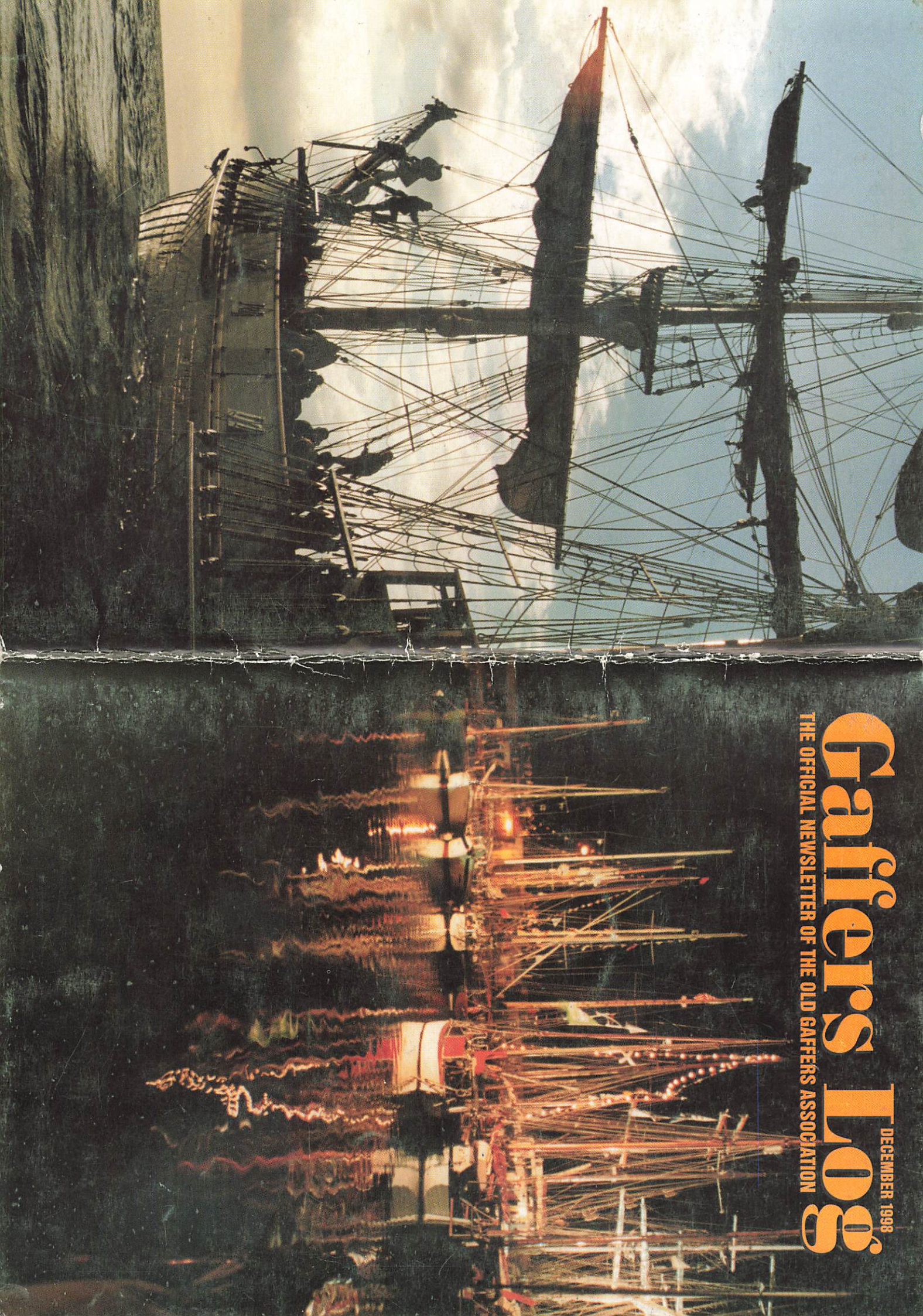
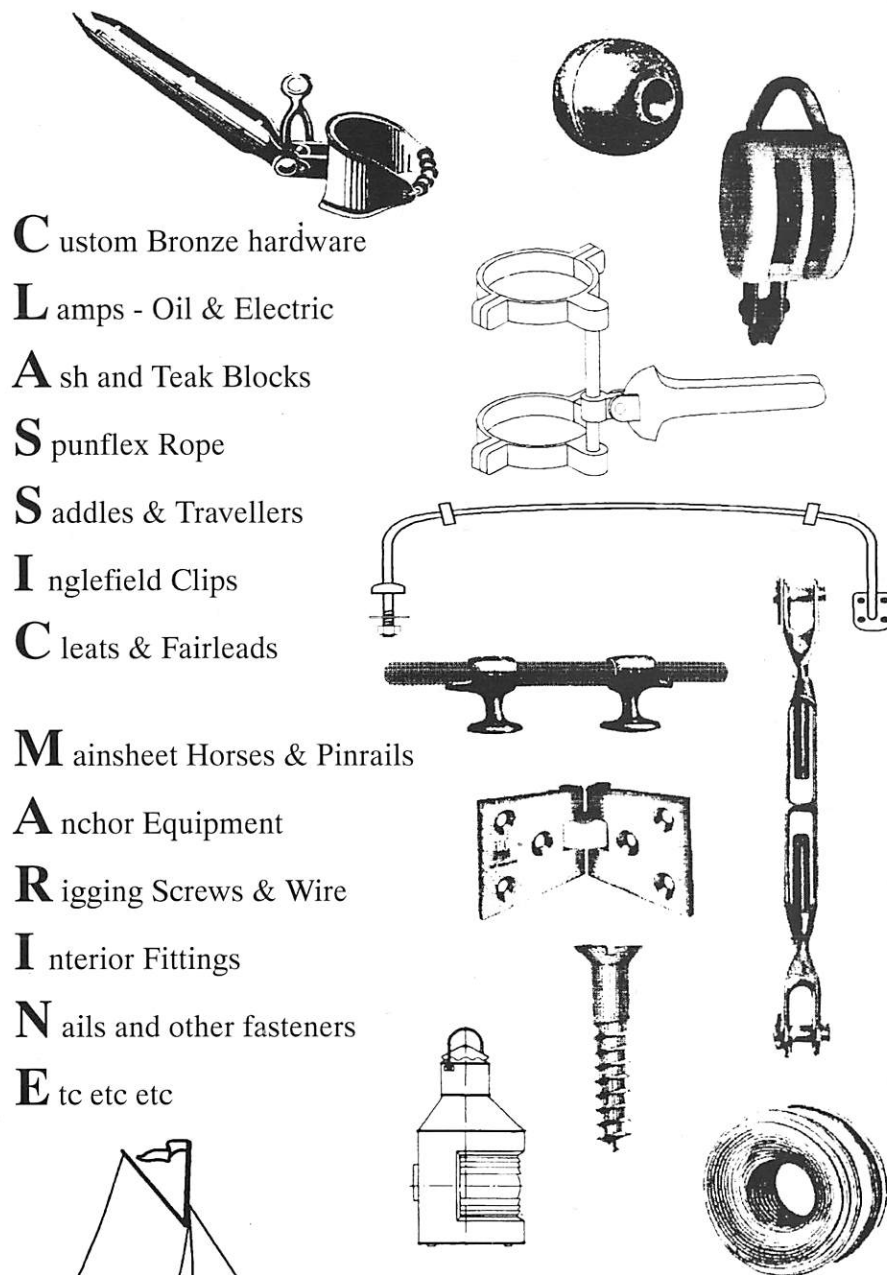




Gaffers Log

DECEMBER 1998

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



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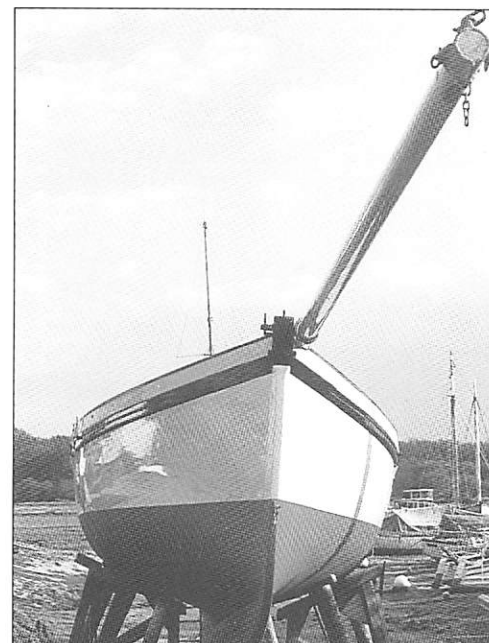
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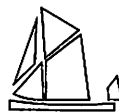
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Position vacant

