder and autopilot. Epoxy (Gelshield 200) protected. Yanmar IGM10 diesel. In excellent condition. Lying Lowestoft. Price £22,500. Delivery by arrangement, if required.

Contact: Peter Keeble, tel. 01502 508164.

18ft TOSHER - Built Gaffers & Luggers, Mylor. Lug fore and mizzen rig, long lead keel, Volvo engine. Price £2,500.

Also

14ft OLD CORNISH PUNT - carvel built, gaff rig. Price £300.

Contact: M Taylor, tel. 01983 282152.

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

If you read the Log, there is one sentence in the Western Australia report, which to my mind stands out beyond all others. WA take out a number of children with special needs and one mother says afterwards, and I quote "It's the first time I have seen my son laugh out loud for months". That one remark adds so much value to the event. Well done WA, keep up the good work.

We all take so much for granted, the people who organise events and even the Association itself - but, in a way, that is human nature. What all of us privileged boat owners, both young and old, should not take for granted is that the next generation will be interested in our type of sailing - I feel it has to be nurtured. The days of boys like those in the photo, seem to have gone, as commercial shipping and the waterfront have changed. These changes are inevitable as technology and our way of living changes. WA's efforts and the past NI project, together with OGA Youth at Portsmouth and Boats 99 are a start, but it is really up to all of us to get some young person interested. Basically, it is good fun, but sailing also helps to develop other good characteristics for living in this present society - have a think about it.

WA also seems to have found out where North Farnham is situated! A while ago, we had a visit from Victor Peters, a Ukrainian now resident in Fremantle, a member of the OGA there and also known to Sam and Maggie Bayliss. He mentioned a fellow member whose name I had not heard for years but who was a Cadet with me at Leigh-on-Sea Sailing Club. Sure enough, a couple of weeks ago, the phone rang and it was this old friend, Brian Axcell, who was a founder member of the OGA of WA, over here on holiday. He turned up (sporting a T-shirt with a picture of his boat *Delta* OGA1) with three other ex-Cadets from Leigh and we all reminisced over a meal at the Ferry Boat Inn. In our youth we probably looked a bit like those boys in the photograph, who knows! Some are still members of Leigh Sailing Club - all of us are still sailing. So when I say sailing is fun, it is long term fun, as it is this common interest that has kept us all in touch over the years.

The third recent contact with WA came with a letter from Patrick Reid, President of the OGA of WA. We are expecting a visit from him in early September. He has already visited the Solent Area and we understand he is planning to go to Northern Ireland, among other places. The way he is getting around certainly adds a new dimension to my understanding of the Australian word 'Overlander'!

Enjoy the rest of the sailing season here in the UK, even if the odd day has been eclipsed!

Copy date for next Log is 1st November

George Jago - Editor



"Watch your boat guv?" Queensborough, Kent, 1930s
Photo: Jago family collection

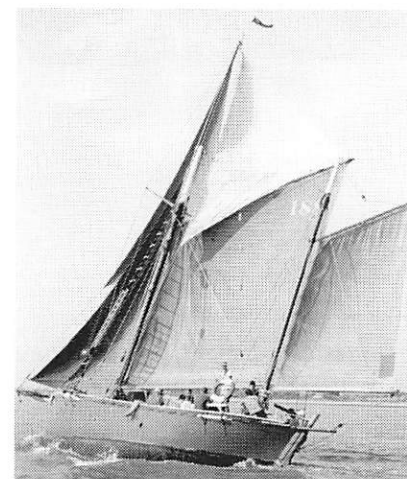
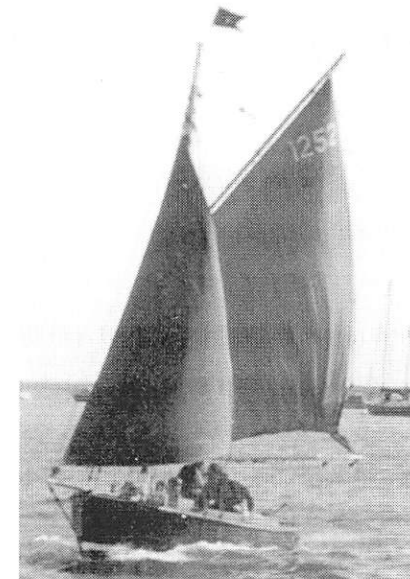
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GAFF SLOOP "DAISY"

LOD 19ft, LOA 24ft 10in, Beam 7ft, Draught 1ft 9in/3ft 9in.

Memory class. Built Bergquist 1976. GRP hull & deck. Cast iron centreboard. Mahogany coamings and trim. Tan suit of sails, warps, fender and anchors. 10HP Dolphin inboard needing attention to switching. Two berths (just). ready to sail. Lying on trailer in Suffolk. Price £4000.

Contact: David Fison, tel. 0171 564 6750.



GAFF KETCH "NELL"

LOD 46ft, LWL 43ft, Beam 12ft, Draught 7ft 6in

Designed G L Watson, built Thomas Orr, Greenock 1887. Impeccable original condition - oak panelled main saloon and stained glass windows. Full cruising order. New (1990) 90hp diesel. Offers.

Contact: David Stabb, tel. 01303 248656.

4 WHEEL BOAT TRAILER - suitable for 22ft boat. Lying West Mersea, Essex. Price £450 ono.

Contact: Bob Angell, tel. 0116 2531964 (day), 0116 2607359 (evenings).

14ft CLINKER DINGHY - New replica Thames Barge tender. Larch on oak, copper and bronze fastened throughout, College built. Strongly constructed, beautiful lines, plumb stem, wine glass transom. Could be finished as sailing lugger or winkle brig. Addition of engine would make excellent workboat. Offers on £3,000.

Contact: Peter Wynn, tel. 01277 723565 (day), 01277 226966 (evenings).

FOR SALE

KETCH RIGGED EAST COAST OYSTER SMACK "SPEEDWELL"

LOD 50ft, Beam 14ft, Draught 6ft.

Designed and built by William King of Burnham on Crouch in 1901. Pitch pine on oak. Sail area 1800 sq ft. Re-decked, re-rigged and extensively refurbished in 1991. Many accessories. Registered as an historic fishing vessel with the National Historic Ships Committee. Lovingly maintained over 23 years of ownership to her best condition since new. Circumstances force the sale and a suitable caring owner is sought to take her into the 21st century. Lying Sussex. Realistic offers considered.

Telephone: 01273 454445 or 01892 824624.



CLASSIC GAFF YAWL "PINTAIL"

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

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

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

GAFF YAWL "CORMORANT"

Length 30ft, LWL 22ft, Beam 7ft 6in.

Designed and built Lukes of Hamble 1911. Pitch pine on oak, counter stern, lead keel, teak bright work, numerous sails. Rebuilt 1992 but not fitted out below. Rare opportunity to purchase a beautiful classic gaff yacht. Price £15,000.

Contact: Den Phillips, tel/fax. 01621 850276 or mobile 07957 856242

- NI** Mr Aidan & Mrs Pamela Riley, 5 Coastguard Villas, Newcastle, Co Down BT33 0QT *REALITY*
- OS** Mr Geoff Cummins, 60 Rue de Longchamp, 75116 Paris, France
Mr John Ehrlich, 7166 N Washington St., Denver, Colorado 80229, USA *CORNISH CRABBER*
- SOL** Mr Will Bassom, 57a Kings Road, Haslemere, Surrey GU27 2QG *DAUNTLESS GIRL PAT*
Mr Peter Carey, 177 Fairlee Rd, Newport, Isle of Wight *SEA WITCH*
Mr Tim Cropley, 25 Egbert Rd, Winchester SO23 7EB *MARIE-JULIE*
Mr Anthony Coups, 8 Ducks Meadow, Marlborough, Wilts SN8 4DE *OUTRIGGER*
Mrs Roma Griffin, Three Gables, Newbridge, Yarmouth, Isle of Wight *HANNAH*
Mr M J Gould, 59 Newport Rd, Shaw, Newbury, Berks RG14 2AP
Mr Tim & Mrs Gill Hepple, 14 Paddock End, Denmead, Waterlooville, Hants PO7 6NW *LOST SOCIETY*
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Mr & Mrs Ian McKinnell, 5 Kings Terrace, Emsworth, Hants PO10 7AA *PAOLA*
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Mr Rhodri Y Williams, Fir Tree Cottage, Burchetts Green, Berkshire SL6 6QZ *JENNIE OF PAGLESHAM*

www.oldgaffersassociation.org

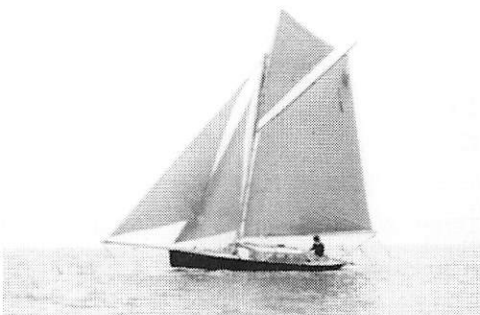
Our web site is going well, with over 1100 visitors from all over the world looking at the site since April. The information is kept up to date regularly and as interesting as I can make it. The picture galleries will be changed during September. I would appreciate anything that anyone has that would make it even more interesting. If you want to sell your boat or anything else, let me know. It is your site and the more interest you have in it the better it will become.

Peter Lyons

THE RIVERS CLASS YACHT AND THE BUILDERS

by Jack Miller, owner of Dart

The Rivers Class were conceived as a one design day boat, sponsored by the Royal Mersey Yacht Club for racing on the Mersey. The boatyard commissioned to build the class were William Crossfield & Sons, the second and third generations of a respected and prolific family of yacht and work boat builders of Arnside, in Westmorland, now Lancashire.



STYX circa 1977

Photo: unknown

The first boat builder of the Crossfield family was John, born in 1782 to a cooper of Lancaster. John lived at Arrad Foot, near Ulveston, before moving to Milnthorpe, in Westmorland. His son, Francis John (born 1811) set up the first yard at Arnside around 1848. He had six sons. The first died young, but folk memory records that the other five joined the business. It is probable that they all served their time with their father, but two of the brothers traded as joiners and left Arnside.

The first vessels that Francis John built were transom stern, clench built half decked smacks, cutter rigged with a flat headed topsail. By 1880, the smacks, called 'nobbys', or trawl boats, by their users, had evolved into carvel built counter

sterned cutters. They were still straight keeled with straight floors like their clinker progenitors, but were due to undergo a swift evolution into their final yacht form. There is a long tradition of yachting in the area. The Windermere Steamboat Museum has the remains of a yacht of 1745 and another of 1780. There is also a record of the *Peggy* of the Isle of Man sailing over for a regatta in 1796. Both fishermen and members of the Crossfield family crewed in yachts and the fishermen raced their nobbys, gaining experience in making their boats go faster.

In 1880, Francis John's son William, then aged 41, designed the *Bonita* as a cutter. This beautiful yacht, now registered with the Old Gaffers Association, is a living testimony to his skill. She has a clipper bow over the cut away forefoot of the developed form of the later nobby. These craft have a straight stem, turning at the water line into a cut away forefoot and rockered keel. They have a raked sternpost and immersed elliptical counter, a flush deck with a long round ended cockpit from the sailing beam to just forward of the sternpost and were fitted with timberheads (called noggs) forward and aft of the shrouds and abreast of the rudder head for belaying the trawl warps. Below the foredeck, the cabin sole was fitted as low as possible on the keelson, whilst the cockpit floor was fitted about two feet six inches below the deck, with a step up to form the steering platform. Both the sole and cockpit floors were inch thick boards laid athwartships on risers. The cockpit was spanned by a heavy thwart, to tie the hull together and support the side decks on stanchions.

A list of boats built by William's two brothers, started in 1892, has survived. It is probable that this fixes the date of the split of the family business, when William moved out to set up on his own in a boatyard on Beach Walk, Arnside. William continued to build nobbys and yachts, being joined in the business by his sons Frederick John, born 1878 and William, born 1880.

