

Gaffers Log

JUNE 1999

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



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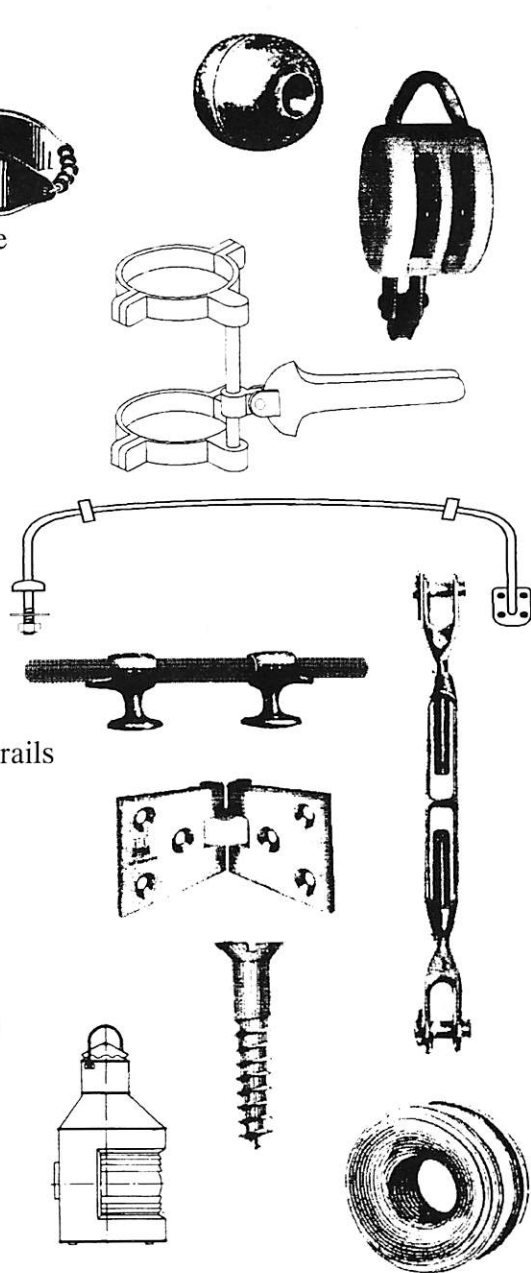
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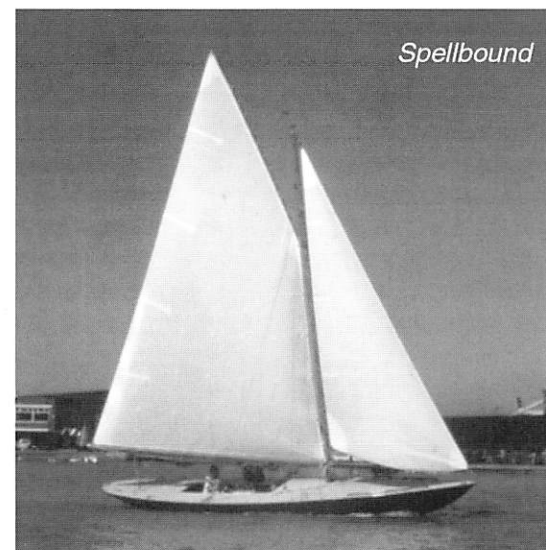


photo by: Den Phillips

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ASSOCIATION STOCK LIST

		UK	Overseas
Burgees	15"	£ 10.00	£ 10.50
	18"	£ 12.00	£ 12.50
	24"	£ 14.00	£ 14.50
	30"	£ 17.00	£ 17.50
Membership Flags	12"	£ 11.00	£ 11.50
	15"	£ 13.00	£ 13.50
	18"	£ 15.50	£ 16.00
Ties (multi-motif)		£ 7.50	£ 8.00
Brooches		£ 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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Konigsweg 8
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Front cover : Bird's Eye View, by Tony Pickering

Back cover : River Blackwater 1998, by Tony Pickering

DIRECT DEBIT

If you wish to take up this offer, please help our Hon Treasurer, David Godsall, 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	

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.

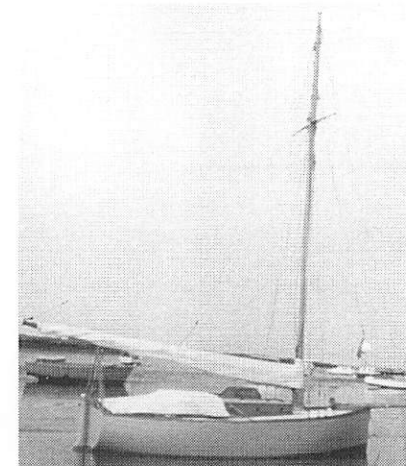


GAFF YACHT "TEAL"

Length 16ft 6in, Beam 6ft 6in, Draught 3ft 3in

Designed A Payne, built 1902 Summers & Payne. Carvel construction. Watermota petrol aux. installed 1954. Owned by same family since 1938.

To view, or for more details, contact: Jim Spencer, tel. 01206 302911 (acting for the family).



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.

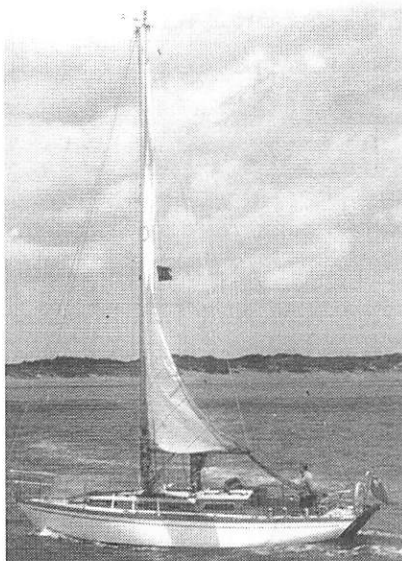


The Editor places advertisements in the Log in good faith. Neither he, nor the OGA, shall be held liable for their content and accuracy.

BERMUDAN YACHT "TESSA ROSE"

29ft x 8ft 6in x 4ft 10in. Holman design wooden classic long keeled yacht. Built 1962, pitch pine and mahogany on oak frames. New mast, rig and sails 1990. Nannidiesel 13hp engine, VHF, GPS, SSB, ST 50 instruments, Autohelm 2000. Very good condition. Price £18,950. Further details and photos available

Contact: H Redman, tel. 01797 222591 or 01233 860448.



GAFF CUTTER "CONTARO"

Length 27ft, Beam 8ft 2in, draught 3ft 3in.

Modified Eventide. Built 1976-78. Ferro-cement hull, professionally plastered, wooden superstructure and decks. 4 berths, central keel and bilge keels. VHF, echo-sounder, log, 24hp Lomardini (water cooled) engine. Seaworthy boat in need of good home! For quick sale, price £7,000 o.n.o.

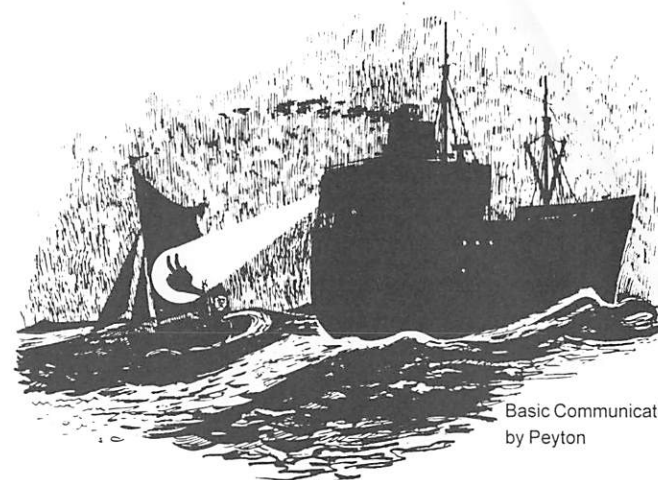
Contact: Ann Ratcliffe, tel. 0171 237 3561.

GAFF YAWL "GREY MERLIN"

LOD 30ft, shoal draught centreboard.

Built 1996, based on "Roxanne". Fast offshore dream boat. Luxurious below, 4 berths, central heating, hot water, Simrad, Autohelm, etc. Liferaft, dinghy, outboard. Lying Emsworth. Price £75,000 including everything.

Contact: David Still, tel. 01243 574220



Communication, in all its forms, is fundamental to an organisation such as ours, which is so widely spread. So take a look at the President's explanation on finance on page 6. It is his considered response to a telephone call from an OGA Area. The F&GP Committee attempts to run the business of the Association, e.g. funding, insurance, exhibitions, stationery, etc. But just as important, on page 1 of the Log, are the Officers of the Association. They are not just names, they are there to be contacted if you have a concern or require advice. We all communicate with each other on a regular basis. Many hours of nitty gritty are spent by these Officers, keeping your Association going.

Our Treasurer, David Godsal, has, over the last year, been working through all the many banking world's requirements, to comply with and obtain agreement for an OGA Direct Debit scheme. By the way, have you helped the Association and our workload by filling in your form? Then there is Robert Holden, who keeps an eye on changes to legislation and other related matters. It is hard, and not exactly exciting, work which needs to be done - thank you and well done Robert! By now, you will all have received your new Membership List, this time also containing members' boats. Our thanks to Margaret McNee, our Membership Secretary, for supplying the membership details, to Pat Dawson for supplying the boat details, and to Brenda Jago for putting it all together. If your membership details are incorrect, please contact Margaret, and if your boat is not listed, it means that you have not completed one of the many Boat Archive forms sent out in the last couple of years. Please contact Pat if you would like your boat details to go onto our database. There are also others quietly working away for the good of the Association and it is this team work that enables us to do what we do.

In December 98, I wrote about the importance of letters to your Log, as it reflects the views and opinions of the membership. Constructive feedback is just another part of the communications circle. Our communication with members is probably as good as any amateur organisation - we have local area newsletters, circulated to area members and all Area Secretaries; we have the Gaffers Log, circulated to all members and various associated bodies; and now we have our own Website, managed by Peter Lyons, see page 7. We are well aware that not everyone is on the Internet, but it is here to stay, so please help Peter to help the Association in the way we use it.

Copy date for next issue is **1st August**

George Jago - Editor

- BC** Mr & Mrs I Avis, 23 Storer Road, Loughborough, Leics LB11 5BQ
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ELEANOR MARY
- Mr W Joyce, Stables Cottage, Haydon Gate, Haydon, Nr Sherborne, Dorset DT9 5JB
WHITE HEATHER
- Mr & Mrs R Paine, 3 Netley Road, Southsea, Hants PO5 3NB
ROMA

THOUGHT FOR TODAY

A man who has never made a mistake has never made anything.

A man who has made the same mistake twice will never make anything.

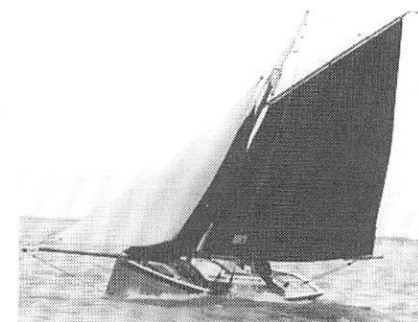
BOATS FOR SALE

SMACK YACHT "SECRET"

LOD 28ft (plus 12ft bowsprit o/board), Beam 8ft, Draught 3ft 9in.

Built Shuttlewoods 1932. Pitch pine on oak, Yanmar twin, recent extensive overhaul, new stern gear. The original and unadulterated pattern for the GRP 'Essex Smack Yacht'. One of the prettiest boats on the East Coast at a fraction of the replica price - now reduced to £14,750.

Contact: Malcolm Ginns, tel. 01702 582550.