HON. TREASURER:

DAVID GODSAL
The Orchard House, Brasted Chart,
Westerham, Kent TN16 1LR
Tel: 01959 563702

NEWSLETTER EDITOR:

GEORGE JAGO
Smugglers Cottage, North Fambridge,
Essex CM3 6NA
Tel/Fax: 01621 741595

MEMBERSHIP SECRETARY:

MARGARET MCNEE
Arijaba, 6 West Street
Harwich, Essex CO12 3DA
Tel: 01255 240719

BOAT REGISTER:

PAT DAWSON
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East Grinstead, West Sussex RH19 4HT
Tel: 01342 810303

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JON WAINWRIGHT
Port View, New Road, Mistley,
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Tel: 01206 393537

MEDWAY & NORTH KENT:

LENA REEKIE
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Southampton, Hants SO31 9NW
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2 Kiffenora Drive,
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Tel: 01232 427839

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5 Mirrlees Drive, Kirklee,
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GERMANY:

ALEXANDER NURNBERG
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2204 Krempa, Germany

EUROPEAN LIAISON:

ROSE ANNE HAMILTON
Boomstraat 72c, 1015 LD Amsterdam
The Netherlands
Tel: 31 20 6255646. Fax: 31 20 6260929

THOUGHT FOR TODAY

There are two kinds of people; those who do the work and those who take the credit.

Try to be in the first group - there is less competition there.

Indira Gandhi.

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Front cover : Penzance '97, by Stephen Clarkson

Back cover : *Earl of Pembroke*, by John McCauley

SITUATION VACANT - NORTH EAST/HUMBERSIDE AREA

YOUR OGA AREA(S) NEED YOU

We urgently require members to take up the position of Area Secretary in the North East and Humberside Areas. Any member who feels he/she could meet this challenge, please contact David Cade, tel: 01797 223040

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

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

WANTED

Traditional clinker sailing dinghy, 10-12ft. Must have gaff or lugsail rig. Need for modest restoration may be acceptable.

Contact: Alan Hidden, tel. 01237 474744 (N. Devon)

A suitable tree to build a 30' x 7" lower mast, or a second-hand wood mast 30' x 7" (lower), or 41' x 7" (pole) for my Wylo II under construction.

A couple of single paraffin burners to make a stove.

The book "Make your own sails" by R M Bowker & S A Budd, 1975, Macmillan edition, to borrow or buy.

Contact: Thierry Msika, tel/fax: 01865 434727.

Folkboat or Dragon mast.

Contact: Wexford (Ireland), tel. 053 29621/29624; fax. 053 29800.

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

ASSOCIATION STOCK LIST

		UK	Overseas
Burgees	15"	£ 9.00	£ 9.50
	18"	£ 10.75	£ 11.25
	24"	£ 12.75	£ 13.25
	30"	£ 15.00	£ 15.50
Membership Flags	12"	£ 9.75	£ 10.25
	15"	£ 11.50	£ 12.00
	18"	£ 14.00	£ 14.50
Ties (multi-motif) now in stock		£ 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 (allow up to four weeks for delivery) £ 2.00.

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). At the time of going to press, there have been price increases. Please enquire before sending cheque.

Moray MacPhail, Classic Marine, Lime Kiln Quay, Woodbridge, Suffolk IP12 1BD.
Tel. 01394 380390. Fax. 01394 388380.

SAILS FOR SALE

Sail	Material	Luff	Leach	Foot	Head	Price	
Mainsail	Flax	17'6"	33'6"	25'6"	18'9"	£450	
Staysail	Flax	20'	18'	10'9"		£ 80	
Staysail	Tan Duradon	26'	20'4"	16'3"		£300	As new
Topsail	Cream Terylene	19'3"	7'11"	16'		£100	As new
Topsail	Tan Terylene	21'9"	14'9"	17'5"		£130	As new
Genoa	White	30'6"	28'9"	16'6"		£120	

Contact: Gayle Heard, tel. 01621 869367.

Gaff mainsail - Luff 20ft, Foot 26ft 6in, Head 25ft. Terylene, good condition, 3 reef points.

Offers - contact: Ashley Butler, tel.(c/o Spencer Thetis) 01983 296743.

MASTS FOR SALE

Wooden mast :- 24ft long x 4in diameter, solid, lying Cowes.

Offers, tel. 01983 298722.

Spruce masts, ex Bermudan ketch :- 40ft x 6in x 5in box section - £750
27ft x 5in x 4in box section - £350

Spruce mast, ex ¾ rigged light displacement Bermudan boat :- 28ft 8in x 4¼in x 3¾in.

Hollow pear section, brass track, internal wire halyards - £350

For Gaff rig :- 19ft 6in x 3¾in solid round section, 14ft 6in to throat crane - £70.

Contact: Jamie Clay, tel. 01621 853804.

MISCELLANEOUS FOR SALE

One suit of foul weather gear by Kopcke. Would fit 5'6"-5'8". Hardly used. £35.

One Secumar water activated, waistcoat type, life jacket. £35.

Two red ball fenders, still unflated. Suitable for craft 30ft plus. £20 each.

One 10ft alloy spinnaker boom with cast end pieces. £55.

Contact: Don Fordy, tel. 01792 229221.

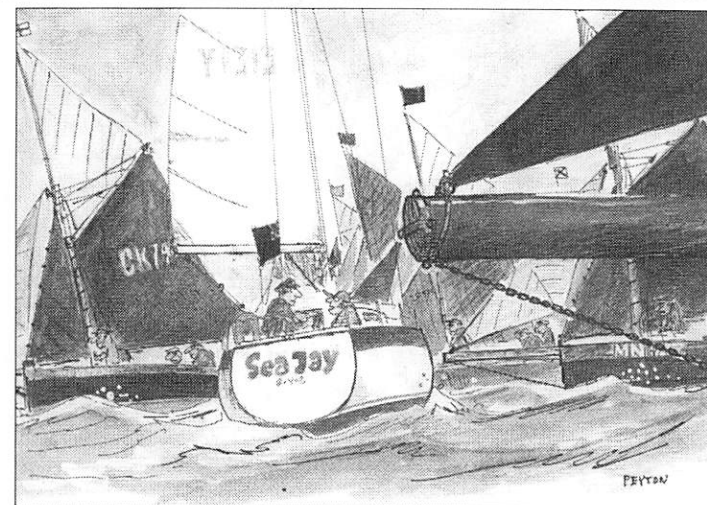
Computer for free

Redundant OGA computer, Olivetti 368 SX25, colour monitor, fully functional.

Konica LP3110 laser printer, 12ppm, Hewlett-Packard Laser Jet 2 emulation, fully functional but questionable reliability.

Free to anyone who can collect them.

Contact Dick Dawson, tel. 01324 301378 (work), 01342 810303 (home).



"Starboard tack or not, I think you're pushing your luck"

Last year I praised the inauguration of YOGAFF, at Yarmouth, Isle of Wight and the restoration of the North Wales Area at Conwy - both still going strong. While still in the north, Derwentwater, in its second year, is a growing small boat rally, thanks to Sue & Pete Farrer. Further south, we must thank Brian Hammett and Jon for the new East Coast Classics, which was a great success. This year, however, was Portsmouth and there are plenty of reports on that Festival in this issue. Due to IFOS at Portsmouth, I have slipped one of my intended articles to next time. There are also extra pages this time, partly to accommodate IFOS, but also to try to make the pictures not look so cramped.

Our Hon. Secretary is stepping down, due to the work he has to do to earn a crust, getting out of hand. Over the last year, Dick has been struggling, not only burning the candle at both ends, but in the middle as well. I, for one, will miss him and I know our President, who has known him much longer, feels the loss. However, Dick is younger than some of us and there is time for him to make a comeback! He has served the Association well - what can I say in a brief editorial but 'Good Luck pal for the future'. There is also a change in our Northern Ireland Area - see Hon. Sec's Notes.

The Log is our only way of keeping in touch and for me there are two very important parts in the Log. To me, 'Letters' are the equivalent of Friday night down at the Club, keeping up to date and talking about any manner of subjects. Please keep them coming. 'Area Notes', from either the Area Secretary or someone else in that area, is the other important part. It lets a wide range of people know what is going on in that part of the world. Some members have had to move away and others cannot get about as they did, so all these snippets of area information are welcome in one way or another.