J F Jellico, writing in 'Yachting Monthly', announced that "the Royal Mersey Yacht Club are going to support a one-model class which is to be called the Rivers class, the boats being named after rivers". He went on to record that six boats had been ordered. The review of 1912, reported in February 1913 by Jellico, names these six in order of racing success as

FRANCE

CLASSIC YACHTS

Last year we contacted you for the first time concerning the "Coupe des Deux Phares", from Douarnenez to La Rochelle. As you may see, our work is helped by the handicap system we built in two years ago, based on Herreshoff's 1903 Universal System. The "Coupe des Deux Phares" is also to include the "Coupe des Trois Phares" (Three Lighthouse Cup) in August 2000, which aims to restore the old racing courses from England to Brittany and La Rochelle. The basic idea consists of a regatta in Falmouth, a first leg from Falmouth to Douarnenez (arriving at the beginning of the gathering), a regatta in Douarnenez during the festival, and the second leg finishing in La Rochelle. The dates will be from August 7-19.

There are still two events remaining in the 1999 'Yachts Classiques'. These are as follows:

Classique de Pavois (Charente Roads) on Saturday 18 September.

Classique de la Charente (La Rochelle - Rochefort and return) on 16 and 17 October.

Do not hesitate to contact me if you require any more information, and thank you very much in advance for helping us to inform the British Classic Yacht crews about our work. I look forward to hearing from you soon.

François Frey, Musée Maritime de La Rochelle.

Tel: (33) 546 30 17 15. Fax: (33) 546 30 23 14. E-mail: sinbad.frey@wanadoo.fr

The above information was sent to Dick Dawson on 4 July 1999. This Association was formed to provide long distance racing, as was experienced in the 1950s and 60s and, it is understood, are doing a very professional job. Editor.



Régates 1999 - Yachts Classiques

Photo: unknown

sail. Securing and boarding with wheelchairs (some electric ones weighed in at 120 kilos!) on flood tide required some ingenuity and good seamanship by the crew. The help of John XXIII College senior students was greatly appreciated at this time. The absolute joy on the faces of the children said it all. One mother remarked on her severely disabled son's reaction "It is the first time he has laughed out loud in months". It was a magic and heartfelt experience for all members of OGA who were involved. The help of Rear Commodore Ian Beeson, MBSC and Joe Moylan of the Hartley Association was superb. We of the Old Gaffers have unanimously agreed to make this a special annual event on our calendar each May.

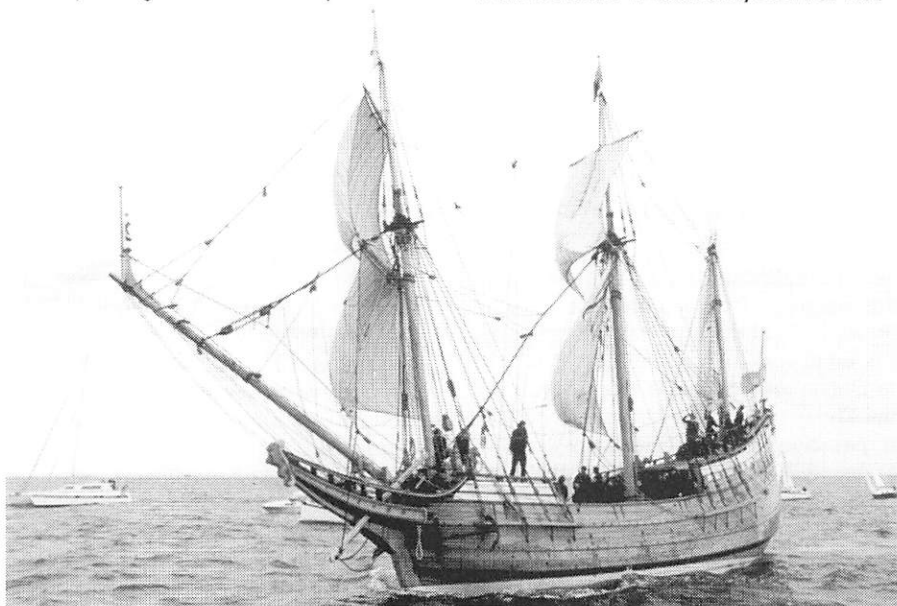
On Tuesday 4th May, the twenty foot Dory from *STS Leeuwin II* was rowed by the Trinity College 8 and steered by Wally Cook, to take Archbishop Foley on a re-enactment landing on the Swan River. The rowers were dressed as Apostles and Wally was in the brown habit of a Franciscan monk. For the 8 minute film, the whole crew rowed and landed over a six hour period! The Archbishop thought he would be quite safe

being steered by a 'Captain Cook' in this enterprise. The film will be released in July and the Old Gaffers Association are mentioned in the credits.

The May General Meeting was full of many laughs and some superb memories and anecdotes from Jack Gardiner. Jack and his wife Claire were made Honorary Life members of the OGA of WA at our Annual General Meeting in March, for the many, many years of practical help and wisdom shared by them for the benefit of all our members.

The OGA were asked to escort the *Duyfken* on her maiden voyage on Saturday 10th July, as many of our members have been involved in her construction and would be crewing her on this trip. She made 7-8 knots in a 15 knot S Westerly and sailed beautifully. The lateen sail proved a steep learning curve and caused a few heart murmurings amongst the 14 volunteer crew. The sail handling needed all 22 on board, including the Premier of WA and President of Bank West - there are no 'idlers' on *Duyfken*!

Patrick Reid - President, OGA of WA



Duyfken 1606 Replica on her maiden voyage

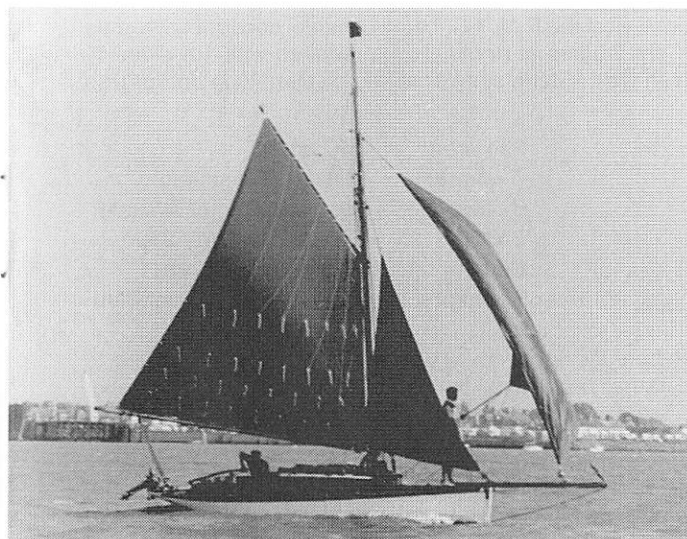
Photo: Postcards Australia

Styx, Alyn, Deva, Elwy, Mersey and Dart. The class rules, as written in 1922, survive to include a complete specification, list of spar dimensions, scale drawing of the sail plan and inventory. The rules even specify the sailmaker and that the cloth be Turkey red.

The yachts which Crossfield built for the class were typical shrimping nobby hull form, worked out in an overall length on deck of 23ft., beam 6ft. 10in., on a draught of 2ft. 9in. The construction was also identical to the nobbys, with outside ballast, being to Lloyds rules of the period, except for the omission of iron hanging knees. Because the boats were intended for day sailing and racing, they were not fitted with oak rubbing band below the sheer strake, nor the mid and aft noggs. We can testify that in all other areas the hull construction was the same, having refitted the *Dart* and studied over half a dozen nobbys. In spite of being redecked and fitted with a cabin in 1956, *Dart* still has the original foc'sle sole and risers, the stumps of the forward noggs and the scores where the standing knees of the thwart were let down into the beam shelves.

'Yachting Monthly' of December 1912 published a nicely composed photo of the *Mersey*, sail number 6. She is wearing her large jib and the jackyard topsail of her sloop rig. The class did not adopt the full nobby rig with its long unstayed bowsprit extending one third of the boats length beyond the stem, probably to allow amateurs to sail single handed, although three crew were allowed in the class rules. At the same time, the shrimping nobbys of up to 32ft. were worked single handed, trawling in the narrow and often congested channels. The rig may have been easier to handle, but the resulting combination will have been hard mouthed. When re-designing *Dart's* gaff rig, we could only balance the hull with a cutter rig on a long bowsprit, whilst *Deva* has shortened her boom to ease her helm.

In the years that followed 1912, more boats joined the fleet. Lloyds Register of Yachts of 1919 records that *Styx* changed her name to *Isis* and back to *Styx* and that *Styx II* was built in 1914, to change her name to *Isis*. The *Severn*, *Usk*, *Clwyd* and *Ogwen* were also added after the first season. The class continued to be sponsored by the Royal Mersey Y. C. until they approached the noted architect Alfred Mylne, who designed for them the 'Mersey Mylne's', the first of which was called *Mersey*. Races continued to be organised for the Rivers class and a record survives of the West Cheshire S. C. including an event in their regatta of 1934.



SEVERN at Shotley Classics

Photo: Robert Holden

William and his sons continued at Beach Walk, Frederick and William Jnr. carrying on after their father died in 1921. The yard built many more trawl boats and provided the Morecambe lifeboat in 1934. The RNLI did not provide a lifeboat at Morecambe, relying on the Barrow and Fleetwood boats, so the fishermen funded and crewed their own. The brothers continued until the outbreak of the Second World War, selling up in about 1938, when Frederick John would have been about 60 and William 58.

In addition to *Dart*, we know of several others of the class surviving, including *Clewed*,

Deva, *Severn*, *Styx* and *Usk*. *Ogwen* survived until a few years ago, to be lost off North Wales. *Deva* is still raced regularly on the East Coast, but her appearance has been altered by the addition of an extra top strake over a rubbing band. *Severn* and *Styx* are as built and have also been featured in OGA newsletters, *Styx* being the subject of a rescue from abandonment and dereliction to be found a new owner and now once again racing successfully (see *Conwy & N. Wales Area Notes*. Editor.)

Dart remained on the Mersey until the mid 1980's, being redecked and fitted with a coach roof in the early 1950's and converted to Bermudan rig in the mid 1950's. We know something of her history in the intervening years. She was originally commissioned by a Mr H V Stonewell of the Royal Mersey Y. C. In 1921, she was bought by William and Ernest Wilson of the West Kirby Sailing Club, who lived on Hilbre Island. There is a photograph of *Dart* in their ownership, with red sails and sloop rig, published in John Millar's "History of West Kirby Sailing Club". Billie and Ernie were still racing *Dart* in 1933. The refit in the 1950's was to enable her to race in the Junior Offshore events. Unfortunately, the weight of the solid Bermudan mast made her tender, though still adequately stable. When we bought her in the late 1980's, there was some work to be done. There were persistent leaks in the garboard and annoying leaks around the cabin where the Trackmark was inadequately sealed, so she was hauled out for her first major refit for forty years. The work included refastening some planking, fitting a fashion piece to replace the sawn counter and renew the deck. The work gave us a chance to redesign the cockpit foot well, which had been spoilt by the fitting of an engine after the 50's refit and finally to revert to gaff rig, making all the new spars with the exception of the mast. This work also included making traditional wooden blocks in keeping with her age. It was a pleasure to us to find that *Dart* had not been re-fastened and the wrought iron bolts and nails were original, as made by the smithy in William's yard, most of which are still in her. Surely a credit to the craft and skill of her builders in that age.

Although the class has dispersed, to the Isle of Man and South Cumbria and round the coast to Mistley, enough survive to provide a fitting testament to the qualities of design and building of a family of boat builders more famed for their trawlers than their yachts.

DART - Rivers Class cutter - Specification

This yacht was built for a Mr H V Stonewell of the R.M.Y.C. being of carvel construction with a counter stern. Larch on 3in. sawn oak frames at nominal 24in. centres with 1¾ sided ¾ moulded steamed timbers in American Oak. Stem, stern post and all dead wood of English Oak.