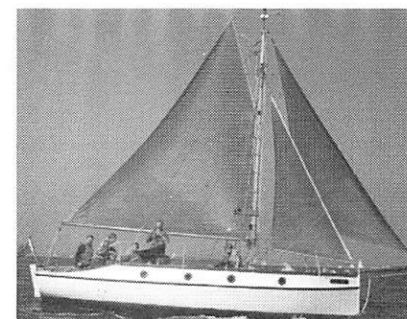


GAFF CUTTER "RED GOOSE"

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

Built David Hillyard 1930. Carvel hull, pitch pine on oak, spruce spars with tan Arun sails. 16 hp Lister diesel engine. Fore cabin with single berth & pipe cot, enclosed heads, saloon with single & double berth, galley and navigating areas. Taylors diesel heater and paraffin stove. Various nav aids. Well maintained. Laying Hayling Island. Price £15,000.

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



YACHTING WORLD BUCCANEER

LOA 23ft 5in, LWL 18ft, Beam 7ft 8in, draught 3ft 11in

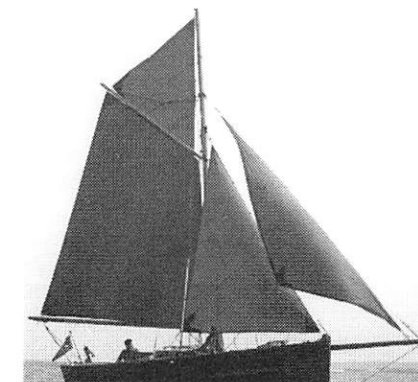
Designed Van der Stadt. Masthead bermudan rig, tan sails, red spinnaker, Swedish type storm mainsail. Thames ply skin on teak frames, cast iron fin keel. Hasler pendulum self steering gear, 22lb CQR+12 fathoms chain, 15lb Danforth, Suzuki 3.5hp long shaft outboard. Built for performance as opposed to accommodation, so only sitting headroom and three bunks. Lying Devon. Knows her way to the Scilly Isles! More details on request. Offers please.

Contact: Bill Robinson, tel. 01626 863813.

CORNISH CRABBER MK I

1997 Boat Show model. Full suit of sails - main, jib, staysail, tow foresail, topsail and jackyard, all in very good condition. Usual full inventory plus VHF, Autohelm, Walker log, echo-sounder, GPS, rope cutter, boom tent and full length cushions. Yanmar YSE just overhauled. Winter cover. Excellent road trailer. An excellent and well-maintained craft. Age (of owner!) dictates sale. Lying Hamble. Price £12,000.

Contact: C J J Berry, tel. 01264 361981.



BOAT DATA BOOK (Fourth edition) by Ian Nicholson

I first came across Ian Nicholson when, waiting for a train, I bought a copy of his "Sea Saint" in the Oxfam shop in Salisbury - and was impressed.

I am again impressed with this Boat Data Book, which is a very useful reference book for any owner. As it is a fourth edition, which speaks for itself, I can only say that I am sorry I have not come across it before now.

I feel I must make observations on two areas which could help us more with our type of boats. Chapter 4, Spars & Rigging, offers no information on wooden spars, and Chapter 6, Design, offers information labelled 'Traditional', for boats built between 1920 and 1940, but it is limited.

That said, there is such a wealth of information in the book, on such subjects as Boat Equipment, Materials, Fastenings, etc. that in my opinion it is a very worthwhile buy. It should suit just about everyone as, for example, all the information is in both Imperial and metric measurements and the scope of the tables and their contents are tailored to current needs and requirements.

This is a very useful list of boat data, comprehensive enough to meet the needs of most people concerned with boats and ships.

Published in hardback by Adlard Coles Nautical, an imprint of A & C Black, London, ISBN 0-7136-4750-7, price £16.99.

DOGWATCH by John Passmore

There are a number in our Association who aim to do, or have done, extended Blue Water cruising. For them, much of what is written in John Passmore's perceptive little book will be of special interest.

It is not a big book, but it makes up for this in its amusing style, based on observations from his wide experience. Some of what he writes about, we have all experienced, even if only in part. However, it is not just about him - his reflections are broad and are about what he describes as the backbone of the sailing fraternity - the cruising couple.

Beneath his light-hearted series of stories which make up the eighty two short chapters, are some sincere and sensitive observations. It is a good boat shelf size browser, which makes you think again later about some of the things he has written.

Published in paperback by Adlard Coles Nautical, an imprint of A & C Black, London, ISBN 0-7136-5041-9, price £5.99.

BOATS FOR SALE**MALDON SMACK "JOSEPH T"**

Length 30ft, Beam 10ft, Draught 3ft 9in.

Built 1901 for Joseph Taylor. Last of the true square-sterned Maldon smacks. All gear correct and proper, fisherman style/approved. Brit E10 motor. Now looking for new custodian after 30 years in same ownership. In commission Maldon, ready for quick sail. Price £15,000 or very near offer.

Contact: Douglas Scurry, tel. 01621 855519.



MERMAID passing Nass Beacon, River Blackwater.

Photo: Tony Pickering

THE ANNUAL OGA PHOTOGRAPHIC COMPETITION

The judging of the annual Photograph Competition was held in the Royal North of Ireland Y C on Sunday 21 March 99. There was a record entry of photographs, 63 in total, from also a record number of 15 different entrants. The judges were Bob Hamilton, photographer from the Newsletter, Pat Carruthers, Commodore of Cockle Island Boat Club and last but not least, our own NI Gaffer Stephen Clarkson, BBC cameraman. The standard of the photographs this year was so good that after viewing them all, it still took the judges over 30 minutes to agree the prize-winners, who were :-

Best General Sailing Photograph -

1st	Nicola Dixon	EC	Fife Rally in the Clyde
2nd	Norma Ashun	CWL	Falmouth working boats racing
3rd	Tony Pickering	MNK	Smacks racing

Best Gaff-rigged Boat Photograph -

1st	Tony Pickering	MNK	Smacks racing
2nd	Carol Laird	NI	Derwentwater Small Boat Rally
3rd	Tony Pickering	MNK	Smacks racing

There were 3 other pictures selected for commendation - another picture of smacks by Tony Pickering, another picture from Norma Ashun of the Falmouth working boats racing, and a picture from Adrian Spence taken during *Madcap's* visit to Greenland.

Where possible, the prize-winning photographs will feature on the covers of this next year's Gaffers Logs, but if you want to see more of them now you can do so by looking at the Photo Comp page on the OGA web site at www.oldgaffersassociation.org.

It looks as if the ladies are better than the men at taking OGA pictures - 3 to 1. Perhaps you men can try harder next year!

Peter Lyons



KNOTTY SUBJECT - AREA FUNDING

This missive was originally intended just for Area Secretaries, but it occurred to me that it would be much better if everyone understood the present OGA system, so here is my attempt to explain.

It has often been stated that all the OGA subscriptions go to "Head Office" and "we", the areas, don't get any of it to fund our activities. This is basically true, so why is it so?

The Association costs a lot to run and only has the subscription income to do so. It has to pay for the Newsletter, or Gaffers Log as it is now called, postage (huge), insurances, computers, printers, printing of forms and stationery, AGM expenses, hire of hall and legitimate travelling expenses of Area Officers and Association Committee members. Expenses are involved in the three times a year meetings of the F&GP Committee and the two Sub-Committees. Renewal of stocks of regalia from time to time cost a great deal and the funds must be available. All these things and other costs such as exhibiting at shows or events and occasional advertising add up, and that is not the end of the outgoings.

We are committed to helping new Areas 'get off the ground' and provide funds as required. Also - and here is the relevant bit - we must have reserves to help any Area that may have an unforeseen disaster. It may be that a sponsor failed to pay or weather prevented attendance and Area funds were in large deficit. In these circumstances, money is available from the centre to cover. This has happened a few times in our 36 years and money has always been found.

Areas have autonomy in their activities and after establishment are expected to pay their own way by charging (as necessary) to cover costs of events, local newsletters, correspondence and administration. Some Areas keep in credit by sponsorship, surcharging on entry fees and dinner tickets, raffles and other ingenious means. Others feel it fairer to make a small surcharge (or local membership fee) to each person on their mailing list. There are varied views on whether you charge the people who attend and get the benefit, or spread the load and include those who could get the benefit if they did attend! Area Secretaries could be reminded here that membership application forms, headed Association notepaper and compliment slips are always available free from Brenda Jago, our Publicity Officer.

There is no interference from the "centre" or "Head Office" and most Areas run their own Bank accounts and the money there is for their use. It must be remembered however, that under our rules all these monies are Association monies and must be accounted for annually.

From all the foregoing, it should be clear that the Association has to be prudent and maintain sufficient reserves to cover all eventualities. Any lowering of these standards could easily lead to our demise. We have achieved a great deal in the last thirty six years and are the envy of most similar groups. Our high standards are a credit to all the Officers and dedicated helpers among our members. It is something of a challenge to keep it that way, but surely that is what makes it interesting and, above all, fun.

Fun did I say? After all this dry waffle? I regret it is a serious subject, but if we get it right, the love of our boats, which is our common interest, and the fun the Association can offer, will surely follow.

David Cade - President (and Cinque Ports Area Secretary)

Thanks to the enormous amount of preparation by Wally Cook (Chairman) and his group, the 1999 Old Gaffers Annual Regatta was a great success. At one stage, the sight of 28 gaff-rigged boats sailing close inshore stopped the traffic on Mounts Bay Road and the Kwinana Freeway. To all the volunteers on the day - your efforts were appreciated. Unfortunately, at the time, I was in Sydney meeting my long time hero Sir Edmund Hillary and then sailing to Broken Bay on the *Svaanen* for two days as crew, helping 3 disabled adults on board. However, as always, my thoughts were with all of you.

Patrick Reid - President

OLD GAFFERS ASSOCIATION REGATTA
1999 - SWAN RIVER



There were fewer hiccups than last year and I believe all the participants and most of the organisers had a really great day. The Regatta Committee thoughtfully arranged a 10-15 knot south westerly breeze to accompany the 30 degree sunshine. This same committee and others had worked very hard for months previous to the occasion and unless you have worked on similar committees you can have absolutely no idea of the time and effort involved in bringing together an event such as this for our enjoyment. Sincere thanks to everyone concerned, including of course the sponsors.

I was told by three separate groups of people who, in fact, were just sitting by the river and knew nothing about sailing, how spectacular and beautiful a sight the Old Gaffers made. From the perspective of the sailors, the fleet was also a beautiful sight, especially if they were astern of you! The "A" fleet made a great start with very few stragglers. The same could not be said for the "B" fleet, with the first across the line about 20 seconds after the gun and the remainder of the boats following on in true Old Gaffer laid back style. I am absolutely certain all the sailors enjoyed the event tremendously, as was proved by the great atmosphere in the clubhouse at Presentation time. All the competitors hope there will be a repeat of the event in the year 2000.

Mike Igglesden

"KIDS DAY" -
The OGA was requested to carry on this event for underprivileged and M/S children, by the Hartley

Association. Members of Variety organise the number of children, expected to be between 40 and 60, with ages ranging from 4 years to around 12-13 years, with varying degrees of disability and lack of mobility. Variety provide lunch, drinks and entertainment for the children and supply helpers for the incapacitated children. Mounts Bay Sailing Club supply the venue, small life-jackets are provided, and a Flag Officer and the Rescue Craft are both in attendance. The OGA are to provide the numbers of craft able to attend.

AJG - Bosun

FRANCE

FETES MARITIMES DE PLOUMANAC'H -
30, 31 JULY & 1 AUGUST 1999

Our "Grande Fête Maritime" will be held this year on July 30 & 31 and August 1. The regattas of traditional boats will take place on Saturday 31 July and Sunday 1 August.

As you probably know, this Festival of Breton Traditions is organised every four years in Ploumanac'h, the last one being in 1995. Along with the Regattas, which are watched by thousands of people along the coast, a lot goes on around the harbour with (we hope!), the best Brittany can offer in the way of music, games, dancing, old crafts, art, exhibits, curios, films, light shows at night.....and Food!

Four years ago, the Grande Fête Maritime attracted 30,000 people over a similar three-day period. We very much hope that you will be able to join us this summer and we are looking forward to hearing from you. Please feel free to contact us at any time if you need any more information.