Copy date for the next issue is 1st February 1999 by which time those of us in the Northern Hemisphere will be wondering whether it will be worth getting the varnish brushes out this season! Others in those warm sunny climes Down Under, most of the way through their season, should have an answer.

Finally, let me wish you all the best for the Christmas season and a Happy New Year for 1999, wherever you are.

George Jago, Editor

- CNW** Mr J N Alexander, Corn-Yd, Llanddona, Anglesey LL58 8UR *FIRST FARTHING*
Mr K Sykes, 233 Lon Masarn, Trehafren, Newtown, Powys SY16 1QG *CURLEW*
- CP** Mr C Payne, 45 Wickenden Crescent, Willesborough, Ashford, Kent TN24 0JL
- CWL** Mr D & Mrs J Spargo, 103 Trescobeas Rd., Falmouth, Cornwall TR11 4JD
- DB** Mr P Thewlis, 104 Elm Mount Ave., Beaumont, Dublin 9
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Mr J Crozier, Horizon, Redoubt Hill, Kingswear, Dartmouth, Devon TQ6 0DA *OYSTERMAID*
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Mr & Mrs T Knights, 5 Burton St., Brixham, Devon *PETER & JESSICA*
Mr J Ricket, Ringmore House, Brook Lane, Shaldon, S Devon TQ14 0AJ *ROSE LEE*
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Mr & Mrs J Gardner, Galyers Cottage, The Green, Godstone, Surrey RH9 8LN *RENOWNED*
Mr W G Harrold, Plantation Cottage, Rectory Rd., Haddisco, Norfolk NR14 6PG *JATAKA*
Mr P Jones & Ms B Bailey, The Lodge, Brampton, Beccles, Suffolk NR34 8DT *PENELOPE*
Mr R Lee, Flat 1A, Orchid Field Court, Victoria Esplanade, West Mersea, Essex CO5 8XB *DOROTHY*
Mr J Page, Dovers Cottage, 48 St Peters Rd., West Mersea, Essex CO5 8LL *JOY*
Mr R Pereira & Miss F Kirkpatrick, 90 Banstead Rd., Caterham, Surrey CR3 5QE
Mr & Mrs T Sanderson, 87 Long Acre, Bingham, Notts NG13 8BU *GROMIT*
Mr K Smith, 35 North Hill, Highgate, London N6 7BS *ACE OF DIAMONDS (Bmd)*
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- MNK** Dr & Mrs Pereira, Lilian of Stockholm, Ducks Walk, Twickenham, Middx TW1 2DD *LILIAN OF STOCKHOLM*
Mr W Rogers, Old Sawmill Boatyard, Chambers Wharf, Faversham, Kent ME13 7BT *LOON*
Ms M Treherne, 9 Manstone Rd., London NW2 3XH
- NI** Mr P Dorman, Cushla Locha, Sketrick Island, Killinchy, Co Down BT23 6QH *MAID OF SKYE*
Ms F O'Neill, Florecei, Princetown Rd., Bangor, Co Down, N Ireland *VILIA*

GAFF SLOOP "MARGARET ANN"

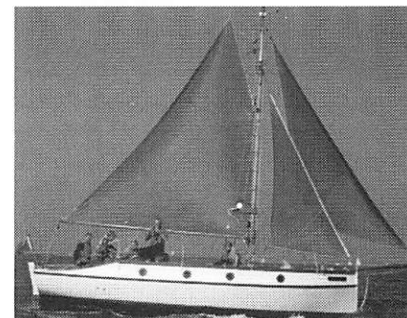
LOD 18ft 6in (plus bowsprit), Beam 6ft 6in, Draught 3ft 6in.

2½ ton Hillyard, built 1939. New Yanmar G10 engine. Good condition. Lead ballast. New cover.

Surprisingly comfortable cabin. Easy single-handed, a true little yacht. In commission, lying Essex.

Price £4,200.

Contact: Tessa Mackenzie, tel. 01277 841221



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.

BERMUDAN BLACKWATER SLOOP "PHYLLA"

3½ ton Blackwater sloop. Built Dan Webb, Maldon 1949. Very good condition. Survey 1998.

Price £5,750.

Contact: Ray Austen, tel. 01621 786540.



DEBEN 4 TONNER "MOONBEAM"

LOD 22ft, Beam 7ft, Draught 3ft 4in

Gaff rigged, built Whisstocks of Woodbridge 1938. Pitch pine on oak. Inboard diesel engine, Seagull outboard. VHF. 2 burner & grill calor gas stove. Afloat Portsmouth. Price £4,500 ono.

Contact: John Durrant, tel. 01705 258431.

BOATS FOR SALE

DEBEN 4 TONNER "ABIGAIL" (OGA 1512)

LOD 22ft, Beam 7ft, Draught 3ft 4in

Gaff sloop, built Whisstocks 1952. Pitch pine and mahogany on oak, 3 berths, full width cabin, extensive inventory. New furling headsail, recent new main. Nanni 12hp diesel, total overhaul/rebuild 1997. A superb little boat, extensively restored over period of ownership and now in very good condition. Pressure of work forces reluctant sale. Afloat Chichester. Price £5500.

Contact: Roger Hayles, tel. 01243 574098 (evenings).



DEBEN CHERUB "SNARK"

LOD 21ft, Beam 7ft, Draught 3ft.

Built by Eversons of Woodbridge 1932. Pitch pine on oak. Recent complete overhaul - in very good condition. 2 berth, Yanmar 10hp diesel. Now ashore at Mistley, Essex. Price £6,000.

Contact: Michael Feather, tel. 01284 830634.

GAFF CUTTER "DAISY BELL"

LOD 20ft, Beam 6ft 6in. Draught 5ft 9in.

Built by Uphams 1930. Completely rebuilt during the 1970s. Full set of sails. 4 hp Stuart Turner requiring refitting. Other equipment. Ashore Southampton. Price £2,200 ono.

Contact: Dr K H Ritchie, tel. 01703 814264 or 01703 813305.



ITCHEN FERRY "MEMORY"

LOD 21ft 8in, Draught 3ft.

Built circa 1920. Bowsprit, furling headsails, cuddy, outboard. Sheathed in ferro cement. History available. Price £4,950

Contact: Tim Hooper, tel. 01652 635388

- OS** Amerami (Assoc.), Musée de la Marine, Palais de Chaillot, 75116 Paris, France
DEHEL
- Mr P Ennals, European Classic Yacht Union, Huldreveien 16, N-0389, Oslo, Norway
- SCO** Mr & Mrs R Evans, 27 Farmside Lane, Biddulph Moor, Staffs ST8 7LY *SAORSA*
- SOL** Mr K Attwood, Hebe, c/o Camper & Nicholson Marina, Gosport, Hants PO12 1AH
HEBE
- Mr P Burrige, 101 Shaftesbury Way, Twickenham TW2 5RW *CHLOE II*
- Mr J Cook & Miss F Hozhabrafkan, Treetops, Upper Manor Rd., Godalming, Surrey GU7 2HZ *YASAMIN*
- Mr G Dimmer, 13 The Croft, Bishopstone, Salisbury, Wilts SP5 4DF *KATIE*
- Mr & Mrs S Gillion, 19 Charborough Close, Mitchett Matravers, Poole, Dorset BH16 6DJ *ALARGH DU*
- Mr J Glasspool, 12 Mill St., Titchfield, Hants *LADYBIRD*
- Mr J F Golledge, Cheam House, Morgans Vale Rd., Redlynch, Salisbury SP5 2HY
- Mr R & Mrs J Hunt, Halnaker Park Cottage, Halnaker, Chichester PO18 0QH *AMORITA*
- Dr K R Kidd, 6 Partridge Walk, Lilliput, Poole, Dorset BH14 8HL *DEMELZA*
- Mr A Large, 52 Marlborough Mansions, Cannon Hill, London NW6 1JS
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- Mr P Nickells, Heathers, 13 Chatfield Rd., Niton, Isle of Wight PO38 2DR
WOODBURN WILD SWAN
- Mr R Phillpot, 30 Trewarton Rd., Penryn, Cornwall TR10 8JB *IRENE JACK*
- Mr J P Swadling, Oak Ashes Barn, Bowes Hill, Rowlands Castle PO7 7UP *GRACE*
- Mr E Taylor, 1 Downs Park Crescent, Totton, Southampton SO40 9GQ
MELISANDE
- Mr T & Mrs R Whitehead & Family, 66 Constantine Rd., London NW3 2NG *TELA*
- Mr F Worley, Battery House, 12 Grand Parade, Old Portsmouth PO1 2NF

Photo Competition

OLD GAFFERS' ASSOCIATION



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

Notice of Annual General Meeting

The Association will hold its Annual General Meeting on Saturday 16th January 1999 at 18.00 hours at the Cruising Association, 1 Northey Street, Limehouse Basin, London E14 8BT. CA House has its own car park and street parking is available.