Length overall	23ft. 0in.	Sail area	393 sq. ft.
Length at water line	18ft. 2in.	Designer	William Crossfield
Beam	6ft. 10in.	Builder	W. Crossfield of Arnside
Draught	3ft. 3in.	Built	Early 1912 and 1913
Depth	4ft. 5in.	Sails	Perry's of Liverpool
Rig	Cutter	Sponsors	Royal Mersey Yacht Club

On a full refit in 1990 to replace the counter removed in 1960 when she was converted to Bermudan rig, it was found that she had all her original timber in her and that she had never been refastened. It was also found that the stem and mooring nib's bolts were of the hand forged type with a "T" head, as would have been used when built. In her sail locker, two cotton staysails were found in good condition, bearing the ink stamp of 'Perry of Liverpool 1912' and 'Ladghiref Branch, Republic of Ireland'. On completion of the refit, *Dart's* counter was replaced (the only new timber in her hull), new deck and all spars to restore her to her former Gaff rig and the known outline.



Drontheim James Kelly at Portaferry 99

Photo: Peter Lyons

hilarious self with the inimitable Adrian Spence in full flight. Yet another good Hooker Weekend and once again our thanks to Ards Borough Council and Portaferry Sailing Club for all their hard work.

DUBLIN BAY OGA WEEKEND, HOWTH - 2/4 JULY 1999

I managed to get the Friday off work and with Alison taking a weekend off I talked Nigel Snell into coming with me to Howth. Left Portaferry Thursday evening at 20.00 bound for Malahide and arrived 10.30 Friday. At Malahide, we met Roger and Sandra Clark on *Emerald* and Warren Smith on *Swn y Mor*. Ben McDonagh arrived on the Galway Hooker *An Lady Mor* about 17.00.

There was supposed to be a feeder race on the Saturday from Malahide to Howth. When was it to start, who was supposed to start it, what was the course? I forgot, this is the Dublin lot, you make it up as you go along! Those of us in the Marina eventually got a message from Mick Bentham that the start was 12.00, so we went out of the river and self started past the buoy that marks the safe water off the river entrance. We sailed *Honora* into the stiff southerly breeze bound for Howth, going around Ireland's

Eye before berthing in the harbour. There was a bar set up at the end of the pier and Mick and Mary Bentham came along to barbecue and provide the passing visitors with loads of burgers and things. A major party ensued. *Trevora* and *Madcap* had joined *Honora* as the NI visitors, with lots of local boats and plenty of Galway Hookers to see. Dennis Wright had brought *Arthur Alexander* over from Conwy.

There was another race on the Sunday, which I missed because Nigel and I left Howth about 11.00 bound for

Ardglass. We had a stormer of a sail in the southerly breeze and arrived in Ardglass at 20.45. A good event, well supported. Thanks to the Dublin Bay Gaffers for having such a good do.

Peter Lyons - NI Area Vice President

WESTERN AUSTRALIA

PRESIDENT'S LOG

Over the last few months we have had some wonderful OGA social events, which have emphasised the sharing and friendship which is such an integral part of being an 'Old Gaffer'. The Sailing Day, for a large party of disabled children, was a truly rewarding occasion, with Jean Menzies, lady Captain of the T.A.F.E. vessel, being a tower of strength. On Saturday morning, 2nd May 1999, a group of 60 children with special needs, including 26 in wheelchairs, gathered with their parents and families at Mounts Bay Sailing Club. A mixed fleet of gaffers, a Couta boat and a huge T.A.F.E. fishing boat *Maritime Image* were waiting to take them on a Swan River cruise and sail. After an enjoyable sausage sizzle laid on by the ladies of MBSC and the Variety Club, we took our eager guests for their

Sunday dawned bright, but soon became wet. There were the usual free kippers, bread and milk from the organising committee delivered to each individual boat. The fleet left the harbour to sail to Niarbyl and back, a good sail in dreary conditions. In the afternoon the Manx Jazz Cats were to be heard inside the Creek Inn instead of outside as usual. The Prizegiving was held in the Viking Long House. Prizes were awarded at the discretion of the organisers and we (the NI lot) all got subscriptions for Classic Boat for being chucked out of Peel Sailing Club for singing too loud - a first!

The organisers of Peel Traditional Weekend should be congratulated for such a good do and thanks to them and their sponsors, Zurich Financial Services and Bushy's Brewery, from the NI Gaffers.

ARDGLASS TRADITIONAL REGATTA - 19/20 JUNE 1999

Honora arrived in Ardglass on the Monday before the event, to join *Madcap* and *Golden Nomad* who were already there, having left Peel on the Sunday. We returned on the Friday to join in the Regatta and were honoured by a visit from the Chief Gaffer, David Cade and his crew Chris, who arrived in the gaff-rigged Rover. Its funny, they made their appearance just after the bar opened. Friday evening was fun, with the Marquee bar going full steam. Frank Carter arrived with his *Dronthiem*, *Scoitin*, from Sligo as we were queuing to buy our meat for the barbecue. We helped Frank to launch the *Dronthiem*, using the traditional method of running it down the slip on its keel band. Music followed till late.

Saturday dawned bright but very windy. We had organised an historic tour of the town, with local guide Arthur Conlon. In the afternoon, Frank Carter wanted to sail *Scoitin*, so he got her rigged and *Golden Nomad*, *Dream Twister* and *Eileen a Ru* joined him, stuck their noses out of the harbour and immediately returned to their berths in the Marina. Saturday evening saw

the Gaffers Boat Band performing in the Marquee. Alan Aston acted as MC and called on the audience to join in. All in all a very good evening.

Sunday, after breakfasts we started our usual Ardglass Games. We held a Boules competition, the eventual winner being Alison Brennan, crew of *Mandarin*, who visited by Morris Minor, their boat being storm bound in Co. Antrim. We gave David Cade a set of our special Boules with the Gaffers logo on, before he rushed off to catch a ferry in Dublin. It was good to see him in Ardglass. About 13.00 we gathered in the Marquee again for the Prizegiving. Alan Aston, the event co-ordinator, thanked all for coming, gave out the prizes and we made our farewells. Our sincere thanks go to Alan and Irene Aston and Attracta Neeson who were the committee that provided us with so much fun.

PORTAFERRY GALWAY HOOKERS - 26/27 JUNE 1999

Friday evening saw the Galway Hookers arrive in Portaferry with the tide. *An Lady Mor*, *Moorhen* (built in Holland and brought over from there by her skipper), *Naomh Martin*, *Morning Star* and another with an unpronounceable Gaelic name. They joined a sizeable fleet of traditional boats as well as boats from the Royal Ulster Y C, who were doing a Strangford Lough weekend.

Saturday started with breakfast in the Sailing Club followed by a skippers briefing and the first race into Strangford Lough. There was a good sailing breeze and *Golden Nomad* was the first Gaffer home. Later, we went to the Sailing Club for the official reception and the barbecue and other entertainment which occupied Saturday evening.

Sunday followed the same routine. The race this time was spoilt by lack of wind and those who did finish took a very long time to complete a shortened course. *Faith of Norfolk*, from the Isle of Man, won the Gaffers race. The Prizegiving was its usual

TIMMYNOGGY ? PROBLEM SOLVER

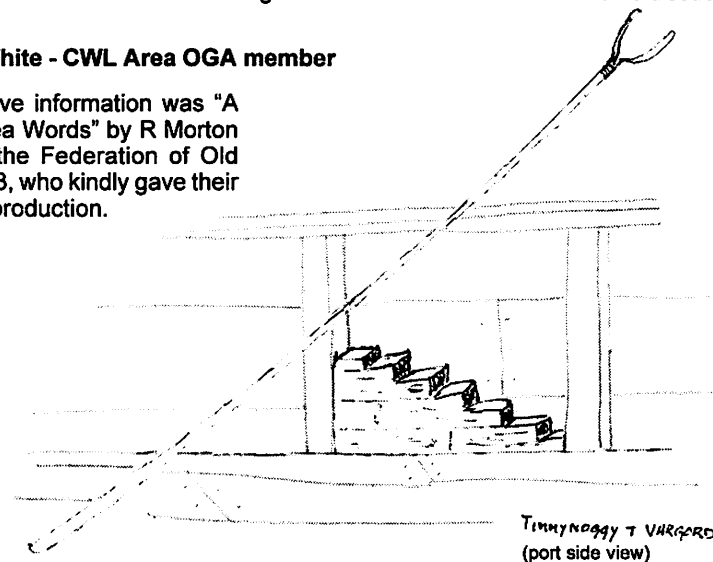
In these days of plastics and light alloys, we lose sight of the problems that beset our eighteenth century forbears as they went about their work on the seas. They sailed heavy craft with tarry hulls, heavy gear, canvas sails and rope - rope standing rigging, rope running rigging and roping round the sails. For the most part it was hemp, sometimes of flax; both being natural fibres they shrunk and stretched as they were wetted then dried in the wind. Those of us of mature years who went camping with the old style ridge tents will remember the nightly ritual of slackening guy ropes or risk pegs being pulled out. Much greater was the problem in old sailing craft as their long lengths of standing rigging were alternately wetted by spray then quickly dried in the breeze. Tarring gave some protection, but it was a problem never completely solved until the development of flexible wire rigging. An interesting light on this old problem is illustrated in a late 18th century painting. It depicts a regatta of the Cumberland Fleet racing close to Blackfriars Bridge, in London. Eight boats are turning to sail close hauled and on the foredeck of each is a crewman wielding a long-handled wooden scoop, throwing water up on to the luff of the jib and staysail. With each boat sporting a longish bowsprit, it must have been an energetic task.

In the old West Country fishing craft, the problem of the sagging luff was partially solved with the fitting of the timmynoggy and its complement, the vargord. Close to the bulwarks, port and starboard timbers were built up to form a series of notches or small steps, two thirds the height of the bulwark. The vargord was a stout pole about twenty five feet long with a V notch at the upper end, the base resting in the timmynoggy. Raising or lowering the vargord in the steps made the necessary adjustments. In the fore leech, or luff as we call it today, an eye, or cringle, was worked in the sail to contain a fork of the vargord. Often raising it a notch took the combined strength of two men.

These old words, as spelt, seem to have a West Country ring to them, but it would be interesting to discover if the problem of the sagging luff was solved by a similar device in other parts of the country, or among our near European neighbours, and by what name were they known. My dictionary gives the word as TIMENOGUY - a rope stretched from place to place in a ship, especially to prevent the foresheet from fouling; a make-shift; a whats-its-name; (Naut.) origin obscure. The nearest to vargord is VARE - from the Latin vara - a trestle; a forked stick.

Submitted by **Martin White - CWL Area OGA member**

The source of the above information was "A Glossary of Cornish Sea Words" by R Morton Nance, published by the Federation of Old Cornwall Societies 1963, who kindly gave their permission for this reproduction.



TOM TIT - 1894 Itchen Ferry yacht

owned by Mike Phillips



TOM TIT restored 1998

Photo: unknown

The Itchen Ferry Cutter, *Tom Tit*, after a 12 year restoration in a barn in Ringwood, Hants, was finally back in commission in the Solent last year. A pure Itchen Ferry with a vertical transom and stem, *Tom Tit* was built as a yacht with first quality Burma teak planking, bronze and copper fastenings and a lead keel. She has never been painted and is varnished with 18 coats of Epiphane's traditional varnish.

The restoration, supervised by surveyor Bob Forsyth, has used as much original material as possible (95% of the planking is original as are 75% of the timbers) to maintain the patina of a 100+ year old boat, rather than a perfect replica. A new suit of sails in cotton, and all hand finished, has been supplied by Mark Butler of James Lawrence Sailmakers, Brightlingsea, and they set as beautifully as an old Beken print. Running rigging is entirely natural, sheets being of best quality hemp from Langmans of Holland, and halliards hemp and manila. The hand spliced standing rigging (galvanised of course, not stainless) was made by Staalkabel of Amsterdam. Whenever possible, original materials have been used and there is no stainless steel, epoxy or electrics, or even an engine. Despite being a manufacturer of marine electronics, Mike has definitely not fitted a depth sounder!