Fetes Maritimes de Ploumanac'h '95

Photo: unknown

Armelle Inizan, Kernon, La Clarté, 22700
La Clarté-Ploumanac'h, France. Tel. 02 96
914855.

WESTERN AUSTRALIA

ANNUAL GENERAL REPORT FOR 1998-1999.

The past year has been one of great successes in a growing active membership, greater public profile of the OGA of WA, and some momentous social events on and off the water. There were three raft-ups of 10 or more Gaffers in Cicerello's Fishing Boat Harbour, Fremantle - a venue which draws thousands of interested visitors. The stand at the National Dive & Boat Show, with the mast-making exhibit by our Chris Bowman was voted "most interesting" by the majority of the 24,000 visitors to the Show. The superb informative talks by Igor Bjornson, Bill Leonard and Chris Bowman and the rapt attention of a 'packed house' at each talk, emphasised the need for more such social occasions.

Throughout the year, a regular fleet of Gaffers raced in the Swan River at the Perth Flying Squadron, though not without dramas. In early January, 40 knot gusting winds forced the fleet to retire - even

Shenandoah, with water coming over the coamings and a very experienced ex. *Endeavour* crew, thought the conditions were "hairy".

Launch of the *Duyfken* had a large contingent of Old Gaffers as a guard of honour at the front of the launch area, watched by over 10,000 spectators. An Australia Day procession of the *Duyfken* under tow up river was accompanied all the way by a constant mob of Gaffers.

THE OGA WEB SITE

Since early March, the OGA has had a site on the World Wide Web. If you haven't already picked it up, it is at www.oldgaffersassociation.org. I have been made responsible for producing and maintaining the pages available for viewing. At present there are 40 pages of information, with plenty of photographs, and details from the Log about Areas and what's on in them.

The more information that we can get to put into our site, the more we can build up an even better OGA facility. For example, we could put a 'for sales' page on to the Web, so that members can advertise their boats. So if anyone has got a boat for sale, let me know. I would also be extremely interested to hear from anyone with an idea for developing our site. We have had 202 visits to the OGA site during the month of April 1999.

Peter Lyons, 4 Knockdene, Bangor, Co Down BT20 4UZ, tel. 01247 453099

RYA SNIPPETS

Blue Ensign - A little known spin off consequence of changes to Part 1 Registration of British Ships, has been that owners holding a Warrant to fly the Blue Ensign, will need to renew this at the same time as they renew their vessel's five year registration. This is because the new Ship Registration, in lapsing at the end of its five year period, causes the Warrant to also lapse. It follows therefore, that in order that Warrant issuing authorities, generally authorised clubs, do not permit Blue Ensigns on deregistered yachts, a system of monitoring needs to be in place. The OGA has written to the RYA for clarification and guidance.

UK Registration - Once again, confusion about the validity of Small Ship Registration (SSR) compared with Part 1 Registration. The fact is that they have equal validity throughout the world. The only difference is that Part 1 forms an ownership title deed whereas SSR does not. The confusion seems to arise because throughout the world, and particularly in the remote corners, British Registry is associated with the Blue Book. Holders of SSR have been queried and have reported back to the Registry of Shipping & Seamen and it is the query that is being conveyed on when someone asks about the validity worldwide.

Year 2000 (Y2K) - Text of a Notice to Mariners issued by the General Lighthouse Authorities of The United Kingdom and The Republic of Ireland on 15 March 1999.

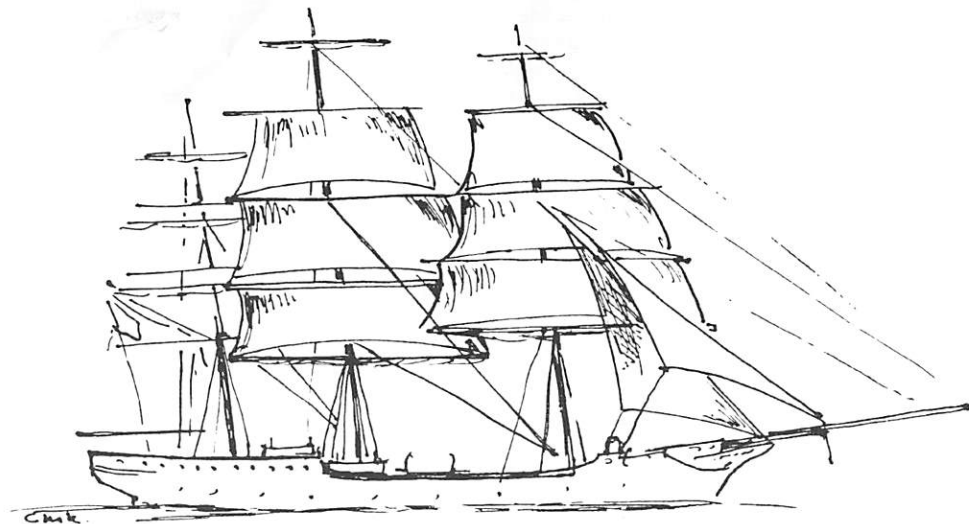
'Notice is hereby given that the Differential GPS service operated by The General Lighthouse Authorities of The United Kingdom and The Republic of Ireland (Trinity House, The Northern Lighthouse Board and The Commissioners of Irish Lights) will accurately process date/time data from and between the twentieth and into the twenty first century, including the Leap Year. The General Lighthouse Authorities can give no guarantees concerning the Y2K compliance of GPS, although the United States Authorities responsible maintain there are no problems with GPS in this respect.'

Mariners are therefore advised to ascertain from manufacturer(s) of the equipment that they own or use, that their receivers are Y2K compliant.

Total Eclipse - 11 August 1999 - The Met Office says: "There is strong evidence, at the time of some total eclipses, of increased wind gusts occurring 30 to 50 minutes before and 40 to 60 minutes after totality. It is possible that the eclipse gust front is associated with either the inflow of air from the borders of the penumbra shadow (area of total eclipse), or a combination of both. Since the eclipse in August is of relatively short duration and because Cornwall is on a peninsula, any thermal contrast will be weak, allowing only light (if any) eclipse generated gusts. However, what will be very obvious is the marked reduction of any sea breeze. Yachtsmen close inshore may find themselves becalmed as the eclipse progresses".

Robert Holden

A VOYAGE TO REMEMBER



under topsails and lower topgallant only

Being a pilot in the Rotterdam area for twenty three years, most of the work has been a routine matter. Most of it you don't remember any more and as soon as a ship is safely brought in and moored, you hardly remember the ships name. Even ultra large bulk and crude carriers of 400,000 tons and more with a draft of over 74 feet hardly impress, until wind, tide or perhaps the traffic density are so extreme that you have to act up to the edge of your capabilities. Only a few make such an impression that you will remember them for ever.

On the second voyage just after I passed my examinations, there was this heavily laden old-fashioned coaster with a huge deck cargo of sawn timber, which had to go to a very remote small harbour, all the way up the Oude Maas, way past Dordrecht. The vessels size and draught were the limit for the harbour and berth. In pitch dark we arrived at Dordrecht, where we collected the agent, customs and immigration. The bridge openings were especially ordered. "Would I need any tugs for assistance", was the question. Knowing the tide at the time of arrival would be almost slack and still being young and eager, I said no. Fortunately, I had been to the place a couple of times during my training period. When we arrived and squeezed the ship into the narrow, 100 feet wide entrance, still in pitch dark, she swung around her dragging anchor and came alongside almost automatically. Very gently, no sweat at all, with almost 8 inches of water still left under her keel! The captain remarked that he had never been there before and he found the place so narrow that he would certainly use tugs when sailing. Nevertheless he said "Well done pilot". After I told him that this was my very first day as a pilot, he shook his head, suggesting we could both use a drink.

There was the voyage where I took the QE2 from Southampton to Rotterdam. When we arrived at Rotterdam it was dense fog. The QE2 had to be swung around in the full tide by the aid of radar only. The visibility was only 200 feet and when we backed her up to the berth, we didn't see the quay until we were just 50 feet off. That same evening I took her out to sea again. During the navigation the captain and I had dinner on the bridge and while enjoying our lobster and duckling, and at the same time conning this great liner, we talked about our real passion..... small clinker built boats!



Back to our part of the woods, it promises to be an interesting summer. There will be feeder races from Holland to the East Coast Classics on 12 June and to West Mersea on 10 and 16 July. The Classic Passage Race from West Mersea to Roompot on the evening of 18 July promises to be quite spectacular with a lot of interest from both Dutch and English boats. On arrival in Holland there is a two day cruise in company through Zeeland with parties and receptions every evening on the way, and eventually the Haringvliet Race from Willemstad to Hellevoetsluis on 22 July. This starts off the Regatta proper in Hellevoetsluis, lasting from 23/25 July. How am I going to sell all this to my family I will never know!

One way to sell traditional boating to your family (both literally as well as figuratively) could be something that happened to me the other day. I import traditional motor and sailing yachts from Sweden (I love it when you can slip in a free ad.), but have had trouble trying to convey my enthusiasm for my new business to my wife. After 15 years of my not always successful efforts to do

something constructive with my love of classic boats, she was getting a little cynical about my stories of how "this time we are going to make some money out of it". I had bought a lovely little 24 foot pine cabin cruiser, built in 1948, that I was sure I was going to sell quickly and make a tidy profit in the process. Exasperated by her lack of faith in my new enterprise, I showed her some photos of this boat. "What a little beauty" she exclaimed. She showed the picture to her sister and, as if on cue, they simultaneously said "We want that boat". Naturally, they refused to pay the price I had in mind and hence it has gone to them at cost price. So now, my wife and sister-in-law have joined the ranks of owners of traditional (motor) boats and we now have two classics to keep going (and hers is bigger than mine) and I am still trying to make some money. But I have got her out boating - and that is a start.

See you all this summer somewhere on the water.

Ron Valent - European Liaison



Ron's Hillyard AQUILA

Photo: Editor

it all means, but I assure you that what ever it is I am meant to do, I will do it with the greatest pleasure, enthusiasm and hopefully a bit of class.

Representing the VKSJ (the Dutch Classic Yacht Association) and the OGA, I attended an AGM of the European Classic Yacht Union last year in Stockholm and another one in Hamburg in January this year. The ECYU has got off to a slow start over the past few years but I am confident that things will pick up this year and in time it will become a respected body where the various European traditional yacht associations will be able to bring forward ideas, events and a wider, more formulated perspective of where we want to go with our boats. In time, I also think that the ECYU will become a sort of sister organisation to the European Maritime Heritage group which, for the moment anyway, seems to be aiming more at the interests of larger, more industrially orientated historical craft. The joint venture between the ECYU, the OGA and West Mersea Yacht Club this summer might be a good testing ground to see how the ECYU

stands up to its first outing outside Scandinavia.

A quick run through some of the major European Boat Shows suggests that "our movement", as Tom Cunliffe so aptly named our endeavours to keep old boats floating or new boats to time honoured and proven traditional lines, seems to be having an ever larger influence on the boat-building industry. At the Hamburg Boat Show, there were once again more boatyards presenting new traditional boats in both wood and wood epoxy, than the year before. In Dusseldorf, the magazine "Boote" had ten beautiful steam launches as eye-catchers on their stand, and a stand sponsored by the Dutch Tourist Board had The Zuiderzee Boatworkshop, a boat-building school from Enkhuizen, building a boat during the show and attracting a lot of interest. I am also happy to say that top of the bill was the Amsterdam HISWA Boat Show, where a complete hall was practically filled with traditional boats. Once called the Wood Pavilion and covering a few hundred square feet, it is now called the Traditional Hall and, after 10 years, it has now grown to several thousand square metres.