Please will all Officers, Area Secretaries and Members make a special effort to attend, as your decisions will be vital to the well being of the Association.

Nominations are invited for the post of Hon. Secretary.

AGENDA

1. Apologies for absence.
2. Minutes of the AGM held on 29th November 1997 (published in the March 1998 edition of the Gaffers Log).
3. Matters arising from the minutes.
4. President's Address.
5. Hon. Secretary's Report.
6. Hon. Treasurer's Report and Presentation of Accounts.
7. Election of Officers : Honorary Secretary.
8. Proposal that those paying by Direct Debit should have a discount on their subscription.
9. Any other business.

Dick Dawson - Hon. Secretary

Hon Sec's Notes

Annual General Meeting

Responding to popular pressure, the AGM date has returned to the last weekend of the London Boat Show and will take place at the Cruising Association on Saturday 16th January 1999. Recent November AGMs have been poorly attended and I would like to see a return to the enthusiastic AGMs of a few years ago, when up to 80 members would join us for the meeting and social gathering. Please do your best to come.

Boat Register

Pat has asked me to thank all of you who returned Boat Register Forms from the last Log. Amongst the returns,



LONE WOLF

Photo: David Cade

a contemporary world famous sailor and to the Fife boats still sailing, for which we can only be the temporary custodians, but which this book will record for posterity.

'William Fife' is a 160 page slipcased hardback book, published by Adlard Coles Nautical, an imprint of A&C Black (Publishers) Ltd, 35 Bedford Row, London WC1R 4JH. RRP is £45 - but Christmas is coming!

ON THE EBB by Mike Peyton

Mike Peyton, this very supportive member of the OGA, has produced a new book of cartoons. Since this man knows Farnbridge and only lives over the fields from us, I have taken to looking around before my wife and I dare go sailing. This keen observer of his fellow sailing men and women seems to have the knack of being there - just when you wish there was no-one around for say a hundred miles. We have had previous examples of his work in the Gaffers Log and all, without exception, have raised a laugh and a comment. In 'On The Ebb' he finds more to show us of captured moments in time produced by the sailing world at large, when he just happens to be there. For example, I am sure others, like me, will recognise the cartoon entitled "I saw it first" - a confrontation over a special item in the yard skip!

This book is dedicated to Kath, his wife, who, he says, gave the first opinion! It is just the right size for the boat's bookshelf - even mine! 'On The Ebb' is the ideal Christmas gift for the person who can identify themselves with at least one of the cartoons. Published by Fernhurst Books and available in bookshops and chandlers at £9.95.

ALTERNATIVELY - Fernhurst Books have given the OGA a generous discount enabling you to buy a signed copy from us for £8.50, including a donation to OGA funds. Postage & packing charges are as follows:- UK 1st class 65p, 2nd class 50p; Europe (printed paper airmail) £1. Please make cheques payable to 'OGA Publications' and send with your order to - Brenda Jago, Smugglers Cottage, Farnbridge Road, North Farnbridge, Essex CM3 6NA. This book will also be available at the Association AGM in London on 16 January 1999.

THE RYA BOOK OF DIESEL ENGINES by Tim Bartlett

This is another book in the RYA technical series. Years ago, the Americans used to have the edge on writing some of the best technical handbooks - stage by stage explanations, using simple words and good exploded diagrams. This book may only be eighty plus pages, but it has many of the previously mentioned characteristics.

The chapters' contents have been well thought out and easy to follow, with the diagrams following the text. The wording is clear and concise, as the size of the book dictates. At the end of each chapter, there is a list of 'Things To Do'. I looked up the bits I wanted to know and found the explanation very reassuring. Chapter 12, the last chapter, has a fault finding check list which at least enables you to narrow down the possibilities of your problem.

This book is not going to make you a diesel fitter in one go, and because it is technical, there will be other opinions! However, from cover to cover, this will get you started and there is sufficient in the explanations and pictures to really help someone who has always fought shy of tackling some of those jobs on their engine which, with time, would build owner confidence.

Published by Adlard Coles Nautical (as above) price £10.99.

TRADITIONAL FISHING BOATS OF BRITAIN AND IRELAND by Mike Smylie

Due to be published mid-December by Airlife Publishing Ltd., 101 Longden Rd., Shrewsbury, SY3 9EB.

To be reviewed in next issue of Gaffers Log.

Four new books reviewed, in the order they were received, by the Editor.

THE RIDDLE OF THE SANDS by Erskine Childers

I was so pleased to see that there is a demand for yet another issue of this much acclaimed story. First published in March 1903, this book's fascination, for me, is that I can open it up to read, time and time again and it holds just the same attraction. Re-reading favourite passages - big armchair, roaring fire, (small tot) - is, I suggest, the ultimate winter evening pastime. I have, to date, only sailed once round the area in which the book is based. It has so much in common with the East Coast, except better sea marks. But it is the descriptive passages and the attention to detail (without GPS) of the sailing and boating sequences through those notoriously treacherous waters that I find make the story timeless.

To anyone who has never read it before, this book has all the hallmarks of a good period espionage thriller. To get the most out of the story it is worth remembering just how long ago it was first written. I may be wrong, but I think the mix of this story is unique and I do not know of another story which actually compares with 'Riddle of the Sands'.

Published in hardback in the UK by Seafarer Books, 2 Rendlesham Mews, Rendlesham, Woodbridge, Suffolk IP12 2SZ, RRP £9.95, and in the USA by Sheridan House, 145 Palisade Street, Dobbs Ferry, N.Y. 10522.

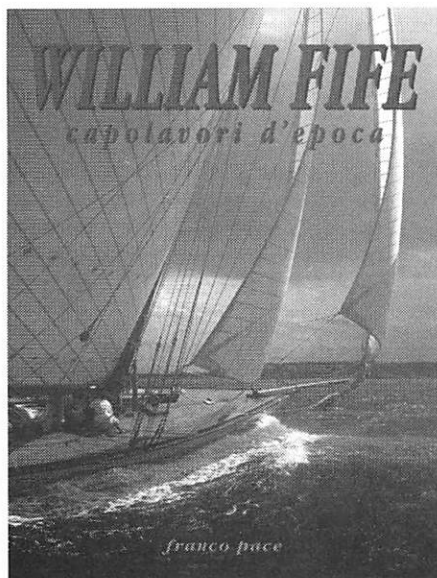
WILLIAM FIFE - photographs by Franco Pace

It is difficult to avoid over-praising this photographic tribute to the long lasting designs and workmanship of the Fifes of Fairlie, including a foreword written by that sadly recently lost Fife enthusiast Eric Tabarly. This book offers a unique photographic record of a selection of Fife yachts, but the one thing which really gives the book its greatest appeal for me is the fact that all these boats are, as I write, out there sailing today. If it were not for some real enthusiasts, we would not have the opportunity to see these boats from yester year still sailing. Franco Pace has also had the foresight to look carefully at the maritime scene around him and in photographing these fine boats, has produced a book with a difference for today and a reference book for the future.

William Collier has provided a brief historical review of the three William Fifes. The length of this contribution is well balanced to suit the detailed notes against each of the nineteen boats listed and photographed. However, one has that tantalising feeling that behind William Collier's input there is so much more to be said. Having sailed for several years on one of the vessels listed in the book, I can personally vouch that sailing one is an experience which stays with you for the rest of your life.

There is a poignant irony that Eric Tabarly should write the foreword to Franco Pace's book. That this truly great sailor should be lost from his own Fife boat, owned by him and his father for over forty years, en route to the Fife Regatta at Fairlie, was a very sad blow to the world of yachting.