And the result? She sails like a witch. Mike, not normally a competitive sailor, now takes great delight in creeping up to similar sized fibreglass yachts, hardening the sheets and storming past them! All that remains to be done is fitting out the interior. The photo shows *Tom Tit*'s first sail under gaff rig since 1920 off her new home port of Keyhaven. The temporary outboard is not a comment on the boat's abilities, more an apology by the owner for his lack of 19th century skills.

Vital statistics:

Launch	March 1894
Designer/Builder	E A Cave, Yacht painter & decorator, Fay & Co's Yard, Itchen, Southampton
Length	25ft on deck, 38ft over rig
Beam	8ft 6in
Draught	4ft 6in
Tonnage	6 tons Thames, 5 tons displacement (of which 3 tons is lead)
Sail area	3 main lowers = 460 sq ft.

progress in a light shore breeze. At the Bailey, the wind died away totally. Within an hour, *Marguerite* was 'a painted ship upon a painted ocean'. Her engine had only recently been installed and was not yet operational. We had one paddle, a broom handle with a bit of plywood attached. For the next three hours we saw every ferry that went in and out of Dublin. Nothing for it but to paddle, there was no going back. It is miles across the bay from the Bailey to Dun Laoghaire and progress was slow. At times half a knot at most. At around 0130 the lights of Dun Laoghaire were picking out some detail. "Twenty minutes and we'll be there", I said. "More like two hours", said Sean. Sean was right, as usual. We entered Dun Laoghaire harbour and shouted to anybody mad enough to be aboard at that hour, "I'm the fittest 70 year old alive!"

We tied *Marguerite* up at 0230, having established the record one-paddle crossing of Dublin Bay at night in 1999 - Yachting press please note. Latest news is that both *Eithne* and *Marguerite*, the only two of their kind built by Boyd's design, will be fully fitted out for next season and should be seen as far north as Portaferry or my own home town, Ardglass. When they eventually get together under sail, it will be their first such meeting in half a century.

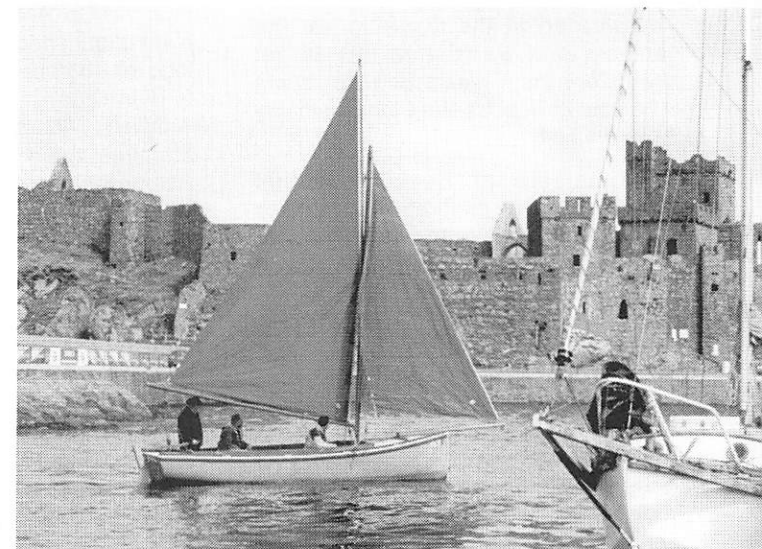
Tim Magennis

NORTHERN IRELAND

PEEL TRADITIONAL BOAT WEEKEND - 12/13 JUNE 1999

We left Portaferry at 05.00 on a lovely June morning and had a wonderful beam reach

crossing to Peel, arriving just after 11.00. As we arrived, those working at decorating the harbour shouted greetings of welcome. We decided on a suitable spot on the wall and had one warp secured when Keith Hewson appeared at the top of the wall saying "can you manage these?"; he was carrying two creamy pints of Guinness. This set the tone for the weekend.



Local Manx Gaffer, Peel 99

Photo: Peter Lyons

Friday was spent renewing old friendships. We made a new friendship with Bushy's Old Seadog, a beer brewed specially for the event. The harbour was filling up with boats and berths were difficult to find. The only criticism, I would have with the whole weekend, was that non-participating boats were taking up plum berths and no move appeared to be made by the IOM Harbour Authorities to try and control the berthing. It is a difficult problem.

By Saturday, *Trevora*, *Golden Nomad*, *Madcap* and *Honora* had arrived. *Vilia* arrived on Sunday and the Sika boat building challenge was again underway. The day was whiled away, ending up in the Viking Long House for free food, before going to the Sailing Club.

Winning skipper's Special Prize went to John Hinde on *Styx*

Screw You Trophy - the person making the biggest error - went to the famous *Albion*

Best Turned Out Nobby went to *Falcon*

Gaffers Class - Trophies presented by Councillor Arthur Todd -

1st *Nymph* Pete & Sue Farrer

2nd *Biddy* John Duncan

3rd *Puffin Bach* Barry Edwards

First small Gaffer on handicap - *Nymph*,

First large Gaffer - *Biddy*

Classics Class -
Trophies presented by
Councillor Philip Evans -

1st *Paubi Lou* S Mayo

2nd *Kittiwake II* Nigel & Ann
Fransham

3rd *Margaret II* ?

Thanks were extended to all sponsors of the event and also the Officer of the Day, Paul Moreton, Commodore of Llandudno Sailing Club, who did a marvellous job. We should also like to thank the committee boats, *Bulbegg* and *Shannon Pride* for all their hard work, not only on Sunday, but all week during the Conwy Festival. All in all, a fantastic day and many thanks to Tony Mead, who organised the whole event. Unfortunately, Tony was unable to helm the famous *Albion*, as Carol, his wife, was in hospital recovering from an operation. We wish Carol a speedy recovery.

Our next big event will be the Small Boat Gathering at Derwentwater, when we hope for as good a turn out as last year. The date for your diaries folks is 3/5 September 1999 and we look forward to seeing you all there.

Sue Farrer - CNW Area Secretary

DUBLIN BAY

FEAST OR FAMINE AT THE BAILEY

The point at Howth's Bailey lighthouse can, when it is in the mood, present as nasty a set of sea conditions as any yachtsman is likely to face on the entire coast. And it was in fine form for the weekend of the OGA Dublin Bay event this year, as Sean Cullen and myself found out. (Tim owns the 103 year old *Marguerite* and Sean is joint owner of her sister *Eithne*, famous as the



Marguerite - see Gaffers Log November '96

Photo: Dublin Bay

progenitor of the Howth 17s, the oldest keeler class in the world never to change from its gaff rig).

It was a bit smokey around the Bailey in a 5/6 westerly when myself and Sean's partner in *Eithne*, Neil Keaveney, were sailing in the feeder race to Howth from Poolbeg Yacht & Boat Club in the Liffey. Johnny Healion and the *Morning Star* were loving it, as it was perfect Hooker conditions. But little *Marguerite*, 28 feet long and 6 feet at the beam, was always under some strain, particularly as she had just left her 'mother ship', *Carrie of Camaret*, in Dun Laoghaire after being alongside to have new shrouds fitted. It was a good trial and she stood up well. Next day was the big race around Ireland's eye. *Marguerite* was storming along when a bottle screw exploded and she had to retire injured.

A few days later came her return to her Dun Laoghaire mooring. Sean and I took the tide around 1900 hours and made slow

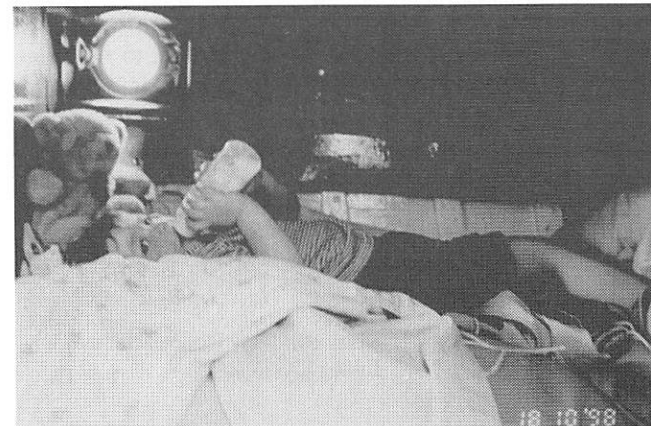
The first letter is an edited version, for the Log, of a letter sent to Sam & Maggie Bayliss by an honorary life member of the OGA. (See Gaffers Log, September 1997).

Unit 109/308 Pitt Street,
Sydney, NSW, Australia 2000

5 April 1999

Had a great season except for mast broken in a 'Ranger' championship. I was not aboard - runner block gave way in 40 knots, spinnaker up!

In October 1998, our club held it's 3rd Captain Slocombe race. The good Captain arrived in Sydney Harbour on 10 October 1896, so we had the 1st memorial race in 1996 (gaffers only). My father, Cliff, and his cousin Roy Adams, were invited aboard *Spray* by Joshua; they were about ten years old. Roy's son Dennis was commissioned by our member John Ferguson to make a perpetual trophy. Dennis is a widely known painter and sculptor, also a Cape Horner in *Herzogin Cecilie*. He executed a bronze base relief of *Spray* under sail, on a Huon Pine base - magnificent. I was pleased to win it in the 1997 event. The 1998 event was held in a 35 knot westerly, with a lot of reaching in the course. The Couta boat *Sylvia* won handsomely on scratch and handicap - she flew like a bird. In this event I had former regular crew lady Sue, with her two little boys. Before the start gun they were both fast asleep on the forward bunk and all the screaming wind, thrashing blocks, gybes and so on did not wake them.



David, age 2 - active Ranger crew

Photo: Bill Gale

piece. She will be strip planked, covered in GRP and the rig will be 1 metre taller to balance the greater % ballast ratio. Her lines have been refined with speed in mind and my guess is 1 minute/mile faster than *Ranger*.

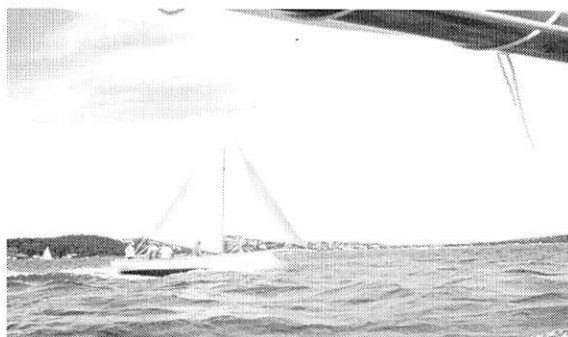
Sean is also restoring *Rana*, built 1911. She raced for years in the Amateurs under the late Dick Down and we are trying to trace her history. (*Can anyone help?*) *Rana* was stored in the open for 10 years, no deck, holes in the planking. Luckily, she was planked in N.Z. Kauri and it came up beautifully under a sander. She already has a new sternpost, horn timber and 4 new ring frames. She has been splined and will be covered with GRP, painted Royal blue and rigged with a gaff topsail, 3 head sail format. The yacht is about 32' LOD, short overhang forward, long fantail overhang aft, very beamy and flat midships. I believe she will

Every year, the interest in traditional boats is growing and we see more gaffers. We had 5 in our traditional division racing regularly, whereas 20 years ago, I was the only gaff yacht racing in Sydney. Sean Langman has a Ranger clone *Vagrant*, which won the inaugural Ranger championship. He is building a new Ranger - twelve laminated ring frames have been built and bolted to the laminated keelson and stem, which is all one

be sensational. I am hammering Sean to give you news and photos on both yachts for the Log, which I enjoy greatly.

Regards

Bill Gale



SYLVIA

Photo: Martin van der Wal

27 West Hill Road, Cowes
Isle of Wight, PO31 7SF

15 June 1999

Dear Mr Jago

Could I please write once again and use the letters section of the Log to thank, on behalf of everyone on *Partridge*, everyone from the OGA who helped to organise the Yarmouth Old Gaffers Festival. We had a great weekend and it was clear that a lot of work had been put in by a few people. We just turned up (eventually), raced, sat around in the harbour meeting visitors to the boat, went to the barbecue, went to the prize-giving, went to the pub to christen the prize, crashed out, woke up, sat around in the harbour meeting visitors to the boat, motored out and sailed back to Cowes. It would be easy to take it all for granted but we don't, I assure you.