Returning to Germany, I must point out a few extremely worthwhile events over there this summer, if you happen to be in the neighbourhood. Kieler Woche (Kiel Week) seems to be a thousand years old or so and they are organising a Rendezvous der Klassiker on 19 June. With a couple of hundred beautiful classics moored on the Kieler Fjord alone it should not be too difficult for the organisers to get a good turnout. Down south on the Bodensee, there is the Bodensee Traditionswoche on two weekends - 30 July/1 Aug and 6/8 August. If you want an overdose of metre boats and other (Gaff and Bermudan) sharp yachts combined with some very beautiful steam and electric motor yachts, head for the Alps. Lastly, and once again back on the Kieler Fjord, there is the Veteranen Regatta at Laboe on 20/23 August. Racing, a Parade of Sail and shoreside festivities in this former fishing village turned yacht centre.

And then there was this voyage that came into my mind when I saw all those proud Tall Ships during Portsmouth Festival of the Sea. The Iron Curtain was still undamaged when the old "Dar Pomorza" paid a visit to Rotterdam. Rotterdam always had a large number of Eastern block ships visiting her. While our soldiers were threatening each other either side of the Curtain, we had the most pleasant contacts with their sailors. After all, merchantmen speak the same language all over the world, having only one common enemy and love; the sea. And one passion, ships and boats. It is a silent understanding, as most of the conversation is about the prices of tax-free drinks and cigarettes, football, women, and the weather. When the "Dar Pomorza" left the harbour again from her berth on the Parkade, where the public had been able to admire her during the weekend, I was called an hour before, to have the honour to pilot her. Being only 1500 tons and 240 feet long these square riggers aren't particularly big. Every modern coaster beats them in size and displacement. But when you look up to the rigging you can't be anything but impressed. It is however very odd to take the con, as you are faced with all this mighty rigging and the view ahead in confined waters or at sea is very cluttered, and you really have to fight the urge to run from one side to the other all the time.

Slowly we followed our route along Rotterdam, Schiedam and Vlaardingen, meanwhile chatting about the ship. During the conversation I couldn't help but tell the captain how much I had always enjoyed sailing our own Royal Navy Sail Training vessel. We had a following wind and the auxiliary wasn't that powerful, so when we had passed Vlaardingen and the vast amount of inland barges were behind us, suddenly the suggestion came to let out some sail. I thought quickly whether we might expect any obstacles ahead, as I wasn't very fond of the idea of bringing her into the wind in a thousand feet wide channel to lay-to and recover the sails, with all sorts of sea traffic around us. Only the forward and main topsails and the lower topgallants were let out, together with two of the jibs. Meanwhile I was trying to recover whatever I learned about manoeuvring square riggers in my apprentice-time at the Nautical College. At first nothing seemed to happen, but suddenly there was this drive, an unknown acceleration. In no time she came from her calm 8 knots to a 12 knots speed, an impression I'll always remember. An entirely different feeling from speeding up a motor ship. Sheer excitement. Later, the old-fashioned manoeuvre of lying-to to disembark me into the pilot launch, completed the feeling that I had visited a century long past. This was certainly, for me, a voyage to remember.

Captain Cornelis M. Koomen
(Kees Koomen, Snoopy)



SNOOPY

Photo: unknown

EAST COAST CLASSICS

In 1998, the Association was asked to become involved with the International Festival of the Sea at Portsmouth, on which many eyes were concentrated. Last year would also have been the 10th anniversary of the joint OGA/Shotley Marina Classic Boat Festival, but unfortunately this was not to be. However, the East Coast Area Committee set the Shotley disappointment to one side and started up an event called East Coast Classics. It is a week long event of socialising/rallying and racing which caters for all types of Gaff and wooden (pre 1955) Bermudan craft. Also, as at Shotley, a variety of wooden motor cruisers come along and join in the fun.

The following extracts sent into the Log are from two different members and boats which attended and enjoyed this first event. They are -

Dipper, an 11 ft Gull class dinghy built in 1961 and owned by Geoffrey Osborn.

Sauntress, a 27 ft Gaff cutter, built by Wright & Harris in 1913 (sailed without an engine) and owned by Martin Scannall.

DIPPER'S LOG



DIPPER

Photo: Rik Homan

The event started for *Dipper* with the passage from Waldringfield on the River Deben to Ipswich Wet Dock; a distance of about twenty one nautical miles.

Friday 19 June. HW Waldringfield 08.04, LW Felixstowe Ferry 13.36, HW Ipswich 20.36. Ready at last. *Dipper* was rigged and launched. Packing away the tent, sleeping bag and other camping equipment, clothes for the week - all in waterproof containers - and the anchor, fenders, warps, distress flares, and new handheld VHF radio had taken quite some time. There were also the things needed for the passage; compass, drinking water, two packed lunch boxes, chart and passage plan in transparent waterproof sleeves attached to the main thwart. *Dipper* was fully loaded for an eleven foot dinghy. I did not want any of the weightier items stowed forward of the main thwart as this would not only impede the ability of the bow

Mersey River Festival and features a race day on the Sunday for both Nobbies and Gaffers. The hospitality in Liverpool during this event is really tremendous - a weekend which should not be missed.

A race is being organised to Liverpool via Peel, in the Isle of Man, with an overnight stop at Port St Mary. Cruise starts on Thursday 10 June and eventually arrives in Liverpool to be locked into Canning Half Tide/Albert Dock on Wednesday 16 June. Alternatively, you could cruise or race to Liverpool from Conwy, starting with a briefing at NWCC on Wednesday 16 June at 20.00hrs and departing on Thursday 17 June at 00.01hrs, arriving in Liverpool at approx. 07.00hrs to lock into Canning Half Tide/Albert Dock at 12.30hrs. For more details of both cruises, including an entry form, please contact Tony Mead or Dennis Wright.

Don't forget the Conwy Nobby, Gaffers and Classics Race to be held on Sunday 1 August, following the Area AGM at North Wales Cruising Club on Saturday 31 July. Remember, this race is the Area's big event so please try to support it. It promises to be an absolutely great weekend, so why not come along for the craic, as the Irish would say.

If anyone requires more information about any of the above events, Pete or myself will be more than happy to help. All you budding writers, why not send some articles to be published either in Gaffers Log or our own newsletter Baggywrinkles. The Log is there for members to read and use.

Sue Farrer - Conwy & North Wales Area Secretary

NORTHERN IRELAND

Hello Gaffers. By the time you read this, our Opening Weekend at Bangor will have taken place. If you are going to try to make it to Ardglass, please send in your returns ASAP, as it gives us a better chance to get the planning right for the numbers.

All sorts of pre-sailing season activities have been going on apace. The paint and varnish was flying about at Boneybefore and a new engine has been grafted into *Madcap* to replace the one that gave up the ghost on the way to Greenland. Anyone want a Perkins, slightly shop-soiled but never raced, contact Adrian Spence! Along the shores of Strangford Lough, little voices tell me that things are happening. The Gaffers are getting ready for sea. In that well-known port of Ballymena, the local shipyard on the Galgorm road will have worked some new addition in wood onto a certain well-known Shrimper. That other well-known Shrimper that was missing for part of last year, is back in circulation.

Details of our early summer programme were in the last Gaffers Log, but here are a few more dates. There is the possibility of a Cruise in Company from Howth to Conwy and perhaps the West of England, probably some time in July. Contact me for details.

6/8 August - Greencastle & Moville Boat Regatta. This event will have Dronteims attending and would suit trailer sailers. Contact Bernard Barr, tel. 00353 77 82681.

27/29 August - BANGOR TRADITIONAL SAIL. Hopefully a bigger and better event than last year.

11 September - Portandhu Traditional Boat Regatta. An event for all traditional boats either sail or rowing. Contact Robin Ruddock, tel. 01265 823871.

Peter Lyons

THE NETHERLANDS/EUROPE

Although I do not have a Gaffer (it is a Hillyard 4 tonner with a clipper bow and a very long bowsprit) I do have an OGA tie, which I proudly wear to various events over here in the Netherlands. Why do I have one of your ties, you may ask? Well, and I must say I am bemusedly still getting used to the title, I am the OGA's brand new European Liaison person. I am not quite sure yet what

During the meeting, we discussed future plans, which included an informal meeting to coincide with the Annual Pilot Cutters Race in July, which Bart Wordsworth has kindly offered to co-ordinate (for details please ring him on 01179 247076) and a possible Autumn walk to visit some of the old Severn Trow wrecks at Sharpness, details of which will be circulated at a later date. There was some interest in the idea of organising an event, possibly a small boat rally, to coincide with next year's Pilot Cutter Race, using the newly created Cardiff Bay Barrage as the venue. I would be very interested to hear members' views as to the viability of this proposal.

Paul Parmenter - Bristol Channel Area Secretary

CONWY & NORTH WALES

Twenty nine people attended our get-together on 13 March 1999 at the North

Wales Cruising Club in Conwy. Food was again provided by Phil & Lynn Slade and Pete & Sue Farrer. Tom Cunliffe had loaned us some slides of Nobbies in Liverpool and, following a slight hiccup with the projector, we managed to show some quite interesting slides. Pete had produced an archive book for members in the Conwy & North Wales Area and members present took away their copies. It was pointed out that if members completed the archive form then their boat details would be included in the archive book.

Tony Mead spoke in depth about the Liverpool Nobby Race, stating that had it not been for the influence of the Nobby Race we would not have had such a successful Nobby, Gaffers and Classics Race in Conwy. He went on to say that the organisers of the Liverpool Nobby Race were now inviting Gaffers to their event, which is to be held over the weekend of 19/20 June 1999. The weekend is part of the



Little & Large - LASSIE & STYX, Conwy '98

Photo: unknown

to rise to head seas, but could lead to at least partial loss of control downwind. The down side was that I would have to cope with being rather cluttered underfoot, but this was the lesser of the evils.

12.50 - Departed Waldringfield. As we left Waldringfield beach, an hour and twenty minutes later than planned (I seem to get worse!), against a Force 2 Southerly breeze I wondered if I should have to row, or even try again the next day! By Ramsholt, the tide had finished, the wind remained light.

14.30 - Felixstowe Ferry. No time to stop; the new flood was building its strength visibly, and I still had only a Force 2 headwind. Short tacking on the Bawdsey side, progress seemed to be made against prominent pebbles! Once safely past the sandbank, *Dipper* sailed right over to the Felixstowe side, losing a hundred yards to the adverse tide. Restricting the boards to about five boat lengths enabled progress, but painfully slowly.

15.10 - Cleared the Deben. Well short of the Bar Buoy, let alone the Haven Buoy, I was just able to lay a port tack parallel with the Felixstowe beach about twenty yards off the shore. A couple of long and short tacks cleared Cobbold Point; a couple more to the shipping lane, crossing track recommended by Harwich Harbour. After a short wait for some large ships, *Dipper* cleared the shipping channel and bore away to the comparative luxury of a broad reach. I now set about my late packed lunch.

16.30 - Harwich Breakwater, 17.50 - Pin Mill. Although the wind was easing, the tide was still strong. There was now a wonderful collection of old gaffers and classic boats; some making their slow way up river, others waiting on moorings until nearer the time when Ipswich Wet Dock gates would be open for a free-flow.

18.35 - Orwell Bridge. The river was now becoming quite cluttered with boats; old friends renewed acquaintance with good humoured banter.

18.45 - Lock entrance. At this point I obeyed instructions to radio the lock entrance, but inadvertently caused amusement to the Old Gaffers by announcing myself as "Yacht Dipper"! In addition to the multitude of yachts and smacks, there were also some Sail Training vessels. After a short wait we were all inside the dock and making for our various mooring places. I had previously arranged to moor up with *Sarah Grey*, a ferro cement smack completed by Peter Fletcher in 1991, where I was to enjoy a much more comfortable berth than *Dipper* could ever offer.