I find there is much to recommend in this book to the memory of the Fifes, to the memory of



Douglas Barker gave Pat details of his boat *Ferryman*, designed by Uffa Fox and built in 1949. He asked if anyone knows where the rest of Uffa Fox designed "man" series are, such as *Foreman*, *Maintopman* and *Mizzenman*. *Maintopman* is in the archive, OGA number 406. She is mentioned in past logs, 1983 no. 2 and 1985 no. 2, when she was owned by I Davies. Since then Pat has had no contact. Does anyone know where any of these boats are?

National Historic Ships Committee

This body, set up in 1992 to co-ordinate the preservation of historic ships throughout the United Kingdom, has amongst its functions, the building of an archive of historic ships - steam, motor and sail. The OGA first became involved with NHSC in a meeting at the National Maritime Museum in November 1996. At a subsequent meeting in May 1997, together with the Dunkirk Little Ships Association and the Steam Ship Association, it was decided to ask the OGA members to contribute information about their boats. For the present, because of problems or privacy, data protection and the like, we have decided to ask members to give their boat information direct to NHSC rather than passing this information through our own Boat Register.

Please do send your boat's information to NHSC on the form included in this Log. NHSC are keen to collect information on any special vessels. It says something for the status of the OGA that we were one of the first Associations to be approached by NHSC and underlines our unique position amongst Maritime Associations.

Direct Debit scheme for 2000.

After several months of what seemed to be extraordinarily difficult negotiations and form-filling, a scheme has been set up to allow members to pay by direct debit. This is of benefit to everyone - you don't have to remember to send a cheque each year, or if you pay by standing order you don't have to write to your bank whenever the subscription rate changes.

There is no denying, however, that the major benefit will be to the OGA and particularly to our Membership Secretary, Margaret McNee, who holds down the most difficult job of all of us. In recognition of this we will ask the AGM to vote for a £2.00 discount for all members who elect to pay by direct debit, in common with many other organisations. Remember, the scheme is not compulsory. If you want to continue to pay by cheque or standing order you may, but we urge you all to make the change to direct debit. We will be mailing all members during 1999 to give you the opportunity to join the scheme with your 2000 subscription.

Northern Ireland Area

Alan Aston, Area Vice President for the past nine years, has decided to step down. We sincerely thank him for all the hard work he has put in over this period - it has been much appreciated. We also welcome his successor, Peter Lyons and wish him well in his new role. Both Alan and Peter are founder members of the NI Area, which has grown to become the fourth largest within the Association.

Portsmouth Festival of the Sea

This event has been described in detail elsewhere in this Log, but I cannot let it pass without saying what a splendid occasion it was. My only regret is that, being involved in some of the organisation, Pat and I did not see as much of the Festival as we would have liked, but I think I speak for all who attended when I say that it was enjoyed by all. It was a treat to see so many boats from areas outside the Solent and to take part in a Solent OGA race which started 83 boats - as big as the largest fleet I can remember in 30 years.

We enrolled 25 new members during the Festival, many as a result of the Youth Sailing Initiative handled by George Jago. All the afloat events ran like clockwork and we had a fine

time berthing several hundred boats. There is no doubt that the OGA has gained respect from the Festival organisers, and particularly the Royal Navy, for its major contribution. We have already been asked to take full responsibility for civilian vessels – effectively acting as Festival Harbourmaster – in the next Portsmouth event, scheduled for 2001.

It is always invidious to select one person from many who all deserve praise, but our President David Cade deserves special thanks. It was David who took the risk on behalf of the OGA, who led from the front and worked like blazes to make it happen, and who deserves the praise of us all not only in getting such a superb result but for raising the OGA's profile in such a positive way.

Perhaps the most surprising result, I am told from a contact in the trade, is that gaffers are now in such demand that most brokers can't get enough of them. Some are importing yachts from overseas in order to satisfy the demand. If you want a good price for your boat, now's the time!

Membership List Reprint

Our last Membership List was printed in 1997 and as promised, a reprint will be published early next year. The new Membership List will show names of members' boats and if you haven't sent details of yours yet and don't want to see a blank entry or the wrong boat in the new List, please get in touch with Pat, who can take details over the phone. As a result of Pat's hard work in sending out and recording Boat Register Forms (and your co-operation in filling them in) we now have simple but up to date boat details from 540 members. Whilst we are pleased that nearly half the membership has returned these forms, we are disappointed that it is not more and many notable boats are missing.

Please look at the old Membership List and check that your personal details are correct. If not, please complete the enclosed postcard and return it to Margaret McNee now.

Swan song

I have been a member of the OGA since 1973 and have enjoyed more than 25 years of fun, fellowship and good boating. Having served on various committees for more than 20 years, recently I have tried to give something substantial back to the OGA and I was pleased to be elected your Honorary Secretary in 1994.

As I have often said in these pages, the job of all the Association and Area officers is not an easy one, and despite its rewards in terms of the opportunity to develop the OGA and meet other members and Associations in this country and abroad, the conflict with a busy business life makes my position as Hon. Sec. untenable. I really had hoped to continue until the end of my second term in January 2000, but I fear this is not possible. My resignation is effective from the end of October 1998.

It has been an honour and privilege to serve the OGA and I wish those who still have the commitment to continue serving the membership, the best of good fortune.

Volunteers, please

The Hon. Sec's position does not have the highest profile in the OGA and is largely back-room and committee work. The position is one of co-ordination and organisation, with the occasional opportunity to stand up in committee and AGM and try to move things forward by persuasion. Paraphrasing the memorable words of the late Bill Tilman, "Hand (man or woman) wanted for long service in small association. No pay, no prospects, not much pleasure". If you feel you can offer something, please contact David Cade.

Dick Dawson

great success. People were invited to take our membership brochure, with a picture of various rigs on the reverse side, and since 300 of these were taken, the effort was worthwhile. The STA of WA kindly offered the model of STS *Leeuwin*, the mighty Blue Barquentine, set up on a stand, and this three masted square rigger model attracted much interest, from young and old. Explaining that the 'old' as in 'Old Gaffers' referred to the rig and not the crew was one of the main topics of conversation our volunteers encountered. Chris Bowman's mast making for his Couta boat was an excellent draw card, whilst Wally Cook's *Karina* on a trailer was strategically placed outside the Beer Tent! The Boat Show Co-Ordinator has invited us back in 1999, to put on a more interactive display and to advertise the 'Old Gaffers' even wider in the Western Australian community.

Patrick Reid, President, OGA of WA

Rockingham Branch have had their first AGM, which means we have completed one year in existence. Our membership fluctuated slightly during the year, but we seem to have kept up our original numbers, which is very encouraging. The Treasurer and myself were re-elected and the first thing we have done is to organise a social and sailing calendar. From my own viewpoint, the highlight of the winter programme was the visit to Barry Hicks' Museum. What an Aladdin's Cave! Every time I go there I find something different. Barry's knowledge of traditional rigging, block making, in fact anything nautical, is phenomenal. Summer is fast approaching, so we have a break at the moment whilst our members are slipping their boats in preparation for the coming season.

During the first of the winter's northerlies, *Sara Jane II* went ashore. Luckily, Eric and myself were able to get her off without too much trouble, through swimming a line out to a buoy at seven in the morning in the teeth of a 20 knot northerly. Not a recommended way to start the day. The only damage done was a cracked rudder blade and a certain

amount of embarrassment.

Dave Roberts, Area Secretary

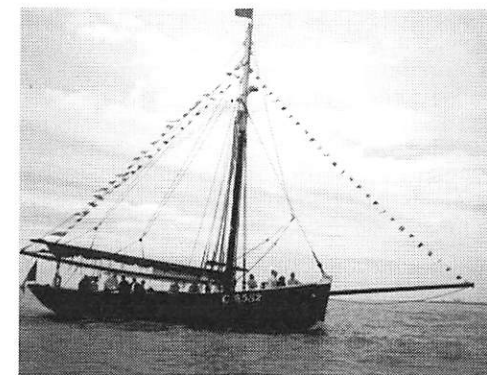
FRANCE

We would like to draw your attention to one of the most exciting events due to occur in July 99, in Normandy, in the harbour of Le Havre. This demonstration will consist of a huge gathering of ships, such as the famous *Norway*, warships of many nations, traditional and 'exceptional' boats. It aims to celebrate the entry into the third millennium. You can be associated with this fantastic festival. We would be very flattered to welcome your ship and your crew in one of the inner-city docks. You could then take part completely in this magical exhibition and benefit from the very special atmosphere of the event. A specific village will provide to the millions of visitors expected by the French authorities, a full entertainment programme. You could seize this opportunity to show your boat, share your passion and represent your country.