Let's hope the Festival lives on for many years to come. Our only complaint is that the weekend is too short!

With best wishes

Yours sincerely

Alex Laird

Portview, New Road, Mistley
Essex CO11 2AE

11 July 1999

Dear George

Nutty Subject - Area Funding

The fact that our President has to explain "Area Funding" as he did, must mean that there are other people than myself who find our financial system rather bewildering. I am not convinced that his interpretation of the funding situation is entirely correct or the right approach.

Some years ago, the EC AGM put forward a motion to the Central AGM that subs should go up from £3.50 to £5.00 but that £1.50 per sub should be returned to areas. A coach from Osbornes of Tollesbury was hired out, packed out with EC members, to make sure this

including the subject of fibreglass Nobbys and Rivers Class boats. The meeting finished with nothing being resolved on this last topic. Following the AGM, we adjourned to the Bluebell pub in Conwy for a barbecue and enjoyable evening.

Prior to the event in Conwy, several North Wales boats attended the Liverpool Nobby and Gaffers race, which was won by the famous *Albion* from Conwy.

NOBBY, GAFFERS & CLASSICS RACE - SUNDAY 1 AUGUST 1999

The start was delayed by ten minutes, the Nobbys starting at 13.10, followed by the Gaffers at 13.20 and finally the Classics at 13.30. As there was insufficient wind to allow the boats to push the tide back into the river, it was decided to cut short the finish to the Fairway Buoy. The light winds did not favour the Nobbys and the first boat to finish was *Ocean Warrior* from the Classics class. Several other Classics and Gaffers finished before the 1st Nobby, which was *George Pilkington*.



Heading out for the start

Photo: unknown

The forecast was for light southerly winds, calm seas and blue skies - which was just what we got apart from the wind coming from the north. All participants attended the briefing at 10.00hrs, given by Tony Mead. There were a total of 45 boats, comprising 20 Nobbys, 11 Gaffers and 14 Classics. The start line was marked by the committee boat, although the course was not decided until just before the start. The course was then set for the first leg to a flyer mark, back through the start line and on to the Fairway Buoy, to finish at No.2 Buoy in the channel.

The Prize-giving took place at The Clemence Restaurant who, as usual, provided an excellent buffet with hot and cold food. Prizes were awarded as follows:-

Nobby Class - Trophies presented by the Mayoress of Conwy, Councillor Peggy Longmore -

1st on handicap	<i>Styx</i>	John Hinde
2nd on handicap	<i>George Pilkington</i>	Roger Bucknall
3rd on handicap	<i>Jean</i>	Tony Wright

The Long Tackle Trophy - Overall race winner on corrected time.

Simba Chris Harridge.

The Millennium Bug Race Trophy, presented by Classic Boat.

1st *Sabrina of Hamble* Craig Nutter
2nd *Tar Baby* John Ungley

Other Prizes:-

The Harbour Commissioners' Trophy - for arrival time.

1st *Eleanor Mary* David Darbyshire
2nd *Ajax* Peter Scott
3rd *Abaca* Mark Hickman

The Black Pig Trophy - Fastest passage from Chichester on corrected time.

Maude John Travis.

The Gaffers Rig - Best dressed gaffer and crew, donated by Harwoods.

Lona II Richard Meynell.

The Mayor's Cup - Concours d'Elegance.

Partridge Alex Laird

Pat Dawson - SOL Area Committee Member

The following is an extract from my 'Society for Nautical Research' Newsletter. Editor.

HMS VICTORY'S WORKING CUTTER

In early June the cutter, with the assistance of the Maritime Volunteer Service, was taken to the Yarmouth (IOW) Old Gaffers Rally. This is an event to which we have had previous invitations but, so far, regrettably had been unable to accept. This time the crew found out what they had missed and following a welcome by the Chairman of the Old Gaffers Association (OGA) quickly settled into the festival. The crew were impressed by the friendliness and the full entertainment given by this small Vectis town and are most grateful to their hosts.

CORNWALL

The Cornwall Area of the OGA has the exclusive use of a **mooring** at St. Mawes. It is not suitable for large, deep draught vessels. However, it may be of interest to visiting OGA members, as prime moorings in this locality are at a premium. Members use it at their own risk and will be asked for a small contribution to local area funds for overnight stays. To book, please phone either Frank Argall, on 01872 862724 or Mike Collins, on 01872 863096.

Frank Argall - CWL Area Vice President

CONWY & NORTH WALES

AREA AGM - SATURDAY 31 JULY 1999

What a wonderful weekend to hold the 2nd Annual General Meeting of the area, again at the North Wales Cruising Club. Unfortunately, only 19 members were present, but perhaps on the plus side it meant that the meeting did not go on too long. Our Vice President, Phil Slade, opened the meeting and said we had had a successful year once again. Unfortunately, he was moving out of the area and had decided to step down as Vice President. He had enjoyed his year in office and would keep in touch with the area, as he was still keeping *Wendy May* in Conwy. Phil had approached Scott Metcalfe with a view to him taking over as Vice President and Scott said he would be delighted. He was therefore proposed by John Duncan, seconded by Barry Edwards and is our new Area Vice President.

Sue reported on the off-water events during the year, which were always well attended. The last on-water meeting was at Scott's boatyard, with good attendance, good food and beer and, more importantly, good company. Thanks were extended to Scott and hopefully we can look forward to another party next year. Pete reported that funds have increased throughout the year and remain healthy. Discussions then took place concerning the next day's sailing,

happened. I was given the impression at that meeting that whilst central could not quite go along with such a proposal, they would agree to non racing expenditure to be reimbursed from central funds. On my advice the EC members amongst others agreed to this compromise. And while I was also Treasurer of the EC Area, I used to make a point of reclaiming such expenditure. At which AGM was this situation reversed?

In terms of approach to funding our President is outlining the situation when subs were ten bob and areas, such as they were, ran only one event a year. Study the situation today, it is a totally different ball game. You have a job fitting all the OGA related events which go on in Gaffers Log. Many areas have to produce their own newsletter, many have responsibilities other than putting on an Old Gaffers race once in a while. It must be at least as important to deliver the OGA in the areas, at the coalface, as it is to have a strong central organisation. Like Central, we have to produce newsletters for the membership, which can be quite expensive, with a large area membership like the EC. We have to pay expenses of hiring out premises for AGMs. Like Central we have to maintain databases. Like Central we are constantly having to deal with correspondence. Like Central, we often have a consultancy or participatory role on environmental, historical or navigational agencies or interest groups. Is our President really saying that the 25% of members who take part in races and rallies should pay for all this, on top of paying for the race? Unlike Central, my committee members pay for their own travelling expenses, their own computers, etc. because we have no option. Unlike Central we have to finance and run events, some of which are centrally inspired like Europe Week with no potential East Coast income, but we have had to support financially from other races' entry fees to keep the event going. Where's the fairness in all this?

In terms of relative activity levels it is inconsistent to commit the entire subscription budget to the centre. Surely they ought to be able to make do with a tenner per head and put a fiver out to the areas. At the end of the day it is all OGA money whether held centrally or in the areas. There should be some devolvement of power, it should not rest all with the FGP. I just ask them how people become members of the OGA? It is the work of the areas, to a large extent. Look how many new people we have gained as areas have put on more events - the Irish and the N Wales are two very good examples. Support the areas, encourage them to do things, and the Politburo will have more tenners to play with.

Not every area is in the same position. In the Solent and South coast, where the power of the OGA is traditionally based, the OGA is the only serious organisation for gaff riggers - perhaps this has influenced financial policy. But in Cornwall, East Coast and Medway areas there are several well established local traditional sail groups or associations. Most have formed to look after select local interest groups, possibly because the OGA has appeared too centralist. If I have a smack or a Mersea Fisherman's Open Boat, why should I pay out £15 for effectively just a quarterly newsletter of limited local interest, when for a tenner I can join a local organisation where my money is spent for my benefit? The Colne Smack Preservation Society has its own dock, packs out all its social events, has a quarterly newsletter, runs a major sailing event and charges a tenner. The Maldon SSA, the West Mersea MFOB's and several other groups also have this local appeal. They are owned locally by their membership. By comparison the OGA are remote, particularly the powerbase. People at local level have very little influence, and do not "own" the OGA in their area. They might have been persuaded to join the OGA at an event - we do have the largest area membership in the OG - but their first loyalty is now the local class association. This also affects willingness to help out in practical ways. It could have been so different.

Trying to explain our financial arrangements to potential partners in events has raised many eyebrows in the past. We had to leave our East Coast race venue at Stone after twenty five years, because they wanted to charge us a fee as they do other class associations. Whispers of long pockets and short arms abound. I am sensitive to such views and I find the Central position very difficult to explain. I am told if the area gets into financial trouble, Central can

bale us out. But we all know that the Politburo would start Tut-Tutting. I have seen it happen to other areas. And because of that, there is an inherent discentive to be proactive even in a modest way. My personal view is that the OGA should think again.

However, it is the approach of the Millennium that has really brought the situation home to me. We have managed to struggle on putting on events and keeping the area going with minimal central support. We have tried to present a good face of the OGA to our friends abroad. And despite this centralist monetary policy, we have striven on the East Coast to stage some of the better races and festivals in the area, and I think we have the respect of most groups for having done this. However, next year we are going to be seriously sidelined. Every other club or organisation will be doing something, the OGA will be doing nothing in its own right. The best we can hope for is to be invited to someone else's party. And in 2001 - who were the ECOGA?

The above views are my own, not necessarily of the East Coast Committee, or the several hundred members in the East Coast area. However, being Secretary of the East Coast area for 17 years has cost me several thousand pounds as well as a lot of time and lost business. It is a cost I am prepared to take, because the real OGA is something I believe in. But I'd rather it was shared more equably.

Yours sincerely

Jon Wainwright

1c Ardmore Terrace, Holywood
Co. Down BT18 0BH

29 June 1999

Dear George

In reply to Stephen Clarkson's letter in the last issue of the Gaffers Log and to clarify a few points. He stated, and I quote, "the EGM was held to change the name of the Area Vice President to Area Commodore". The EGM was held, and again I quote, from the official notification sent to NI OGA members calling the meeting, to discuss the motion that "the Area Vice President become locally the Area Commodore". We had no intention of doing away with the Vice President as head of our area and would emphasise that the Vice President is still our senior officer in the NI Area. The motion was carried at the EGM, allowing the Vice President to also be known locally as the Area Commodore. After lengthy discussion (about half an hour) a vote was taken, the result of which was: for the motion 19 votes, against the motion 2 votes, with 1 abstention. At the Association AGM in January, it was agreed that areas could refer to their Area Vice President as Area Commodore if they so wished, but at Association meetings etc.. he/she would still be referred to as the Area Vice President.

The NI Area holds the majority of its meetings and functions in local yacht clubs and a lot of confusion has arisen in the past when our Vice Presidents have been introduced as such. We felt that it would simplify matters if he/she could be known as the Area Commodore as well - a title more common in yachting circles. The Commodore of a sailing club is usually the most senior officer and that person is elected for his stalwart work for the club. Because a person wins a race does not necessarily make them the best person to be perceived as the most senior officer of the club, although in the NI Area I would point out that we have always been fortunate to have had worthy Commodores.

arrived, giving a final total of 53. The wind had finally dropped to a SW 3 to 4 and the sun was out. However the Coastguard was forecasting gales for the afternoon so a short course was chosen for the Saturday morning race and many of the smaller boats did not go out. Those who did made an excellent sight, a wonderful mixture of the old and the new. It was a closely fought race with Chris Harridge in *Simba* being the overall winner on handicap. Everyone was back in the harbour for lunch and the judging of the Concours d'Elegance and the Best Dressed Boat and Crew competitions. *Partridge* was a picture of perfection, winning the Concours d'Elegance and none could compete with the Meynells for the Best Dressed Boat and Crew. *Lona II*, dressed overall, paraded around the harbour with the crew in Edwardian costume and Richard serenading everyone on the violin.