Saturday 20 June

The weather was warm and sunny and passed most pleasantly, after a good English Breakfast in the Neptune cafe. The morning highlight was assisting with carrying spars to the recently restored smack *Polly* ready for re-rigging. After this the Tolly Cobbold Brewery Tap provided suitable refreshment, accompanied by Persephone on a beer buying spree. In the afternoon *Dipper* joined a number of boats enjoying a lazy sail up and down the dock. The highlight of the evening was a cocktail party aboard *Moonstone VIII*, David and Persephone's Drascombe Driver. Despite the small size of their boat they provided a huge and varied selection of appetisers and drinks, and the beer from the Brewery Tap. After dinner in various nearby pubs, we seemed to gather again in *Moonstone's* cockpit under a warm evening sky.

Sunday 21 June

Yet another lovely day - how did the organisers manage it? More sailing in the Wet Dock; first of all in the company of Persephone and Jane (owner of a Deben 4-tonner). Later sailed with Rik (from the Cornish Crabber *Otter*) and we managed to fly *Dipper's* spinnaker a couple of times. Rik, who comes from Holland, also owns a sailing lifeboat in addition to running a boatyard back home. That evening 'our' raft all gathered in *Moonstone's* cockpit again - it really is amazing how buoyant those Drascombe's are!

Monday 22 June

The entire East Coast Classics fleet was now supposed to move to Walton Backwaters by way of a race out in Pennyhole Bay. As reluctantly as the almost unnoticeable wind, *Dipper* headed towards the lock gates.

10.45 - Under tow from *Otter*. Once out of the lock the wind seemed to pick up to a Force 3 Westerly.

12.30 - Sailed down river. Some forecasts had suggested strong winds later in the day.

12.45 - Orwell Bridge. I had picked up a mooring just below the Orwell Bridge to watch the start of the race and enjoy my lunch in the sunshine.

13.50 - Dropped the mooring. Set off with double reefed main (35 sq ft!) and no jib - out of deference to the forecast.

14.25 - Pin Mill. The wind was now NW about Force 4 and increasing; *Dipper* sailing comfortably.

Harwich breakwater was soon passed and we hardened up on the wind, as the wind direction was back to West again. Sailing along inshore past Dovercourt the wind strength seemed to be easing, so out came the second reef. Not long after, out came the first reef, followed by the jib.

18.00 - Island Point cardinal. After a short foray up Hamford Water it was time to head for the landing.

18.30 - Stone Point. *Dipper* beached between Graham Jenkin's *Visge Bertha* and Sarah's Mirror dinghy *Cloud 9*. As Rik and Teeny kindly found me a bunk aboard *Otter*, *Dipper* was happy and proud to act as tender for the evening barbecue.

Tuesday 23 June

11.30 - Swallows and Amazons Race around Horsey Island. The course was quite easy to remember; 'leave Horsey Island to Port!' With Rik at *Dipper's* helm we made a good start along with Evan's double-ended nineteen foot Ness Yole *Gone for a Burton*, and Sarah's Mirror *Cloud 9*. *Gone for a Burton* soon pulled ahead, and *Cloud 9* slipped inside *Dipper* at the turn for Hamford Water. As we turned to windward, a good Force 4 Westerly against the incoming tide, kicked up quite a rough sea for the little boats, which were all taking on a fair amount of spray. This is where *Dipper's* self bailer showed its value by keeping the boat just about empty of water. The strong headwind and rough water saw *GFAB* static after each tack; occasionally Evan had to heave-to to bale out the water. This gave *Dipper* the opportunity to get past. The distraction of bailing also slowed *Cloud 9*, and she was overtaken a few tacks before bearing away onto a reach up Kirby Creek. A further turn away from the wind on the way up to The Wade gave *Dipper* the opportunity to try her spinnaker. Unfortunately the crew (me) made a pig's ear of the job. First the sail went up horribly twisted, then the halyard dropped and the sail went under the boat; it was like putting on the brakes. I soon untied the sheet and the spinnaker trailed astern like a fishing net, and I was able to haul it back on board, but no fish! Rik at the tiller was very calm and encouraging; 'have another try' he suggested. The second attempt was successful, and *Dipper* surged ahead again. *Cloud 9*, having achieved a near-perfect spinnaker hoist, was looking good and threateningly close behind. Sailing past the entrance to Titchmarsh Marina seemed a rather shy reach, so I dropped the spinnaker again; *Cloud 9* did not, and so caught up even more. By now the finish was in sight. *Gone for a Burton* came storming up from behind and was soon past both the Mirror and the Gull. *Cloud 9* and *Dipper* raced neck and neck for the line, both with three sails set. As the Mirror tried to pass to windward Rik luffed, allowing *Dipper* to finish one half a second ahead. On handicap Sarah finished a well-deserved first.

14.00 - Rik kindly invited me on board *Otter* for the afternoon race. The course was Pye End (S), Stone Banks (P), Outer Ridge (P) to finish between the Committee Boat and Pye End. The broad reach down to Pye End gave me the chance to experience the tiller feel of a Cornish Crabber - much more docile than sailing *Dipper*! As we approached the finish line *Ostrea Rose* was coming up very fast to leeward of us. We just managed to hold our advantage to beat the other boat by a couple of minutes. Returning to the Walton Backwaters under engine, just as we rounded the corner into Walton Creek, I saw a disturbance on the water as a seal popped up its head to watch us go by. I was rather amused by the thought that the seal had seen the *Otter*.



Part of the

Brixham Heritage Festival

May 29th - June 6th 1999

Sat 3 July	Start Bay Annual Gaffers Race, followed by BBQ at Royal Dart Y C.
Sun 4 July	River Dart Rally & BBQ on the beach at Ferry Boat Inn, Dittisham
Sat 31 July	SGBA Regatta "Small Gaffer" Race at Stoke Gabriel
31 July/1 Aug	Plymouth Classics - Gaffer Rally & Race
4/5/6 Aug	Fowey Classics - Gaffer Rally & Race
7/8 Aug	Falmouth Classics - Gaffer Rally & Race
Sat 7 Aug	Dittisham S C Regatta - Race for Small gaffers
20/22 Aug	Brixham Regatta
25/29 Aug	Dartmouth Regatta - including.....
Wed 25 Aug	Passage Race - Torbay to Dartmouth
26/29 Aug	Racing in Start Bay - Gaffer Classes
29 Aug	RNLI Gaffer Race in Start Bay
Sat 4 Sept	Small Gaffers Rally & Lunch in R. Dart off Dartmouth
Sat 18 Sept	SGBA Race for Small Gaffers at Stoke Gabriel
Sun 3 Oct	"End of Season" Race in River Dart, finishing at 'Res Nova' for get-together, lunch, etc.

A small flotilla usually sails west for the Plymouth, Fowey and Falmouth Classics and if you are thinking of going this year we can put you in touch with others. OGA members are also welcome to participate in

FESTIVAL. The old Trawler race is well worth watching - the date this year is Saturday 5 June. Several of our members are very much involved, including Tony Knights, who can give you more information on tel. no. 01803 852484. Other events this year are -

RDYC racing throughout the summer - details from me.

Good sailing.

John Bryan - Devon Area Secretary

BRISTOL CHANNEL

The first Area meeting of 1999 saw a small gathering of interested members aboard the Pilot Cutter *Mascotte*, which was berthed in Gloucester Docks. We were treated to a guided tour of the vessel and Tony Winter, the owner, explained some of her history and interesting features. She really is a credit to Tony and the craftsmen involved in her

restoration. Her beautiful mahogany panelled saloon provided a lovely atmosphere for the meeting, which continued with much discussion about all kinds of topics. Most people present brought along photos and drawings of their boats, which stimulated the conversation. Our thanks must go to Tony for offering *Mascotte* as a venue for the meeting and for providing the refreshments.

Yarmouth Town Organising Committee. I am sure that those who attend will wish to acknowledge her splendid efforts.

On the weekend of 31 July - 1 August we have our MARCHWOOD RALLY, hosted by Marchwood Y C, who are situated at the head of Southampton Water.

THE SOLENT AREA ANNUAL OGA RACE & RALLY will again be over the August Bank Holiday weekend (28/30Aug) but this year will be run in conjunction with Bursledon Millennium Regatta.

The weekend of 25/26 September sees another visit to Yarmouth for our YARMOUTH RALLY, including the Royal Solent Yacht Club's Centenary Chase pursuit race.

Please contact me for further details of these three events.

Geoff Skinner - Solent Area Secretary

CORNWALL

FALMOUTH CLASSICS RACE FOR GAFFERS - SUNDAY 8 AUGUST 1999, starting at 1200hrs BST.

A Race for all craft possessing an OGA Handicap will be held as part of the Falmouth Classics event. The Start will be in the vicinity of North Bank Buoy. The Prize-giving and Refreshments will be located on Greenbank Quay (by kind permission of the Greenbank Hotel). If wet, the after race get-together will be held under cover at Greenbank. It will be possible for dinghies and small craft to land crews at the quay.

It is hoped that as many as possible local area members will make the effort to attend and give a warm welcome to the many visiting members from outside the Cornwall Area. A welcome desk will be manned on the previous Friday evening in the POFSA marquee at Grove Place. It would be of the greatest assistance to the organisers if entries could be received as soon as possible....thank you in anticipation.

Enquiries and entries to me please.

Mike Collins - Cornwall Area Secretary

DEVON

THE COMMODORE'S DINNER was held on 13 March 99 at the Royal Castle Hotel in Dartmouth. 48 members and guests sat down to a splendid meal, and those speeches that were delivered were short and to the point, and received the usual well deserved barracking. We were again honoured by the presence of Graham Benton, without *Dirk II* this time. Graham was heard to comment that in his view our Start Bay race was the best Old Gaffer event of the year and deserved more interest from Solent and East Coast Gaffers than we have received in recent years! We appreciate this comment, but we would also like to see a little more interest from our Devon based members!!

Back to the Dinner - the Commodore, having arranged more than one event that evening, eventually arrived, but in style, with his complete family and portable theatre. They then put on a fantastic presentation of "THE ECLIPSE AND ITS EFFECT ON LOCAL MEMBERS". All of the local boats and skippers were featured, including one who used the hour of darkness to escape from his mooring without paying his dues, but did not escape the eagle eye of "Tricky Micky Lucas" who chased him out of the harbour demanding his completed handicap form. Which reminds me - have you sent Mike your completed handicap calculation form? Finally, our thanks to Paul Heighway, his wife and his secretary for organising such a good evening.

The past year has been a good one for Membership - 28 new members who are either Devon based or who have requested joint membership with us and another area. This takes our current Devon membership mailing list up to 110.

One event worth supporting, at least by car if not by boat, is the BRIXHAM HERITAGE

Wednesday 24 June

I awoke to the sound of skylarks above Stone Point, the gentle lapping of water against *Otter's* hull, and the insistent calling of oyster-catchers. Blue sky and sunshine showed through the deck-light; what a wonderful start to the day! The Coastal Forecast suggested a maximum of F3/4 SW, backing S, then veering WSW and easing to F2/3. Today's event was a passage race to Levington via Stone Banks. There was no open boat race scheduled, so due to a misunderstanding *Dipper* joined the larger boats. The race started close to Stone Point where we had spent the night, then Backwaters No 2 (S), Stone Banks (P), Outer Ridge (P), Landguard (S), and then through Harwich Harbour to a finish off Suffolk Yacht Harbour (SYH) at Levington, up the Orwell. The start was going to be downwind. With boisterous waves and what felt like a full Force 5 to me, I decided to put in *Dipper's* first reef. I had to sit out at full stretch, spray going everywhere, and the self-bailer sucking furiously. We overhauled a couple of the slower boats, and were catching up on the ones ahead. At Stone Banks I was able to bear away on to a dead run, goosewinged, surfing down the waves. After a couple of minutes all the bilge water had gone and I closed the self-bailer because the noise was giving me a headache. By Outer Ridge, Eric in *Panache* called across "Geoff, you're looking good - and WET" the "WET" delivered with great glee, while *Panache* forged ahead. Up through Harwich Harbour and past Shotley Spit, the waves had eased enough for me to use the jib whisker pole. Unfortunately a wave induced lurch, caused the pole end fitting to unclip itself from the mast, and the pole to fall into the water; so I said goodbye to it and resolved to make a new one with more secure end fittings.