This very unique "rendez-vous" will last seven days between 14th and 21st July. If you are interested in coming and joining us next summer and would like more details, please do not hesitate to get in touch with us.

Anne-Sophie Moisy, Lanctuit Communication Organisation

44 rue Jean-Baptiste Eyriès, 76600 Le Havre, France



Amerami gaffer off Le Havre Photo: Richard Taylor

bumpy ride. Nadine reported an exhilarating sail back to Faversham.

To round off the year we are planning to have a Social Evening at the Anchor pub in Abbey Street, Faversham on Friday 4 December, to start at about 20.00hrs. We hope that those attending will be able to tell a 10min. story on anything related to boats. Everyone is welcome and perhaps you could bring your photographs from this year's sailing.

Next year's MNK Race will be a couple of weeks later, so that those who fit out late have a better chance to take part. The date is Saturday 10 July 1999, at Queenborough. It is intended that the race shall be fairly short to allow for socialising afterwards. It will be an ordinary out and back race, so no problems with cars in the wrong place! Gaffers in the Open Boats Class will be especially welcome.

Lena Reekie, Area Secretary



EMANUEL at NFYC Centenary

Photo: Derek Argent

WESTERN AUSTRALIA

"I've always had a contented feeling when coming back to the quiet ship, which once away from the land, became a little world of her own. Politics, murder, weddings and deaths meant as little to us as the breakfast food ads the skipper would listen to while tuning in for the morning weather report. We were healthy, usually happy....and there was always plenty of work, aside from steering and handling sail, to keep us out of mischief." Captain F Bowker.

At the July OGA meeting, amidst the sights and smells of the mounds of sawdust, charred planks, oak shavings and the beautiful hull of the *Duyfken*, 56 Old gaffers and families had a superb visual treat. In a working 16th century Dutch shipyard, we were held entranced by Bill Leonard, Master Shipwright and supervising builder of the HM Bark *Endeavour* and the Dutch East Indian *Duyfken*. Bill took us on a journey from the early Dutch shipyards, where a ship would be ordered on the basis of a few critical measurements. "You want a yacht built? Yes, I know what a yacht looks like". So then on with the commission! Bending 30ft planks by holding them down over a fire; all the bronze fastenings coming from a donated melted down propeller; and planks and frames secured with 'trunnels'; it was a truly magical night of history! The art of traditional wooden shipbuilding coupled with the quiet professionalism and pride of all the *Duyfken* team; museum staff with expert knowledge of 16th century Dutch language researching the technical data both in Fremantle and Holland - a unique modern day experience, capped by a tour of the hull exterior and the opportunity to ask thousands of questions! Afterwards, 35 of us adjourned to Cicerello's in the Fishing Boat Harbour for fish and chips and vino - a fitting end to a most memorable OGA social event.

Judging by the interested crowds and many questions, the Old Gaffers Display at the Boat Show in the Victoria Quay Exhibition Centre, Fremantle, 20/24 August, was a



IFOS Waterfront

Photo: David Cade

INTERNATIONAL FESTIVAL OF THE SEA - PORTSMOUTH 1998

It was a casual remark that led to our involvement in this event. Apparently, I had boasted of the OGA's ability and skills in organisation - the details are lost in the haze of time - but in the Autumn of last year, I was called to account. After discussion with fellow members of the F&GP committee, it was agreed that we proceed with caution and see what was involved. Meetings ensued and it transpired that we were being asked to be responsible for all the on water events at the Festival and to assist in the berthing. The Maritime Director of IFOS was Charles Payton and the Festival Harbour Master Martin Tregoning, both OGA members, so we felt among friends and agreed to participate.

Attending the Press launch on board the *Victory* in October last year and being introduced as a partner in the event, persuaded me that, with less than a year to go, we had better start taking it seriously. A working group was called for - good modern practice, that was the thing - so I called on Dick Dawson as Association Secretary and for his panache, George Jago for his knowledge of the Civil Service mind and Brian Hammett for his common sense and good humour. Adding myself as an ex soldier, I thought we were ready to take on the Navy. We met from time to time in various licensed premises and also enlisted the services of that upstanding and very moderate imbibor Christopher Waddington, who provided water tours in his launch so that we could all better understand the geography of the place.

A programme was put together with as many events as we thought we could sensibly manage, taking into account the many constraints, particularly the ferries. Happily this only needed minor adjustments to be accepted by both Naval and Festival components of the Working Committee. Much other work was still to be done, including personal requirements, crew centre manning, OGA stand, clues for motor-boat treasure hunt and teams for running our events. George and Brenda Jago were a tower of strength in assisting in all these matters and you would not believe the amount of paperwork they generated.

Early on, George and I had discussed youth participation and he came up with the excellent idea of providing free gaffer trips for young people. After an immense amount of work and

discussion, George persuaded IPC Magazines, in the shape of PBO, to part with some money and promote the idea. With the addition of funds from the OGA and other sponsors, the services of *Kenya Jacaranda* and *Golden Vanity* were signed up, more than willingly, and the whole event was a huge success. The youth were roped in on the Practical Boat Owner stand by John Denner and Brian Hammett.

Brenda Jago took on the management of the OGA stand, which was situated in the Heritage Pavilion. The site was gifted to us for our part in the organisation, which helped offset costs in other areas. For those who have not tried, running a stand from 10.00 to 19.00 every day for four days is extremely tiring and our thanks are due to Brenda. As always, she was hugely successful with sales of regalia and recruitment of sound new members.

Volunteers had been requested for working parties via the Log and response was good. It was from all over the country and just the right number. I think it was a lot to ask for people to give up a whole week to come and effectively work for nothing on berthing three days before the event and giving relief on our stand, manning the crew centre desk at all times and other duties as required. I shall not list them all here, but I have written to them all personally and I cannot thank them enough on behalf of the OGA.



The Crew Centre

Photo: David Cade

On the water for both the Old Gaffers Race and the Classics Race, we were fortunate to have the services of the Solent Area race team of Hilton Matthews (Race Officer) and Ray Plant (Handicaps and results). Hilton is from the Isle of Wight, a genuine "caulk head" and exudes confidence, coupled with a deep knowledge of the Solent and can be relied upon to set the right course for the day. Ray Plant is fairly new to the team, with his lap top and incredible enthusiasm. I know of no-one in our Association prepared to work so hard and unstintingly, all night if necessary, for the cause and we thank both Ray and Hilton for making both days such a success, despite the lack of wind on the Gaffers Race.

I had decided both races should end off Southsea Castle for spectator benefit and Hilton said, why not from the Castle, using their cannons. Excellent idea, so Portsmouth City Council were approached and enthusiastically agreed. Our thanks to their Museums Department and I hope we may do it again some time. At this point I should thank Warsash Yacht Club who most kindly lent us two inflatable marks, through Geoff Skinner (Solent Area Sec.), one for use in the Harbour as a turning mark and the other which we laid each day as a turning mark off Southsea in the Presidential Motor Yacht.



Ipswich Maritime Festival

Photo: Kate Bushell

Mersea boat. It was a "brisk" day for sailing for the Open Boats. The long course in the River Blackwater was not chosen! There had been variations to accommodate all comers, but since those that took part were all but one (David Cooper in *Jaid*) Mersea boats, they raced as one class in the creeks, using the Dabchicks S. C. marks. Even so, the gibe marks were interesting, particularly No. 4, where the support boat crew thought they might have customers. However, some quick thinking and pumping kept them all afloat and safe back to their moorings.

their support. Book 9 - 20 June for next year!

Jon Wainwright, Area Secretary

Small Gaffers Rally, West Mersea - 5th September 1998

There were 24 paid entries, 22 signed on, 19 completed the course and only 1 non-

At very short notice, the event clashed with an Optimist Open, which meant problems organising support boats, but 3 were arranged - refunded entry fees and grateful thanks to those who stepped in. Back at the Dabchicks S. C. we joined in and cheered the young Optimists at their prize-giving, then we had ours and carried on for a gentle social evening with food and beer.