The much forecasted gale did not materialise but the rain came with a vengeance in the early afternoon. This did not dampen enthusiasms and by the time for the Tug of War, the sun was shining again. The OGA team pulled valiantly, beating teams with much younger and heftier participants and gained a creditable second. The OGA woman's team made up with enthusiasm for a lack of skill and also managed a second place. An excellent Barbecue at the Royal Solent in the early evening was graced with warm sunshine. Even better, Classic Boat had given every boat 2 complimentary tickets. Perhaps the only criticism that could be levelled was that the plates were too small for the significant volumes of food provided. George Beckett did his excellent job of co-ordinating the prize giving in the square. The energetic then danced the night away in the square marquee whilst others had a quiet drink in the Royal Solent.

Sunday dawned fair and the Millennium Bug All Comers Race, postponed from Friday was run in the morning. A course was set across the Solent but the wind and tide kept most of the boats close to the



YOGAFF 1999

Photo: Vanessa Bird/Classic Boat

start line. The RNLI in a rib roared around the fleet delivering the "Millennium Bug", a fine suitably decorated fender with a dry tube attached. This tube had to be filled with money to persuade them to take it away again. The race winner was Craig Nutter in *Sabrina of Hamble*. After the race the "Bug" struck in the harbour around those boats that had not come out to race. Overall, £230 was raised for the RNLI.

As the afternoon wore on boats left for home. An excellent event, despite the weather, with 53 of the 91 boats booked in braving the elements to attend. Plans are already afoot for next year's event.

Results of Main Race:-

The George Hotel Trophy - Class 1 & 1A Boats

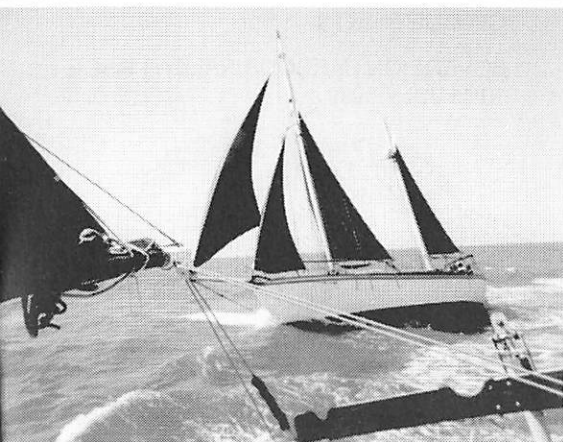
1 st	<i>Dirk II</i>	Graham Benton
2 nd	<i>Eleanor Mary</i>	David Darbyshire
3 rd	<i>Chloe May</i>	Simon Costain

The Bugle Trophy - Class 2A Boats

1 st	<i>Simba</i>	Chris Harridge
2 nd	<i>Dolphin of Leith</i>	John Lowrie
3 rd	<i>Abaca</i>	Mark Hickman

The Kings Head Trophy - Class 2B Boats

1 st	<i>Corncockle</i>	Graham Dadd
2 nd	<i>Grey Merlin</i>	David Still
3 rd	<i>Whaler</i>	Dominic Loughborough



Race winner Rula from Brilleau

Photo: Geoff Skinner

Mint third. Class II was won by John Allen sailing single handed in *Little Gemma*, with David Bryan second in *Petrel* and Barry Pragnell third in *Seaway*. The fine silver challenge trophies were donated by Eastbourne Borough Council and presented by the Lady Mayor at a prize-giving hosted by Sovereign Harbour Yacht Club.

The Race and Rally were part of the Rallye Entente Cordiale between Eastbourne and Le Tréport and later in the week, participants were invited to join a general armada of yachts to Le Tréport. *Kenya Jacaranda* carried the media contingent across and *Brilleau* also sailed over in the windy weather that had sprung up. Other Gaffers decided against the trip, as most had to return home. Off Le Tréport, *Brilleau* was joined by Robert Holden in *Emanuel* - he had sailed direct from Ramsgate - and they entered harbour together at 1300hrs on Friday 16 July. From there, all crews were taken to the Chateau at Eu, to be 'fêted' with a fashion show, speeches by Mayors and, of course, quantities of wine.

This event was a huge success and, I hope, will become an annual one. The geographical situation of this venue is ideal for members from the West to meet those from the East and those that are resident nearby and, thanks to the hospitality of

Sovereign Harbour, a welcome is assured.

David Cade - CP Area Secretary

SOLENT

YARMOUTH OLD GAFFERS FESTIVAL - 4/6 JUNE 1999

This year promised to be even better; with nearly 90 boats booked in, extra sponsorship from Classic Boat and Classic Malts and many more events ashore. But by the beginning of the week there was a serious fly in the ointment. Nobody had arranged the good weather, and strong winds and rain was forecast for the whole of the festival.

Nearly all of the boats attending were coming from the east and wind over tide in the western Solent in a strong breeze is not a pleasant place. At least on Thursday afternoon there was some south in the wind so there was "relatively" smooth water on the Island shore. None the less we were pleased to get in and to see we were not the only ones to arrive. That evening the friendly Yarmouth Sailing Club made us welcome and by the end of the evening 30 welcome packs had been given out.

The Millennium Bug All Comers Race had been planned for the Friday afternoon, but with a good SW6 and threat of more to come, it was decided to postpone it. That evening the Yarmouth Sailing Club provided an excellent supper and it was good to see that quite a few more people had arrived. Messages came from others who had put into Cowes or Newtown Creek, that they hoped to arrive on the early Saturday morning tide. After supper Classic Boat ran their "Call my Luff" quiz. Dan Houston was very brave to attempt this with so many "authorities" in the audience, and so good humoured when his answers were challenged. The winning team was the "Lone Custards"; the fine bottle of Lagavulin was much appreciated.

Early Saturday morning, more boats

Admittedly, the vote should not have been reported as unanimous, nor perhaps should the results of the race have been published. To err is human, but to really cock things up takes a computer.

Yours sincerely

Attracta Neeson - N I Area Secretary

4 Knockdene, Bangor
Co. Down BT20 4UZ

29 July 1999

Dear George

I was delighted to see in the Log the letter from Tony Glaze and the copy of the original letter and costing for *Honora*. I was even more delighted to receive the original paperwork some weeks later. Not many people have that kind of history about their boat. A good present in her 60th year. I would like to thank Tony Glaze for the trouble he went to to find these old papers and also the old photos he has sent to me directly. Tony told me that he used to come over to Belfast Lough to race Dragons, at the Royal North of Ireland Yacht Club. If he can make it over again, I will see that he is well looked after and we will take him for another sail in *Honora*.

I bought *Honora* in 1994, here in Belfast Lough. I have restored her to a useful sailing machine with new sails and a modern diesel engine. The boat is as good as new and hopefully will last another 60 years.

Thanks again - and the invitation is real.

Yours sincerely

Peter Lyons

RYA SNIPPETS

Blue Ensign - continued - Further to "Snippets" in the June 99 issue of Gaffers Log, we have now received a reply to our query posed to the RYA concerning the apparent need to re-register the Blue Ensign Warrant as a consequence of the new Registration of British Ships five years renewal rule. They say, and I quote, "The change of the old Part 1 Register to a five year renewal system will make no difference whatsoever to a Blue Ensign for anybody who maintains his Registry". The problem remains of how are the issuing bodies (clubs) to know if a member is maintaining his/her Registry if they do not in some way enquire? It is illegal to wear a Blue Ensign, or for that matter a Defaced Red Ensign, without a valid "in date" Warrant. It follows therefore that issuing bodies will need to assure themselves that they are operating legally and will need to find a way to achieve this. Perhaps to issue five year Warrants? It further follows that there may be a cost implication to cover their (the issuing bodies - clubs) additional work costs.

The RYA also reminds us that the Small Ships Register is as equally valid as the Part 1 Register for the purposes of applying for and flying a Blue or Defaced Red Ensign.

Registration Renewal - As most of us should by now know, the old Part 1 Registry is now converted to a 5 year affair, as referred to in the Blue Ensign item above. The new A4 plastic encapsulated document that replaces the Blue Book is just as much a legal document as the Blue Book was. Being a legal document it should be correct - absolutely. It appears however, that in some cases these replacement documents are occasionally incorrect,

They also appear to carry omissions that could cause confusion - a particular example being the Blue Book quote "length between perpendiculars" being requested in the new document as "length", without any qualification as to which length. On a vessel with large overhangs, the difference is considerable. Furthermore, they want to charge a fee to clarify this anomaly of their own making. It might therefore be prudent for owners to scrutinise their replacement document and return it if it is in any way incorrect.

National Register of Historic Vessels (NRHV) - If you have a historic vessel of 40ft or 40 tons and built in the UK before 1945, it is still not too late to register it with the NRHV - and we urge you to do so. This is especially so if the vessel is of any historical interest, as the National Historic Ships Committee (NHSC) will be publishing its proposed list of vessels for what is described as the Nations 'Core Collection'. The contact address is: Deanna Groom, Research Officer, National Register of Historic Vessels, Scottish Institute of Maritime Studies, University of St. Andrews, Fife KY16 9AJ.

Anyone interested in historic vessels of any sort may be interested to know that the NRHV has set up an Internet discussion site for open communication with other like minded people. It is a simple matter to sign up to the list - just send an e-mail message to: mailbase@mailbase.ac.uk

Robert Holden - OGA External Liaison

Boats 99

BOATS 99 - Beale Park, Pangbourne, Berks.

To move from the Wooden Boat Show at Greenwich, with its backdrop of classical architecture, to the new Boats 99 venue in lovely countryside on the upper reaches of the Thames, was a distinct contrast - but a great success. All the familiar faces were there but, because this was no longer a wooden boat show, there were also a lot of new people.

The OGA stand was set up and started trading and acting as its usual focus point, though this time we looked out on to the lake, with its great variety of sailing craft. In conjunction with BMIF, the OGA provided two McNulty Longstone dinghies to participate in the 'Sail a Boat' scheme. The aim was to get young people sailing, which seemed to work naturally, though we did not put an age limit on these sailing trips. Our President brought along his 10 footer called *Grumpy Two* (no comment!) and a 12 footer, *Teal*, was kindly loaned by Peter Wayman, to whom we are extremely grateful. Peter was one of the many new OGA members who signed up at the show. David Cade and George Jago ran the sailing scheme for the first two days and Sara and Simon Harding came up from Kent to take over at the weekend. Alison Cade and I ran the stand, with the invaluable help of our Hon. Treasurer, David Godsall, among others. One of these was our European Liaison Officer, Ron Valent, who had pulled a muscle in his back and occasionally came to the OGA stand for a sit down. Every time we left him briefly in charge, he sold a sweatshirt or polo shirt!

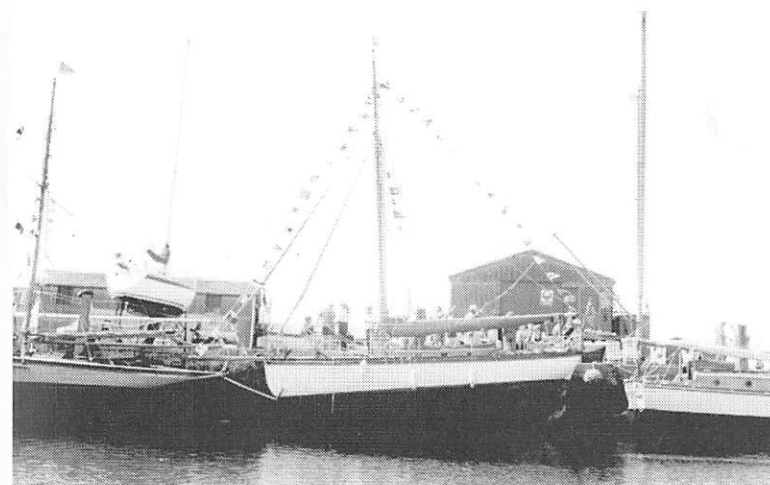
Over the four days of the show, the weather was very kind to us and this new venue has so much potential. Not only is the site large and attractive, but being situated in the middle of the country, it is easily accessible by people from all areas. There is a lot of hard work put into running an event such as this and ours was very much a team effort - thanks to everyone concerned.