"Geoff, you're looking good - and WET"

Photo: Rik Homan

Mid-day (approx) - Race finish line, off SYH Levington. At the entrance to the Marina was standing the welcoming figure of Peter Fletcher, who had again arranged for *Dipper* to tie up to *Sarah Grey*. After a relaxing lunch in the warm sunshine, I set about tidying up *Dipper*. Before long her varnish was wiped dry and her mast was 'adorned' with drying oilies and various ropes. That evening the OGA and SYH organised an excellent buffet, followed by a most enjoyable Sea Shanty evening in the marquee opposite the Lightship.

Thursday 25 June

7.00 - I had intended to join the 'fleet' for the 'Mistley Ditch Crawl', but hearing the sound of falling rain I turned over and went back to sleep. When I eventually surfaced I decided on a

Lightship breakfast and a lazy day. The evening brought a barbecue, more sea-shanties and pole-dancing.

Friday 26 June

9.30 - wind Force 5 South. The Open Boat Race was due to start at 10.10. As this was the last day of the East Coast Classics I was not going to be put off by the wind. Feeling slightly disorganised I started preparing *Dipper*, rigging up astern of *Sarah Grey*. With the tide quite low, and faced with a beat out, I set off short-tacking out of the entrance through the short steep chop. I was once again thankful for the self-bailer. Some tacks seemed to be only two or three boat lengths; I was glad to have cleared the gusty, high-sided entrance without missing stays. Start - off SYH, Collimer (S), Orwell (S), Collimer (P), Butt (P), Finish at Start Line. I made the start line a few minutes late - getting to be a habit, and not conducive to a good finish - but appeared to be the first open boat out. Setting off against wind and tide - still with jib stowed - we cleared Collimer, and then worked our way down the West Bank where we found much less tide and smoother water. *Dipper* was now sailing very comfortably, self-bailer working away, and overhauling the gaffers ahead. Rounded Orwell; hove-to briefly to drink some water and set the jib. *Dipper* roared off goosewinged downwind with the tide now. Surfing down the waves the bow-wave was gunwale high each side of the boat, but *Dipper* was so well-behaved that I was able to drink some more water. I get incredibly thirsty in boisterous conditions; is it due to licking the salt off my beard and moustache? or just plain terror? Coming round to a broad reach to Collimer again, to head upriver to Pin Mill, where the high ground and trees reduced the wind strength. After rounding Butt the wind came more and more from ahead, so we stayed over at the sheltered West bank again until we could bear away for the finish. After getting the finish signal at approx 12.30, we beat right over to the windward shore to heave-to in three feet of water under the shelter of Collimer Point. I took my time to lower and stow the mainsail, prepare warps and fenders, before turning downwind to run in to SYH under jib. The wind strength had picked up and even under jib we surfed down some of the short waves in the marina entrance channel. The evening entertainment seemed even more enjoyable than the night before. The musicians and shanty singers were even better; the beer and wine seemed to flow for ever!

Saturday 27 June

With the tides requiring an earlier start than I wanted for sailing back to Waldringfield, I recovered *Dipper* on her trailer. Although *Dipper* had covered only a modest total distance during the week, I can honestly say that I enjoyed every single mile. It was an absolutely splendid week of sailing and socialising. Many thanks to Ipswich Borough Council, Suffolk Yacht Harbour, The Old Gaffers Association; and for me, most of all to Peter and Rik for their kind hospitality.

Geoffrey Osborn

SAUNTRESS'S LOG

(The story joins *Sauntress* cruising North of the event area, but aiming to join in midweek.)

Sauntress touched, keel grumbling on the shingle, broke free, touched and grumbled again, and then we were clear, in that most enchanting of the East Coast rivers, the Ore. The flood carried us up river, running before the gentle westerly which, on the ebb, had brought us from Osea that morning. Early on the Bar, impatience got the better of us and in we went, on the young flood. At anchor that evening in Butley Creek in 4 foot of water, pastoral scenes worthy of Constable surrounded us. To George's joy, a pair of avocets busied themselves along the tideline. Ruminating cows were silhouetted against the sky which, as night drew in, was shot through with the reds and purples of a midsummer sunset. Tomorrow, we had to get out again, but tomorrow was another day.

other areas.

All Old Gaffers are then invited to stay, if they wish, and take part in the RALLYE ENTENTE CORDIALE to Le Tréport, which will be for boats of all sorts and is sponsored by Eastbourne Borough Council. The programme will be - Monday to Wednesday - Gaffers on display; Thursday - evening entertainment and fireworks with late departure for Le Tréport; Friday - cocktail reception at Le Tréport and visit to Chateaux d'Eu; Saturday - coaches available for visit to Tall Ships in Rouen, fireworks in the evening. Entry for Rally and berthing in Le Tréport are free.

David Cade - Cinque Ports Area Secretary

SOLENT

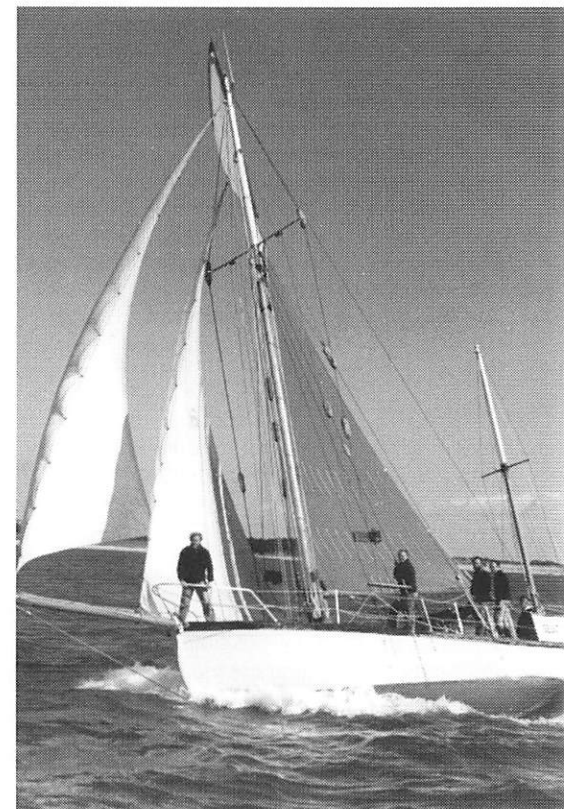
Our AREA AGM, back at the end of February, was very well attended and proved to be most enjoyable, with the serious business causing minimal interruption to the socialising. The Area Committee was able to report that we are in good shape both financially and in spirit and that we were looking forward to another successful year. OGA President David Cade took the opportunity to present Dick and Pat Dawson with their Elder Gaffer burgee, following their nomination at the Association AGM in January.

THE YARMOUTH OLD GAFFERS FESTIVAL, our third, promises to be the best yet, with new sponsors Classic Boat and Classic Malts of Scotland joining those which have supported us so well previously. We are again being offered free berthing and use of the water taxi for the weekend and Classic Boat is paying for our registration fee, which covers OGA administrative costs. In addition, Classic Boat is providing each boat with two tickets for the Saturday evening barbecue at the Royal Solent Yacht Club.

This year, we start a day early with a Fun Race on the Friday. This novelty event, "The Millennium Bug Allcomers Race", devised

by David Still, will start in the afternoon. Your finishing time will only be valid if you have made a donation to the RNLI (who will be helping with the organisation) during the course of the race. With an otherwise 'free' weekend, I am sure that members will not mind digging deep! The general aim of the race will be to cross the finishing line at a predetermined, undisclosed time!

As before, there will be a Race for Gaffers on Saturday morning, with prizes put up by the Yarmouth pubs, to whom we are again grateful. They are also jointly running a bar each evening in the Town Square marquee.



Pat & Joe Lester's ISEULT

Photo: J. Denner

I take little credit, if any, for organising this event. All the hard work has really been done by Pat Lester, who chairs the

regatta with racing on the Haringvliet, and entertainment and receptions ashore in the historic town. For details and entry forms, please contact me on 01206 393537.

WALTON & STOUR RALLY - AUGUST BANK HOLIDAY WEEKEND

The Walton & Stour Rally is to be revived for 1999, after a break of two years. The plan is to meet up on Saturday 28 August in the evening at Stone Point at the entrance to the Walton Backwaters, for a barbecue and sing-song - compliments of the Good Intent Trading Co (NZ) Ltd. On Sunday we will sail (via a few buoys) to finish up on the Stour, possibly at Harwich, where new pontoons are being installed. Details are being arranged.

MALDON TOWN REGATTA & OGA ANNIVERSARY RALLY - 11 SEPTEMBER

Even if you are not bothered that the OGA was formed at Maldon in September 1963, do come along to this excellent event. The format will be to start the racing at West Mersea, finishing the first stage at Osea Island. The fleet then reforms to sail into Maldon at high water. On the quay there will be all sorts of fun, plus the Compagnie Zangers from Holland to entertain us. In the evening there will be socials at the Queens Head and the Maldon Little Ship Club. At the latter there will be food, a prize-giving and a chance to toast the OGA.

Jon Wainwright - East Coast Area Secretary

MEDWAY & NORTH KENT

Medway & North Kent Area held their AGM in The Anchor pub at Faversham on Saturday 27 March 1999. Attendance was better than some we have had in recent years, with members coming as much as 80 miles to attend. Again, we were pleased to welcome our Association President, David Cade, who was able to answer any queries of a National nature. With the previous committee re-elected, we moved on to the serious business of trying once again to eat

and drink the pub dry - we failed.

A reminder of the MNK Annual Race, set for Saturday 10 July 1999. This year it is being run in conjunction with the Medway Smack & Doble Association, whose race takes place at the same time. With the two races over the same course at the same time, there should be plenty of photo opportunities. The start is at Gillingham and the finish at Queenborough, with prize-giving at Queenborough Yacht Club. Further details from Lena Reekie on tel. 01795 534212.

Robert Holden - Area Vice President

CINQUE PORTS



A Cross Channel Maritime Festival

SOVEREIGN HARBOUR RALLY - 10/11 JULY. This is an update on the information in the last Log. The programme is now finalised as follows -

Friday/Saturday 9/10 July - Arrivals - with Reception in Sovereign Harbour Yacht Club Saturday evening. Sunday 11 July - Leisurely start for a Race round the buoys in Pevensey Bay - entry free. Early evening prize-giving.

It is hoped that, throughout the weekend, we will be having a 'Sailing for Youth' project as at Portsmouth, run by Kenya Jacaranda and assisted by Sovereign Harbour.

Mooring charges for Old Gaffers throughout this weekend and up to departure for Le Tréport on Thursday are free, but to qualify you must register with me, David Cade, on 01797 223040. We are hoping for a good turnout to make it successful and look forward to seeing friends from the Solent and

We awoke soon after low water. *Sauntress* lay across the stream, her keel held in the mud. By the time breakfast was over she lay to the tide and we considered the problem of getting under way without going aground in this narrow creek. There was more wind than yesterday and *Sauntress* responded to the challenge of tacking down the river against the growing flood. It was hard work all the same. Make a little ground on one tack; hold our own on the other. Gradually we came up to Shingle Street, where the flood ran even harder, but where a slight bend in the river enabled us to lay our course for the Bar. *Sauntress* was sailing close to hull speed, maybe six knots, but was barely making ground against the shingle beach, as close to our starboard hand as we dared. It was an anxious ten minutes, as she fought her way through the cauldron of water where the tide poured in between the first of the shingle banks and the spit. Ahead lay clearer water and the narrowest part of the passage, shingle heaped to seaward too close to bear looking at, but we made it.



SAUNTRESS

Photo: unknown

Crispin had left, but Chris was to join us at Levington. Close tacking off the beach at Felixstowe proved the answer to beating the tide, though George, a deep water yachtsman, had fits at the depths. At anchor opposite Levington, we looked at the programme. The fleet was still in the Backwaters! Oh well! Chris arrived. We tackled more of the everlasting stew.