Prizewinners -

1st Overall (America's Trophy)	<i>Boy George</i>	John Milgate
2nd (2nd Slow Handicap Class)	<i>Dipper</i>	Nick Greville
3rd (1st Fast Handicap Class)	<i>Polly</i>	Mike Green
4th (2nd Fast Handicap Class)	<i>Vendetta</i>	Gerard Swift
5th (3rd Fast Handicap Class)	<i>Froggy</i>	Liam Boyd
6th (4th Fast Handicap Class)	<i>Ino</i>	Simon Bland
7th (3rd Slow Handicap Class)	<i>Joy</i>	John Page
12 ft. And Under	<i>Jaid</i>	David Cooper

I fear that, despite making over £50 for the Association, as an OGA event it obviously has very limited appeal and, at present, I am considering dropping it from the OGA calendar for next year.

Sue Taylor

MEDWAY & NORTH KENT

Well summer 1998 is behind us. All I seem to remember is the wind and the rain!

Medway & North Kent's Open Boats

Passage Race from Whitstable to Faversham was timed to coincide with the 1998 Whitstable Match on the weekend of 8/9 August. Conditions were very gloomy, with a fresh wind over the tide, making for a

tack off the breakwater enabled her to take the big Bell on corrected time. There was another super night ashore at Walton.

Morning followed swiftly, with an early start to the Harwich Haven Cup race. The wind was still brisk, but it was sunny for once too! The course was a triangle in Pennyhole Bay, then taking the last couple of hours of tide up to Levington on the River Orwell. *Bona's* huge topsail was set again, and off she went under a cloud of sail. *Zeeschouw Roker* was well up the fleet, just setting staysail and main. The Canoe Yawl *Snippet* was also showing her paces in the hands of the new generation. *Bona*, only minutes behind *Vashti* and *Rising Hope*, took the Harwich Haven Cup, whilst *Roker* won a years sub to Practical Boat Owner. *Snippet* was third from *Moonstone*, whilst *Beagle* was first Bermudan.

Berthing at Levington was handled efficiently, which was as well in the conditions. The OGA team was able to get to work on the backlog of administration. A new event newspaper "The Grizzle" was created. The new Director of Music got into his stride, and soon we were hearing the new OGA anthem "Ticky Tacky". Michael, Graham, Pete, Greg and Paul provided instrumentation, with several other individual performances. The ancient art of pole dancing (legover) was revived, albeit it was won by the French (Brigitte) in a close fought international contest.

Mistley Day saw the fleet started by the Haven Ports Yacht Club line at Levington. It was a struggle for the small boats over the flood tide, but once round Shotley Spit we had the tide with us. First over the line was *Rising Hope*, followed by *Vashti* and *Redshank*, *Ma Solitude*, *Rainbow* and *Beagle*. But the real star was Eric Husher's little *Penache*, although the smallest in the fleet, she was well up at the finish. Very deservedly she won the race on Handicap and received the Thorn Trophy.

After another night of celebrations, it was time for the Two Rivers Race. The wind and

weather were pretty dreadful again, but such was the spirit there was a good turnout. Again, the struggle to beat both wind and tide out of the Orwell. The course was up the Stour to Holbrook Beacon and back. Once in the Stour it was a gaffers breeze, *Sauntress*, *Snippet* and *Bona* showing their paces. West Solent *Benita* and the Fife *Rosemary* were powering down river. However, *Beagle* took the Two Rivers Trophy on handicap, followed by *Rosemary* and *Benita*. In the Open Boats event, held off Levington, *Dipper* held off *Kalymera* to win a very blustery race.

So finally the classics drew to a close. Ten races had been held in several different locations, despite the weather being pretty poor for much of the time. It was time for the big prizes for the week. The Open Boats Points was won by *Dipper*, winning a Watercraft Subscription. In the Racer class first was *Rising Hope*, followed by *Vashti* and *Redshank*, these boats winning subscription prizes from Classic Boat Magazine. In the Bermudan Cruisers, Classic Boat Magazine prizes were won by *Beagle* (1), *Ma Solitude* (2), *Skandale* (3). Gaff Cruisers and Workboats - Bawley *Bona* won the Cup, second was Canoe Yawl *Snippet* and third was prawner *Maryll*, all being awarded Watercraft Subs. The Victor Ludorum Trophy was won by *Beagle*, her placing in the Concours d'Elegance giving her the edge on her rivals. For those who had helped - a big thank you - HPYC staff; Ian Hadden, Secretary HPYC; HPYC Commodore John Day; Marina Manager Jonathan Dyke and Chris & Darell; Adelle & John Buckley and Jonathan Adnams from Southwold; Phil Wetherall on the RIB. Finally we had to say cheerio to Lt Matt Wring RNR, who has been the excellent race officer for the festival for nine years.

I would also like to thank our Vice President Brian Hammet and his committee, Jan Davies of Ipswich BC, Brian Tower (tent) SMM Mountaineering (Trax), Adnams Brewery, Classic Boat Magazine, Watercraft Magazine and Practical Boat Owner, for all

For the open boat racing twice daily, Chris Payne 'volunteered' to be Race Officer and was assisted by Lena Reekie. Chris did a wonderful job keeping a motley assortment of small boat sailors well entertained and I know it was good because I have had letters congratulating him - well done!

Sam and Maggie Bayliss were unfortunately neaped on Thorney Island in *Brilleau* and came along to see if they could help. Now there is one area none of us knew anything about - handicapping rowing races - twice a day with good entries in cutters, gigs, whalers, galleys and others. Added to this, teams came in from the foreign square riggers - Argentines, Russians and Poles - who were lent boats. Who better to ask to sort this out than Sam and Maggie. They were superb and were almost keen when I asked if they would take it on with help from Lee Rihan. The results were marvellous and I thank them again.

Neither of these latter events would have been possible without the help of Bill Rothwell's crews from the RNSA sailing centre on Whale Island. These were led by Ken Bishard and they were safety boats and committee boats, six in all. Their local knowledge and support for Chris Payne and Sam and Maggie was exemplary and much appreciated.

It was during an early rowing race that I had my one personal lapse of sang froid. An incident at the finish threatened the withdrawal of the RNSA team and the end of that part of the programme and months of work. I steamed into a 'problem' meeting, threatened to throw all the toys out of my pram, behaved extremely badly and I am much ashamed. However, it got a result and all was saved. My thanks to MOD security for their understanding. They obviously got over my lapse because they later took George Jago out to sit on the beach in the sun at Gilkicker Point with forty teddy bears - you ask him!

What of the result of our involvement? I believe we justified my idle boast and carried the day. It was a lot of hard work and involved a great many people. Our first experience of promoting the Old Gaffers Association in a high profile way was a success. We earned the respect of other organisations, pulled together various strands of our own and were rewarded with a financial donation as a result. I think we can be satisfied and say that it was a very worthwhile and interesting exercise.

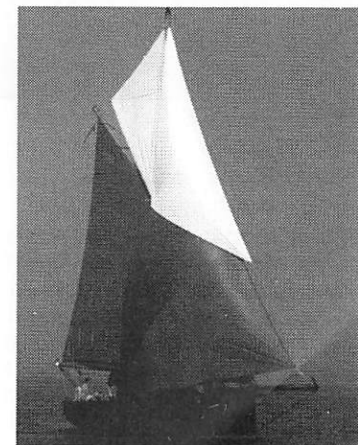
David Cade, President

IFOS - OGA YOUTH

There have been initiatives by both the RYA and BMIF to get young people sailing but, for reasons which are not entirely clear, young people are not coming into sailing and boating as they used to do. My own experience as a Watch Officer with the London Sailing Project, is that once they get afloat they enjoy sailing and work hard. So what is the reason, and can the OGA play their part in bridging that gap between ship and shore? Perhaps offering the chance to sail on our traditional boats was another way to attract those who want to get involved.

IFOS seemed a good place to try a Pilot Scheme - hence OGA Youth. The OGA had never tried anything quite like this before and, although at first it appeared to be simple, there was a lot to learn. There are three main ingredients to success - people who will work to achieve the aim, financial support, and publicity. If you have these three, the other requirement is feedback from participants after the event.

The OGA started by considering that we would use two options. Option 1 - a number of small



GOLDEN VANITY Photo: Jean Border

boats with just say two or three young people on board and Option 2 - using larger vessels with about twelve young people on board. Any scheme of this type must be extremely safety conscious to be acceptable - no soaking wet people on the way home or personal injuries etc. So, after a simple risk analysis, Option 1 was dropped, because keeping track of people, boats' insurance and OGA liability, competence of skippers, etc. were just some of the reasons it was not practical to run this type of scheme at Portsmouth. Option 2, using vessels with experienced skippers, insurance and all the MSA requirements, seemed possible. We found, amongst others in the Association, two suitable vessels in *Kenya Jacaranda* and *Golden Vanity*. Both, to their credit, agreed to join in this pilot scheme, but because they earn their livelihood this way, there was a need to offset at least some of the running costs.