Brenda Jago - OGA Publicity

in Scotland until 1963, when she was sold to Glen Hargrave. He sailed her down to London and planned to race her in a single-handed transatlantic race, failed to raise the money and had to sell the boat. She was bought by the current owners, Bruce and June Mackenzie, who had found that their 18 footer *Robin* (believed to be *Vital Spark*), was too small for their young family. They sailed her initially from Gravesend on the Thames, then from Walton-on-the-Naze, Essex. Both daughters are now grown up and confirmed gaff enthusiasts, owning their own boats *Margaret Catchpole*, a Poole smack and *Merlin*, an Aldous smack yacht, which both joined *Witch* at her Centenary Party.

Witch has taken part in many of the East Coast Area events, including all of the Classic Boat Festivals, and has cruised extensively on the East Coast and to Holland. *Witch* is in excellent condition, largely original, and is looking forward to her next centenary afloat. Thank you to everyone who joined the party, making it such an enjoyable day, and to those who sent their good wishes in their absence.

Claire Thomas (née Mackenzie)



Witch's Birthday, l to r, Merlin, Witch, Margaret Catchpole

CINQUE PORTS

SOVEREIGN HARBOUR RALLY & RACE -
10/11 JULY 1999



A Cross Channel Maritime Festival

A new event is always a cause for concern; it is so important that the hosts and sponsors are not disappointed. With a promised entry of 14, plus the dominating presence of the *Kenya Jacaranda*, I was optimistic. Strong Easterlies prevented several from attending, but we still had a creditable 10 participants to enjoy the hospitality of Sovereign Harbour and Eastbourne Borough Council. The race on the Sunday was started on the sea-front by the Lady Mayor, Councillor Mrs Beryl Healy, with a cannon from the Redoubt and the many spectators were enlightened by a commentary from George Jago over the PA system. The race officer was Les Montague, from Pevensy Bay S. C., who

was a great asset to the proceedings. This was probably the first Old Gaffers race where the winner was applauded across the finishing line by the public. (What George said to prompt this is not recorded!) First across the line and winner on corrected time was Brian Cooper in *Rula*, who took the two major trophies. Sam and Maggie Bayliss, in *Brilleau*, took the Class 1 trophy, with Peter Beer in *Mimosa* second and John Sheppard in *Little*

Photo: Claire Thomas

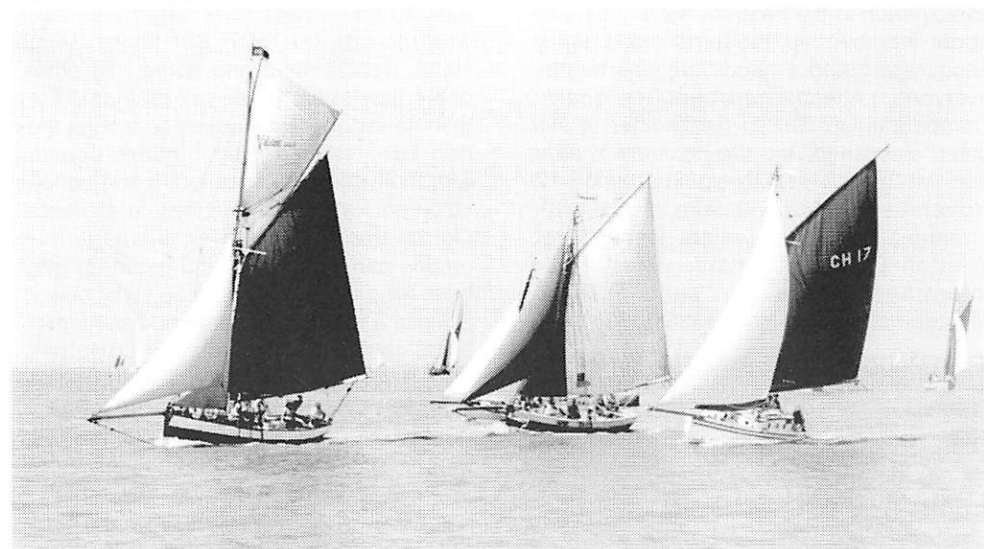
East Coast Race, l to r, *Ostrea Rose*, *Boadicea*, *Prawner*

Photo: Jan Wise

The prizewinners were:

Class 1 and 2 -

East Coast Old Gaffers Trophy
 Britannia Trophy & Tom Bolton Cup
 Sheave Trophy
 Stone Trophy
 Davey Trophy
 Boat World Rose Bowl
 Pussers Rum Trophy
 Hunt Trophy
 Cruiser Trophy
 Austin Edge Trophy
 Titheridge Trophy
 Dan Webb & Feeseey Trophy
 Old Harry Trophy & Pladders Pot

Asti V
Laura
Hardy
Spellbound
Ethel Alice
Wizard
Mistress
Maryll
Airlie
Firefly
Margaret Catchpole
Christiane
Twinkler

R Perkins
 G Heard
 N Probyn
 M Butler
 B Tester
 K Lawson
 M Allpress
 J Wainwright
 R Berk
 J Clay
 P & C Thomas
 H Phillips
 T & D Evans

Class 3 (under 20ft)

Zetland Trophy
 Cockleshell Trophy
 Alpha Pitt Trophy

First of May
Ally Lump
Drake

N Waller
 W Baker
 J Sheldrake

Sue Taylor - EC Area Committee Member

WITCH's CENTENARY PARTY

On 24 July 1999, a party was held at Frank Hall's boatyard, Walton-on-the-Naze, to celebrate *Witch's* 100th birthday. *Witch* is a 32' gaff cutter built in 1899 by A M Dickie

of Tarbert for the Laird of Gigha Island, William Scarlett, as a ferry boat to transport supplies from the mainland. In 1918, she was converted to a yacht and she remained

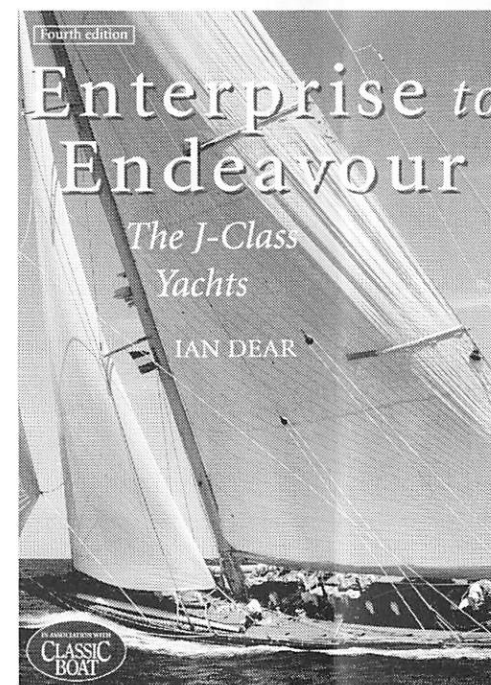
ENTERPRISE TO ENDEAVOUR, The J-Class Yachts, by Ian Dear

One day, racing on the Solent not so many years ago, I saw Velsheda sailing against a backdrop of today's racing fleet. Her size, power and grace put her into a league which today we just cannot match. I accept that there were only a few of these J-Class yachts and they were the yachts of the very rich, but they did give a lot of sailing and non-sailing people a great deal of pleasure. In this I count not only the ten Js but also the other big boats of the period.

I suspect that you can research a book like "Enterprise to Endeavour" for ever, but you must make a judgement where to stop. Ian Dear should be very satisfied with this, his fourth edition, which is another well written record for posterity, of a very interesting period of yachting history. The balance of life between the owners and the crews is well recorded. The book fits well with the three people I have spoken with who used to crew on these boats. Coming from Southend, our family, including my grandmother, were keen on racing. Alfred Loomis (page 122) made me chuckle on his views of watching the racing at Southend. There were better places than the pier, but we do have one photograph, taken by my aunt, as Endeavour passed 100 feet off the end of the pier, as described in the book.

In those days, many seemed to follow the fortunes of these boats. Maybe it was the attraction of a sailor King. As Ian Dear has described, these beautiful vessels had a large following and have left a legacy to yachting which will last a very long time.

Published in hardback by Adlard Coles Nautical, an imprint of A & C Black, London, ISBN 0-7136-5176-8, price £ 27.50. Would make an excellent Christmas present!



FIRST AID AT SEA (Third edition) by Drs. Douglas Justins and Colin Berry

This is simply a good and useful book to have on your boat. It has many attractions, but the main ones, to my mind, are that it does not take up a lot of room and it is easy to use. At the same time, due to its shape and size, it should be easy to find and flip open.

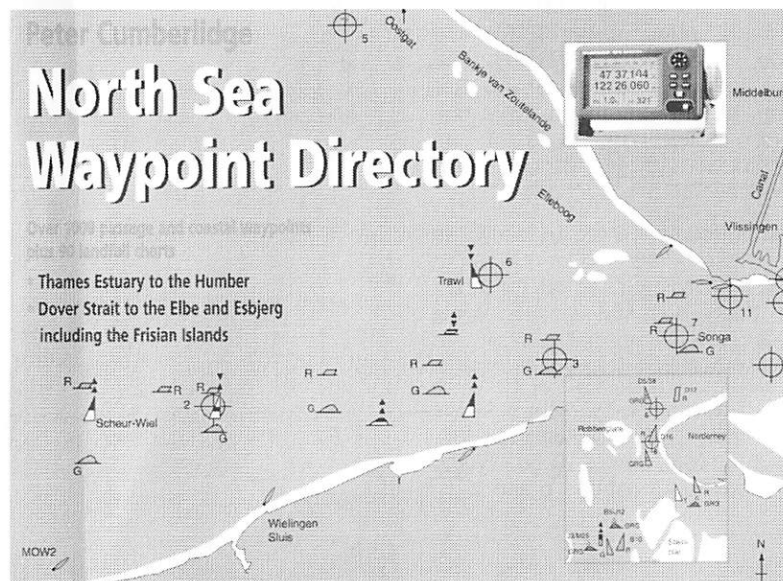
The book has been well thought out by two Doctors who, when you read their background, have in one way or another had their fair share of experience of the need to administer first aid. The need to administer some form of first aid can occur when those with the most experience are dealing with other pressing matters. It is usually unplanned and if your mind goes blank then this simple flip-chart book gets you back into business.

There is nothing new about first aid, but this easy to use and very comprehensive check list is well worth having. This book is recommended by the Royal Ocean Racing Club.

Published by Adlard Coles Nautical, an imprint of A & C Black, London, ISBN 0-7136-4922-4, price £9.99.

NORTH SEA WAYPOINT DIRECTORY by Peter Cumberlidge

In recent years, we have seen the most dramatic development in the number and range of navigational aids for small craft. Size, ease of use and power have all progressed, coupled with a significant reduction in cost, so that just about anyone can now afford a Global Position System (GPS).



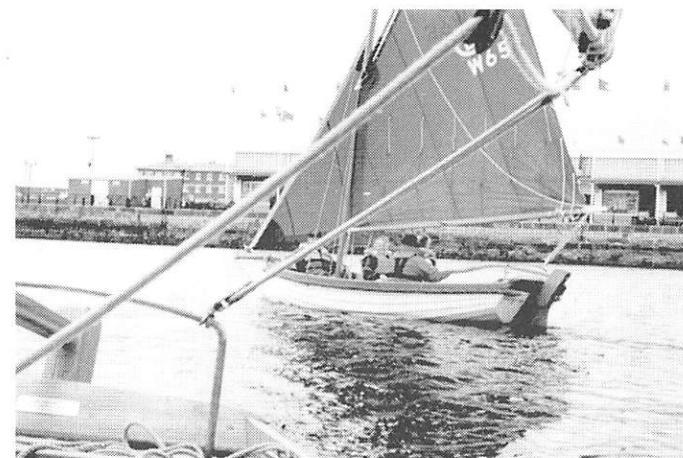
It logically follows that if we have new forms of navigational aids, someone will produce new forms of publication to maximise the use of this new technology. The North Sea Directory is just one such aid. Its concept is simple but a lot of hard work has gone into this very useful directory. In the future it will become commonplace alongside charts, tide tables and pilot books. New technology today enables even the smallest yacht to determine its position instantly, with confidence, something even the big boats racing in the 1950s and 60s, with very good navigators on board, could not do.