Thursday - We reckoned the Race start would be 10.00. We were wrong - it was 09.30 - so we started half an hour late. From our point of view, it was hardly a race, but *Sauntress* showed her paces and there were plenty of yachts to admire and quite a few of the fleet behind us as we crossed the finish line. It remained only to tack up the channel, touching for a moment, and lay alongside Mistley Quay for a beer. Chris left, and so did we, a gentlemanly run down river to anchor off Levington again. Tomorrow would be the Two Rivers Race.

Friday - This time we had instructions, read them, and made a very good start. *Vashti* was off like a scalded cat, but *Redshanks* could not get away from us and *Sauntress*, to her surprise, built up an even greater lead in the tacking match up to Holbrook Beacon. Fortunately, there was no question of a ghoster on the run down, but *Redshanks* was gaining ground all the time. We shook out our reef. So did *Redshanks*. Bloody Point drew nearer. So did *Redshanks*. We were inside, but she was clear ahead, and if she gybed there would be a collision, so ducking under her stern we conceded the lead. In despair, *Sauntress* decided it was time for a topsail. A mistake. The tack line slipped whilst setting and we could only watch hopelessly the antics of the topsail as it flew like a kite from the masthead, yanking all the time at the mast. But we were racing. It would have to wait. The committee boat roared up to announce that we had finished, so we anchored there and then, sorted out the mess and went ashore to find we had won a prize all the same. First Gaffer home. We had lost the windex however, the topsail tack having tied itself around it. We were happy nonetheless. George, on his first sail since his accident, had had a good week, Crispin, Chris and Zito had all come and gone, we had won a prize, and we had had endless challenges and adventures to remember. It only remained to sail home.

Martin Scannall

7 Lorelei, Princetown Road
Bangor, Co. Down

27 February 1999

Dear Gaffers

I would like to make a few comments about the report in the last (December) Gaffers Log regarding the Northern Ireland Area.

Firstly, the report about the EGM which was held to change the name of the Area Vice President to Area Commodore was not entirely accurate. The article stated that the motion was approved unanimously. This was not the case and a vote reflected that. There were several dissenting voices at the meeting, including my own. Personally, I feel it is a terrible shame that the rules of the Area have been distorted in order to satisfy the egos of certain members. We have now become the only Association that I am aware of to have a Commodore as opposed to a Vice President at its head.

Secondly, if the Area Race was such a shambles, which Peter Lyons has written it was, what then was the point of publishing a set of entirely inaccurate results?

Stephen Clarkson

NOTE: The Editor did not receive this letter until 9 March 1999.

Graeme Murray, Chairman
Sandbank Community Council
Scougal, Sandbank, Argyll PA23 8PD

The Old Gaffers Association

3 May 1999

Dear Sir

Cowal Classic Regatta

The above is the working title for an event we would like to hold in conjunction with Holy Loch Sailing Club. The purpose of the event would be to muster as many as possible of the surviving boats built on the Holy Loch by Robertson, and Morris & Lorimer, for an event celebrating the local heritage of boat building and sailing.

Our initial task is to build a database of the current ownership of surviving boats and, whereas progress has been made with this, it is proving difficult to obtain the current whereabouts of all the boats. Would you be able to circulate this letter to your members, asking them to provide any relevant information to us or asking them to ask the owners of relevant craft to contact us? If you could do this it would be most helpful. Any information you can advise us of will be most appreciated.

Many thanks.

Yours sincerely

Graeme Murray (Chairman, for and on behalf of SCC)

Foulness Island will become an annual event, with no racing.

Special thanks to the landlord and his wife at the "George & Dragon" for having us, for the food, and also for arranging the pub's extension to midnight.

Denise & Trevor Rawlinson (Aussie II)

A GREAT SOUTHERN NORTH SEA
FESTIVAL - 14-26 JULY 1999



Smacks on River Blackwater '98

Photo: Tony Pickering

Europe Week-West Mersea Yacht Club
Centenary-East Coast Area Old Gaffers-
Hellevoetsluis

Whilst races and sailing events for local traditional and classic sailing craft are a regular feature of the sailing calendar on the Blackwater, West Mersea is host to a

special one this year, welcoming not just local boats, but craft from Europe. In another celebration of classic and traditional sail, several co-ordinated events have been grouped to provide extended and varied sailing on both sides of the Southern North Sea.

This festival begins with the ECUY Europe Week in West Mersea on Wednesday 14 July, racing for three days, with classes for

racers, cruisers, smacks and open boats. All gaff-rigged, and those classic bermudan vessels designed/ built before 1955, are eligible. Craft are expected from Scandinavia, Germany, Holland, Belgium and France. The Dutch Classic Boat organisation, VKSJ, will be staging a passage race beforehand from Ijmuiden. This is the first time Europe Week has been staged in the UK since 1910.

As Europe Week ends, the Centenary Celebrations of West Mersea Yacht Club begin. Part of the Centenary Celebration is the annual East Coast Old Gaffers Race which takes place on Saturday 17 July. This race has been staged on the River Blackwater since 1963, one of the key events which started off the tremendous interest in traditional sail we have today. There will be a parallel event for bermudan rigged craft and other racing in the Centenary Regatta, followed by fireworks, air displays etc. in celebration.

As the Centenary Sailpast at West Mersea on 18 July ends, so the Dutch Classic Yacht Regatta begins, with the start of the North Sea Passage Race, West Mersea - Roompot. This is followed by cruises through the Southern Delta to Hellevoetsluis, rallying at Zierikzee, Steenberg and Willemstad. At Hellevoetsluis there is a

meeting, which runs from 2-5 September inclusive, if there is sufficient interest. In addition to members' boats there are usually 4 or 5 large old gaffers from around the Humber Estuary. It is likely there will be free launchings and boat lift, free parking for trailers, cars and boats and special rates at local hotels. Details of this will be available closer to the time. On the Saturday night there is a Sea Shanty Contest at the City Hall at 20.00hrs. We thought we might have an Old Gaffers Dinner on the Friday night, by arrangement, again venue to be decided. I understand that the Hull Town Docks Museum is very interesting, reflecting the town's association with the fishing and whaling industries. Again, if interested, please contact me in good time.

From discussion at both these meetings, it seems that the favoured venue for next year's meeting would be Whitby, if appropriate arrangements can be made. I am going to contact the Marina and Tourism Office to see if the meeting could be co-ordinated here perhaps with some other event such as the Town Regatta or Folk Festival. Details will be posted as and when they become available.

Richard Montgomery - North East Area Secretary

EAST COAST

MAY BANK HOLIDAY GET-TOGETHER - 2 MAY 1999

At our winter get-together at the RBYC, the Old Gaffers were invited to take part in their 'Whitsun Regatta' at the end of May. This meant that we would not be making our annual pilgrimage to Foulness Island. However, after many pints of Adnams beer and glasses of Aussie wine, yours truly had this great idea. Why don't we have a Foulness get-together over the early May Bank Holiday.

So, on Sunday 2 May, a lovely sunny day with a good sailing breeze, 8 Gaffers and 1 Bermudan boat anchored in Quay Reach.

There were 3 from the upper reaches of the Roach (Great Wakering and Paglesham), 3 from the Crouch (South Woodham Ferrers, Fambridge and Burnham) and from the wilds of North Essex (Mistley) 2 Gaffers and 1 Bermudan. Not a bad turnout for the first event of the season.

When we arrived in Quay Reach to anchor down, JW was installed on board the Bermudan, in deep conversation. They had picked up a very small mooring buoy, well inshore, the tide was dropping fairly rapidly, the mud flats were gradually uncovering. But JW and friends just sat there in the sun jawing away. Then the penny must have dropped - all of a sudden, black smoke appeared and there was the roar of an engine, but to no avail. So they sat there, JW still talking. Luckily the Bermudan was a bilge keeler. Five minutes later, they realised there wasn't much water left, so it was panic stations to get into the Avon dinghy and row over to *Deva*.

At 7pm, we all started rowing ashore. Over the sea wall we went, ready for our mile and a half walk to the pub, but low and behold, what was waiting for us was the landlord with his car to ferry us all to the pub. I don't think it was anything to do with thinking of our legs, I think it was more to do with how many more pints he could sell if he got us there half an hour earlier. The lift was certainly appreciated and most of us took advantage of this. However, there were two people, namely Nigel and his brother, that walked all the way. I think the reason for this was there was so much argie bargie going on between them that before they knew it they had walked to the pub. JW finally arrived as the 'Fred Dibnah Lookalike', complete with hat but minus steam engine. Also, he had on this new romper suit which had many people guessing as it seemed to have zips, zips and more zips. I don't know what would happen if you undid them all at once - I'll leave that to your imagination!!

A good evening was had by all - lots of laughter, food, booze and especially the weather. Hopefully, this get-together on

Huldreveen 16, 0781 Oslo, Norway

George Jago
Editor, Gaffers Log

16 March 1999

Dear George

I am replying on behalf of Peter to your letter about Clive Church's boat.

I think it is going to be difficult to establish what the original boat was or who the original owner was unless the boat happens to be listed in the KNS (Royal Norwegian Yacht Club) Year Book for 1939 or the next one, 1947, and we can find the boat from the measurements. The trouble is, you say the counter-stern has been reduced.

I will try to follow this up. If Clive could give us any more evidence as to why he thinks the boat was built in Norway, this would obviously help. If we draw a blank here, we could send on the details you give to the Sail Yacht Society in Stockholm, Sweden.

Best wishes

Chris
European Classic Yacht Union

Ennals

The Harrison Butler Association
2 The Chestnuts, 60 High Street
Theale, Reading, Berkshire

25 March 1999

Dear Mr Jago

Many thanks for sending me the March Gaffers Log. I was of course particularly interested by Janice Frost's article on *Fleetwing* and am very grateful to her and her husband for giving her a new lease of life.

Incidentally, *Memory* was by no means my father's first design - far from it, for he was designing when he was a medical student at Oxford University and continued until his death in 1945. *Memory* was however, as far as we know, the first of his designs to have been built in the UK. *Seagull* (*Fleetwing*) was the second. *Memory* is now in Ireland and was alive and well in 1993, although I did not see her. There are photographs of both boats, taken by my father, in the 4th edition of his book "Cruising Yachts: Design & Performance".

There is also a photograph of *Dorothea*, the Khamseen design which Messrs. Anderson Rigden & Perkins built in 1935 for Mr Laurence Irving. She was 28' LWL and 31' LOA. *Dorothy* (page 38) has obviously been confused with her and, just as obviously, is not one of THB's designs. Sadly, *Dorothea* is at the bottom of the sea! She ran into a passing log or some such floating object one night, but had previously sailed round the world. Her owner was able to row off in the dinghy.

Thanks again.

Yours sincerely

O. Joan Jardine-Brown.

The Secretary, RNLI,
Burnham on Crouch, Essex

3 May 1999

Dear George

A bit of follow up after our meeting when you were putting together the RNLI piece for the March OGA Journal. You may remember giving me a copy of the previous journal from December 1998 and, when I had a glance through, I was amazed and delighted to see a photograph of *Honora*, now on Belfast Lough.

Honora was built for my stepfather, R E Gardner, by Frank Shuttlewood at Paglesham just before the last war, but was not launched until 1946. I remember the day well. From that time, I also remember when we used to walk up the lane from the boat on a Sunday evening and stop and talk to Frank and his wife in their garden. *Honora* stayed at Shuttlewoods until we moved from Rochford to Burnham a year or so later and was then moored at Rice & Cole. Some time, I remember Ian Young at Petticrows, putting a 'Watermota' engine in her, prior to her being sold to Mr Berindi when my stepfather's health deteriorated. *Honora* left the river then, but I remember her coming back on a visit with a Bermudan rig and bumpkin, which didn't suit her.

She was the first boat I sailed in and so, for better or worse, she is probably responsible for my life of both work and play on the water. I certainly remember some good times with her. I have turned out and enclose my stepfather's notes about *Honora* and the original estimate for her build from Frank Shuttlewood. When you have finished with them, they should go to the present owner please.

Enjoyed your Lifeboat article - many thanks.

Best wishes
Yours Aye

Tony Glaze



HONORA 1998

Photo: unknown

NORTH EAST

As the new NE Area Secretary, I have been asked to write a bit about myself and my boat. My boat is a 17' lug-rigged Lune Whammel boat. It is a GRP replica hull moulded from an original lune whammel and fitted out in mahogany. It has a long keel with a fairly shallow draught and good sailing performance.

I came to sailing in 1966 as a boy of 11 when I learned to sail on Wayfarers in the Camel Estuary in Cornwall. There followed some intermittent sailing for many years and I have recently got back into it in a fairly big way. I have four children, the eldest being 11, who has her own Optimist. As I am sure you are aware, this too has a traditional rig in the form of a spritsail. Last year, most of our sailing was done on Ullswater and we attended the Derwentwater OGA meeting. This year we hope to do some more trailer sailing, in particular here in the North East of England.

A North East Area meeting was held at the Royal County Hotel, Durham on Friday 26 March 99 and was attended by John McDonagh, George Dove, Jim and Vera Bell and myself. A wide ranging discussion on a number of topics ensued. It was decided to hold this year's sailing meeting on 26/27 June in Hartlepool. The facilities that will be used are Hartlepool Marina and the adjacent Tees & Hartlepool Yacht Club, which has a launching ramp for trailer sailers. The Marina and Yacht Club are a couple of hundred yards from the Hartlepool Historic Quay, where the oldest floating warship in Europe, *HMS Trincomalee*, a Napoleonic frigate, is moored. She is well worth a visit, as is the paddle steamer *Winfield Castle*, which is nearby. There are good Marina facilities and boats visiting this meeting will be able to moor together and an evening social event will be laid on.

It was also decided to have a "lifting out" dinner, perhaps on 13 November 99, in the Durham area, hopefully with sea shanties. This has yet to be finalised. Anybody



THE PRINCESS OF FINSTHWAITE Photo: R. Montgomery

interested in either of these events should contact me.

Another meeting was held in York on 10 April 99 at the Minster Inn, Marygate. This was attended by Peter Hayselden from Cleethorpes, Martin Bartlett from York, and myself. Although Martin is a sailor, he is not actually an OGA member. (Hope you gave him a membership form. Editor.) Peter is an East Coast member who is interested in stimulating interest in the South Yorkshire and Hull area. Clearly, we both have our work cut out, as there were no members present from Yorkshire. Peter is a renowned sea shanty singer (Shanty Jack) who has been instrumental in running the Kingston-upon-Hull International Sea Shanty Festival, which has been going for 10 years. We would like to have a sailing event at this

- July 12/16 Europe Week, West Mersea, R. Blackwater, Essex.
Hosted by West Mersea Y C, tel. 01206 382947.
- July 14/21 Un Pont vers l'An 2000 (A bridge towards 2000), Le Havre, France.
Anne-Sophie Moisy, Lanctuit Communication Organisation, 44 rue Jean-Baptiste Eyries, 76600 Le Havre, France. Tel: 33 2 35 21 29 75, Fax: 33 2 35 42 52 60
- July 17 EAST COAST AREA OGA RACE, in conjunction with WMYC Centenary.
West Mersea, R. Blackwater, Essex. Jon Wainwright, tel. 01206 393537.
- July 18 NORTH SEA CLASSIC PASSAGE RACE, West Mersea to Roompot, Holland.
- July 18/23 Dutch Classic Yacht Regatta, Hellevoetsluis, Holland.
Details for both above events - Jon Wainwright, tel. 01206 393537.
- July 19/24 Pilot Cutter Assoc. Annual Rally, Bristol Channel. Tony Winter, tel. 01566 86222.
- July 29/Aug 1 Sea Shanty Festival, Paimpol, Brittany, France.
Fête du Chant de Marin de Paimpol, Péniche Grand Large, Quai du Port-Rhu, 29100 Douarnenez, France. Tel: 33 2 98 92 95 96, Fax: 33 2 98 92 66 00.
- July 30/Aug 1 Grande Fete Maritime, Ploumanac'h, Brittany, France. See Area Notes - FRANCE.
- July 30/Aug 1 Mosselrace, Antwerp. Josef Mols, Paradijsstraat 11, 2000 Antwerpen, Belgium.
- July 31 Harwich Sea Festival, The Quay, Harwich, Essex. Peter Goodwin, tel. 01255 886004.
- July 31/Aug 1 OGA RALLY, Marchwood Y C, Southampton. Geoff Skinner, tel. 01489 572427.
- July 31 CONWY & N. WALES AREA AGM, N Wales Cruising Club, Conwy.
Sue Farrer, tel. 01270 874174
- Aug 1 NOBBY, GAFFERS AND CLASSICS RACE, Conwy, N Wales. Sue Farrer, as above.
- Aug 7 Dittisham S C Regatta, Devon - Race for Small Gaffers.
John Bryan. tel. 01803 845735.
- Aug 7/15 10th Anniversary, Association des Vieux Greements Trinitains, Quiberon Bay, S. Brittany. Dominique Roulé, 31bis rue des Frères Kermorvant, 56470 La Trinité sur Mer, France. Tel: 02 97 30 15 24.
- Aug 8 CORNWALL AREA OGA RACE, as part of Falmouth Classics.
Mike Collins, tel. 01872 863096.
- Aug 14/15 Three Creeks Race, organised by Warsash Sailing Club.
Geoff Skinner, tel. 01489 572427
- Aug 19/22 11th International Veteranenregatta, Firth of Kiel, Laboe Harbour, Germany.
Freundeskreis Klassische Yachten, c/o Wilfried Horns, Mühlenstr. 36, 24 143 Kiel.
- Aug 21 Swale Match, Hollowshore, Kent. Lena Reekie, tel. 01795 534212.
- Aug 26 Lutine Bell Race from Great Yarmouth, Norfolk to Terschelling & Vlieland, Netherlands. G de Weerd, tel. 31 562 442389, fax. 443241.
- Aug 26/29 Dartmouth Regatta, Royal Dart Y C, Devon. John Bryan, tel. 01803 845735.
- Aug 27/29 BANGOR TRADITIONAL SAIL (NI AREA OGA). Peter Lyons, tel. 01247 453099.
- Aug 28/30 SOLENT AREA ANNUAL OGA RACE & RALLY, in conjunction with Bursledon Millenium Regatta. Geoff Skinner, tel. 01489 572427.
- Aug 28/30 WALTON & STOUR OGA RALLY, Essex/Suffolk border. Jon Wainwright, as above.
- 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, as above.
- Sept 11 OGA ANNIVERSARY RALLY, in conjunction with Maldon Town Regatta.
Jon Wainwright, as above.

Memorandum†

FROM

J. W. SHUTTLEWOOD & SON,

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March 23rd. 1938

To Mr. Gardner.

Dear Mr Gardner,

Sorry for being so long in answering your last letter but have been waiting ~~xxxxxx~~ for quotation for material & sails etc. My quotation is for a transom stern yacht well raked & a nice round to the stem which should look quite nice. To add a Counter would be considerable more expense and as you only gain the extra deck space I do not think we could do better than consider a shapely transom Stern.

As regards the rig my estimate is for Sloop rig, this should suit you better for single work we could then cut the length of Bowsprit down also.

The price I have quoted you is my very lowest she would be a good second job but I could only do the work in cabin as estimated & have allowed £6. for inside ballast.

Shall be pleased to hear favourably from you.

Yours faithfully,

J. W. Shuttlewood.

Estimate to build Cabin Yacht.

24 x 8 x 4'6".

To be built of P.P. Planking 1" fin. on sawn & steamed Timbers 9" centres.

Copper & galvd fastening.

Coamings & Hatches of Teak.

Decks to be laid & caulked & painted.

Cabin to be fitted with 2 bunks.

Flooring throughout & Bulkheads fitted. 2 opening portlights to be fitted to Coamings.

Spars to be selected Poles.

To be painted & varnished throughout complete with sails & gear

Bow anchor & chain. for the sum of £266.

OGA & OTHER TRADITIONAL EVENTS IN 1999

- June 4/6 YARMOUTH OLD GAFFERS RALLY (YOGAFF), Yarmouth, Isle of Wight. Geoff Skinner, tel. 01489 572427.
- June 5 Brixham Sailing Trawlers & Classic Boat Races. Toni Knights, tel. 01803 852484.
- June 9/20 EAST COAST CLASSICS, for Gaffers & Classic boats. Jon Wainwright, tel. 01206 393537.
- June 12/13 Peel Traditional Boat Weekend, Peel, Isle of Man. Mike Clark, tel. 01624 861127.
- June 19 NORTH WEST OGA AREA AGM, Albert Dock, Liverpool. Tom Middleton, tel. 0151 652 9744.
- June 19/20 Ipswich Maritime Festival, Ipswich Dock, Suffolk. Jan Davies, tel. 01473 262052.
- June 19/20 ARDGLASS TRADITIONAL REGATTA, Ardglass, Co Down, N Ireland. Alan Aston, tel. 01232 426497.
- June 20 MERSEY RIVER FESTIVAL GAFF SAIL RACE, Liverpool. Tom Middleton, tel. 0151 652 9744.
- June 23/27 Golowan Festival of Sea & Sail, Penzance, Cornwall. Tel. 01736 332211.
- June 26/27 Galway Hooker Regatta, Portaferry, Co Down. John McAlea, tel. 01247 729532
- June 26/27 NORTH EAST AREA OGA RALLY, Hartlepool Marina, Co Durham. Richard Montgomery, tel. 01325 333051.
- July 2/4 DUBLIN BAY OGA WEEKEND, Howth. Mick Bentham, tel. 353 1 8476279.
- July 3 DEVON AREA OGA RACE, Start Bay. John Bryan, tel. 01803 845735.
- July 3/4 Ships Open Day, Ramsgate, Kent. Diane Chamberlain, tel. 01843 587765.
- July 3/4 Royal Portsmouth & Southsea Regatta, including Gaffer racing. Geoff Skinner, as above.
- July 10 MEDWAY & N KENT AREA ANNUAL RACE, Queenborough, Kent. Lena Reekie, tel. 01795 534212.
- July 10/11 CINQUE PORTS AREA RALLY, Sovereign Harbour, Eastbourne. Followed by Eastbourne/Le Tréport Rallye Entente Cordiale. David Cade, tel. 01797 223040.
- July 11 HILBRE ISLAND PICNIC (NW AREA OGA). Tom Middleton, tel. 0151 652 9744.

contd on page 22

David Cox M.Sc.

MARINE SURVEYOR AND DESIGNER

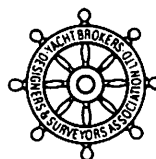
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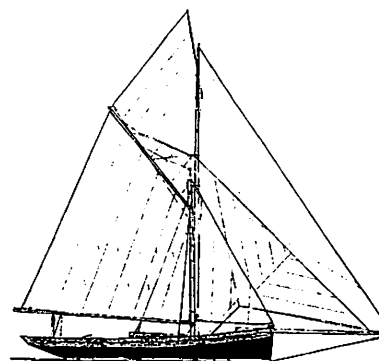
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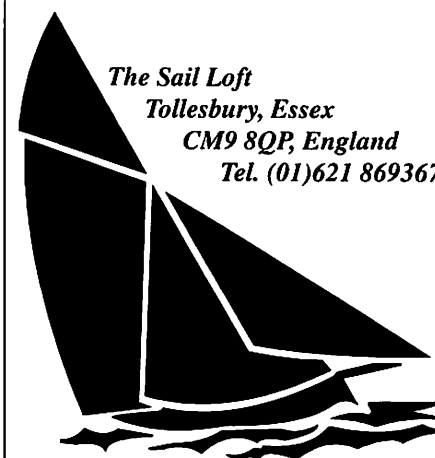
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