There is much in the Introduction to Peter Cumberlidge's book which has the ring of someone who knows his subject. In one extract he writes - 'before electronic systems were widely used, most small boat navigators felt uncertain and partly lost most of the time. They were never sure where they were, but at least they knew they were not sure. When using modern navigation systems therefore, it is still a good idea to retain or cultivate a sceptical sense of uncertainty about your position' - the approach, I suggest, of a good navigator.

Published by Adlard Coles Nautical, an imprint of A & C Black, London, ISBN 0-7136-4799-X, price £ 19.99.

participation in the Festival. Given the size of our membership, the turnout was highly encouraging and a good time was had by everyone. Attendance at the Sea Shanty Competition in Hull in September is still being discussed and the next event after that will be the Laying-Up Supper on 12 November. This will take place, with shanties, in the Travellers Rest Inn at Whitton Gilbert, Durham. For further information, please call Richard Montgomery on tel. no. 01325 333051.

John McDonagh, NE Area Treasurer



Martha Joy II from *The Princess of Finsthwaite*

Photo: John McDonagh

EAST COAST

On Saturday 17 July, the West Mersea Yacht Club hosted their Centenary Regatta and the East Coast Area Old Gaffers Race on the River Blackwater. 185 sailing boats of many sizes and shapes took part in a variety of classes, including 60 Gaffers in Classes 1 and 2, and 25 in Class 3.

The Gaffers were first away from the Nass Beacon start line in a 3 wave staggered start, for safety on the line. They looked a wonderful sight - massed sail heading out on a light breeze and an out-going tide which took them down the river to the Knoll and Wallet Spitway Buoys before turning across to the Jaywick Outfall buoy (some say it's

easy to find - can't think why!) then back with the tide to Colne Bar, Inner Bench Head, Bench Head and home. At times, boats flew every bit of sail they could lay their hands on; some looked as though they had been raiding their modern cousins with multi-coloured spinnakers and curious coloured water sails definitely in evidence. Out by the Knoll however, it was time to reduce canvas as the wind piped up quite brisk for a while, giving some lively sailing. Despite a wind which came and went, most boats completed the course to arrive back

at Mersea Island before the tide turned again. Some did not manage the whole course but all made port safely even if, as in one case, it was not the port originally intended!

Back at West Mersea Yacht Club, the Old Gaffers joined fellow sailors from the bermudan modern and classic racers, cruisers and dinghies, who had their own course up and down the River Blackwater. The evening brought an aerobatics display by the Tiger Club

and Denny Dobson in his Pitt Special, music and fireworks at dusk.....and a very late prizegiving for the Old Gaffers - sorry!! The computer really did crash and gave the OGA team and WMYC team a monster headache. But we got there eventually, with the exception of one or two which seemed to be dumped completely from the final list. To those - we are trying to include you in the full results which we hope to publish in the Eastcoaster when Wainwright gets back from Holland - he was last seen heading that way, pursued by an assorted fleet of Classics and Gaffers heading for Hellevoetsluis - he was the only one on the start line on time!!

NORTH EAST

HARTLEPOOL CELEBRATION OF THE SEA - 26/27 JUNE 1999

The North East Area is back in business, with a very successful Summer Sailing Meeting, held in association with Hartlepool's Celebration of the Sea.

Four boats arrived for the race on Saturday at the Tees and Hartlepool Yacht Club: Peter Scott's Lune Whammel Boat *Martha Joy II*, crewed by Tony Campbell and Mike Akester; Richard Montgomery's Whammel Boat *Princess of Finsthwaite*, crewed by Hilary Todd, Andy Port and George Dove (plus Richard's son Duncan on Sunday); Kenneth and Gladys Anderson's Mallard *Aquarius*; and Jim and Vera Bell's Highlander *Owl*. Campbell McEwan also came to support the event and we look forward to seeing his 18ft Selway Fisher gaff cutter joining the fleet next year, when she is complete. The Club very kindly laid on a tractor to help with launching and recovering the trailer-sailers.

Unfortunately, there was an Easterly Force 6 blowing straight into the harbour mouth, with Hartlepool Bay a mass of white horses and the consensus was against going to sea. The club cancelled its own races in the afternoon. The two Whammel Boats locked into the Marina and were able to enjoy an exciting three-reef sail in the wide expanse of Jackson Dock, under the stern of the square-rigged frigate *HMS Trincomalee*. In the evening, several members attended an excellent buffet supper at the Yacht Club.

On the Sunday morning, about 20 vessels - fishing boats, yachts and lifeboats, including the OGA boats - sailed into Jackson Dock and moored to a pontoon,

where the fleet was blessed by the Chaplain to the Seaman's Mission. The service was accompanied by some very impressive singing from the Marske Fishermen's Choir. The standard-bearers of the Royal British Legion also participated, as did uniformed members of the Cadet Forces. While the Celebration of the Sea continued, with songs and shanties from the choir, traditional clog dancing, a variety of stalls and a fairground, the OGA boats again sailed in the Dock, a display much appreciated by both the organisers and spectators.

Jim and Vera Bell used their Highlander



Blessing of the Fleet, Hartlepool

Photo: John McDonagh

Owl, which was built by their son, as the centrepiece of the OGA stand, with a display board made up by the cadets of the Montgomery family. Members were approached by several people who owned traditionally-rigged boats and we signed up a couple of new members. There were some heavy showers, which put a bit of a damper on the events ashore, but at least there was less wind. At 14.30hrs, the OGA boats, joined by Alan Sutton's Cornish Crabber *Megan*, locked out of the Marina and sailed out into the bay. We all enjoyed a very pleasant sail and the boats returned to the Club and the Marina at 17.00.

Our Area Secretary, Richard Montgomery, did an excellent job of organising the OGA

MEDWAY & NORTH KENT

ANNUAL RACE - 10 JULY 1999

It is becoming ever more difficult to find a time slot in which to plan an event these days, as enthusiasm for our kind of sailing continues to increase, and along with it an ever more crowded sailing calendar. So this year, by way of an experiment, the Medway & North Kent Area OGA and the Medway Smack & Doble Association (MSDA) decided to merge our annual races. This turned out to be a success, with an increase in numbers attending. There were some minor changes to be made in that the smack component of our annual race came under the umbrella of the MSDA, whilst we, the MNK, took care of the remainder of those attending.

The tide dictated a midday start and although the early morning ENE wind seemed just right, by the time of our race it had freshened somewhat. Fortunately, the pre-race briefing the previous evening, in the Medway Cruising Club (MCC), foresaw this and set a course wholly within the River Medway. At least it was a bright and dazzlingly sunny day. The seven smacks were sent away first, providing a wonderful sight as they massed at the start on the MCC line and set off down river. With the flags reset, the remaining eleven gaffers assembled and went on their way in hot, if impossible, pursuit of the faster smacks. The ENE wind did not provide for an easy sail, the entire down river legs - Start to South Kent Buoy, and Stoke to Queenborough Spit/Finish - being many series of tacks of varying length. At least the tide was with us for the moment. As the race progressed so the wind continued to increase, creating a wind over tide chop in the lower reaches, which unfortunately caused several of the smaller craft to retire. Even some of the larger gaffers tucked a reef in or struck topsails. At least the suntan was improved upon!

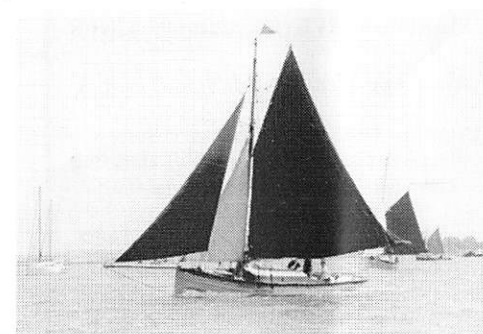
With the race over, Queenborough Yacht Club made us welcome, providing the venue for the prizegiving and post race supper. Thanks must again go to our stalwart committee boatman, Trevor Ryan. Later, those that had brought along their instruments entertained us with some suitable music. Approaching midnight, a lone bagpiper was seen, and heard, playing his way along the length of the Queenborough All Tide Landing. What the locals thought of that we can only guess. They probably thought the ancient Town Hall clock needed oiling. We thought it sounded rather good. It certainly looked good!

MNK race results are as follows. All non smack classes raced as one class under the OGA handicap system, with some adjustment of the prizes dedication and only one prize per entrant.

1st	<i>Emanuel</i>	Becket Rankine Cup
2nd	<i>Bird of Dawning</i>	Mowlem Cup
3rd	<i>Foam</i>	Mannering Cup
4th	<i>Sea Wind</i>	Faversham Cup
5th	<i>Polly</i>	Young Alert Trophy

Other prizes held over.

Robert Holden - MNK Area Vice President



BIRD OF DAWNING 2nd overall

Photo: Sara Harding

OGA & OTHER TRADITIONAL EVENTS IN 1999

- Sept 2/5 International Sea Shanty Festival, Kingston-upon-Hull. Peter Hayselden, tel.01472 696757
- Sept 3/5 OGA SMALL BOAT RALLY, Derwentwater Marina, Portinscale, Keswick, Cumbria. Sue Farrer, tel. 01270 874174.
- Sept 4 SMALL GAFFERS RALLY, River Dart, off Dartmouth, Devon. John Bryan, tel. 01803 845735.
- Sept 4 Colne Smack & Barge Match, Brightlingsea, Essex. Mrs Allen, tel. 01206 305457.
- Sept 11 OGA ANNIVERSARY RALLY, in conjunction with Maldon Town Regatta. Jon Wainwright, tel. 01206 393537.
- Sept 18 Classique du Pavois, Charente Roads, France. François Frey, Musée Maritime de La Rochelle, tel. +33 546 30 17 15
- Sept 25/26 OGA YARMOUTH (IOW) RALLY, including the Royal Solent Y C's Centenary Chase pursuit race on Saturday afternoon. Geoff Skinner, tel. 01489 572427.
- Oct 16/17 Classique de la Charente, La Rochelle - Rochefort and return. Musée Maritime de La Rochelle, as above.
- Oct 29 OGA NI AREA ANNUAL GENERAL MEETING. Attracta Neeson, tel. 01232 427839
- Nov 12 OGA NE AREA LAYING UP SUPPER, Travellers Rest Inn, Whitton Gilbert, Durham. Richard Montgomery, tel. 01325 333051
- Nov 26 NI AREA ANNUAL DINNER, Royal North of Ireland YC. Alan Aston, tel. 01232 426497

YEAR 2000

- Jan 15 ASSOCIATION ANNUAL GENERAL MEETING, CA House, Limehouse, London.

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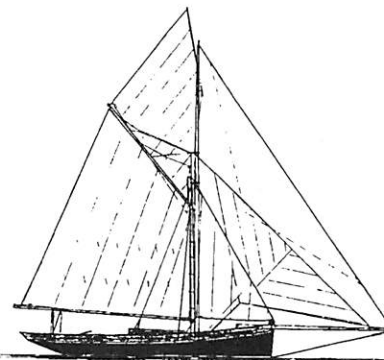
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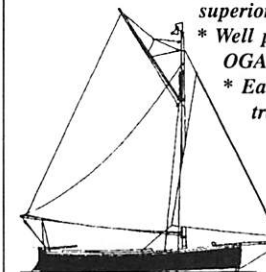
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