I always feel that you need to plan an idea, then try it out to see if you can do it better next time! As a pilot scheme, I think OGA Youth worked, but it can certainly be improved upon. However, we had a number of families come back to Brenda on the OGA stand and say thank you. One family, which included two brothers and a friend, were in a state which can only be described as "bubbling", so at least we made it with someone!



KENYA JACARANDA passing LIBERTAD - IFOS

Photo: John Cadd - Seascope

There is much more to say, but I think that is sufficient for now. However, this report does give me the opportunity to publicise and thank all those who made OGA Youth possible. It is a most sincere thank you and in no special order -

Paul Ladyman, of the Mayflower Sail Training Society; Jean Border, of the Golden Vanity Trust. For their practical help, financial support and publicity - Susanna Russell, Jessica Daw and Alan McMurtry of IPC Magazines; Andrew Simpson, Associate Editor, Practical Boat Owner. Individual financial contributions were made by - Richard Walsh, who got the support fund started; Michael Bennett, Master of the Worshipful Company of Launderers; David Crum, of Newton Crum Insurance. Tom Cunliffe for his constructive suggestions and advice; Brian Hammett and John Denner, who did all the OGA work at IFOS. Last, but not least, Ray Austen, my co-signatory for the NatWest account set up for OGA Youth by our local bank manager, Mrs Garvey.

Thank you all very much for your help and support. This is a serious subject and needs further consideration by all of us who are interested in sailing and maritime heritage. At least the OGA now have some experience and thoughts for the future.

George Jago

Vashti, who noted that we had not set an outer limit mark, laid down the coast in one tack. Her craftiness paid off to take first place, but second was *Stella La Vie en Rose* from West Mersea and third was *Beagle* from Southwold. Bawley *Bona* won the Pauls Cup for first gaffer.

Saturday in Ipswich Wet Dock. Vice President Brian Hammett was soon on form with the public address system, and attention was focused on the smack *Polly*. *Polly* was the last Maldon smack to work without an engine, and has been extensively restored by her owners Mandy & Bob. After a mayoral inspection of the fleet, with hospitality on *Vashilda* and *Bad Intentions*, *Polly* did indeed win the Concours d'Elegance, with *Beagle* picking up a prize for the cleanest of bilges. Entertainment in the Wet Dock featured a mock sea battle, with lots of cannon fire and water bomb throwing. Dragon Boats were racing and some of the little gaffers were sailing up and down the dock. There were fireworks in the evening and a band at Orwell Quay. The nautical press and local radio were in evidence, and also Radio 4. It's always hard to impress on these occasions, but at least I could say, "Well, actually that's the world's oldest sailing boat in active commission" pointing to the 1808 smack *Boadicea*.

Monday morning saw the fleet locking out of the Wet Dock for the start of the Pennyhole Bay Race. It was quite a crowded start, but without serious incident. Out at sea there was a good old slog to windward against a stiff west wind and tide, quite a little battle developing between the *Stella La Vie en Rose*, Folkboats *Beagle* and *Skandale*, Canoe yawl *Snippet* and prawner *Maryll*. Further ahead ECOD *Redshank* fought with *Ma Solitude*, whilst in the lead was hotshot *Rising Hope*. On Corrected Time *Rising Hope* won the Nancy Oldfield Cup, *Beagle* the Bona trophy, *Ma Solitude* second, *Maryll* third, SMM Mountaineering providing prizes. The fleet moored off Stone Point, and patent catering equipment sponsored by Good Intent Trading Supplies (NZ) Ltd was put to good use as a barbecue.

The rain stopped and it turned into a lovely calm evening and a good night.



Vice Pres supervises NZ trading staff Photo: Kate Bushell

The next day brought the usual June grey skies and another stiff breeze. Radio 4 went aboard *Stadats* to record the start of the Swallows and Amazons Race. This event for open boats is a 5 mile circuit round the islands and creeks of the Walton Backwaters, real Arthur Ransome country. Although the event is light hearted there were some good starts made by *Gone for a Burton* (Ness Yole), *Dipper* (Gull) and *Cloud 9* (Mirror). The beat up Hamford Water was very testing in the wind over tide conditions. The fleet hove into view again as they came out of the Wade into the Twizzle, *GFB* still leading, but close behind, *Dipper* and *Cloud 9* were setting spinnakers neck and neck, providing a thrilling finish. On corrected time *Cloud 9* won from *Dipper*.

The big boats race for the Scandinavian Seaways Bells, was shortened because of the poor conditions. *Vashti* and *Rising Hope* had a good old tussle at the head of the fleet, working out the best heading to Stone Banks. Round Stone Banks *Bona* went through the fleet, but on rounding the Cork Ledge buoy had to face both wind and tide. The *Beagle* really came into her own, followed by *Skandale*. *Bona* used her leeway into the mouth of Harwich harbour, where the ebb gave her a lee bow. A quick

SCOTLAND

While Jim McNiven is recovering from a fairly serious operation, here is some information about the plans for 1999.

Tarbert and Inveraray have joined forces to re-create the Loch Fyne Classics, with provisional dates of 16 - 19 July 1999 being worked into everyone's calendar. The event will coincide with the Tarbert Festival - a fun weekend of seafood, parades, music and games - and Inverary Highland Games. All forms of classic transport are welcome, including sail, diesel or steam- powered yachts, boats, cars, motorbikes or seaplanes, but particularly Old Gaffers. The writer hopes to have *Morna* back from Split, Croatia, to lead the boats into Tarbert as the resident Dickies Gaffer. There will be informal feeder and "round the Loch" races with a road rally running in parallel, and prizes for various mixed categories of speed, style, sounds, etc. With two days at each venue and serious competition for the greatest hospitality and publicity, the event has every chance of becoming a regular in future years. Hopefully, Jim will be present to do the honours for us in his usual style. More details and registration form in the next issue of Gaffers Log.

There is another scheme afoot to tempt some of the Tall Ships to visit Tarbert and Inveraray en-route from Greenock to Lerwick. This will probably be early August and may well coincide with the Tarbert Viking Festival. Oh no - not another party! Sailing in company with Tall Ships, racing Viking Longboats (including the bit from West Loch Tarbert to East Loch Tarbert along the main road!) all followed by a Nordic evening of food, drink and music, should attract all those horned helmets, so watch this space. The Tall Ships will be calling elsewhere during this non-racing leg and further details will be published here as they come to hand.

Meantime, there is a new international group for all owners and interested parties in Dickies Yachts, as built in Tarbert and

Bangor. There is already a large amount of information available and anyone who knows anything of interest or wants information is invited to write to me at the address below.

Get well soon, Jim.

John Pinkerton

Tarbert, Argyll, Scotland PA29 6TX

EAST COAST

East Coast Classics on Tour - June 1998

Shotley Marina dealt us a real blow when they pulled out at the 11th hour. But East Coast Classics linked with Southwold and Maritime Ipswich, hosted by Haven Ports Yacht Club, saw the dawn of a new Classic Boat Festival - "Classics on Tour".

Classics at Southwold. Nearly 20 boats completed the OGA type passage race, sponsored by Harbour Marine Services and won by *Merlyn III*. At the entrance to Southwold Harbour there was a very warm welcome, with the Harbour Master coming alongside with gifts from the local brewery. The visitors pontoon had been cleared and we were all able to raft up in this most picturesque of Suffolk harbours.

The next day saw us touring the beautifully maintained traditional Adnams Brewery in the Town, with some traditional hospitality to be had afterwards in the sampling room. Adnams hospitality extended also to sponsoring the Sole Bay Race in the afternoon. This race was held in fairly stiff south-west winds off the town seafront. Again a good entry, with everyone well into the spirit of the event. We had the prizegiving in the Southwold Sailing Club, prizes being presented by Jonathan Adnams and Adelle Buckley. Bawley *Bona*, Folkboat *Beagle* and West Solent *Mischief* took the first 3 places and everyone won a case of Broadside.

Next day, another passage race, as boats headed south for Ipswich. The wind was on the nose, a thirty mile beat to windward.



Portsmouth Profile

Photo: George Jago

Home Farm, Burrow Bridge,
Bridgewater, Somerset TA7 0RF

19 October 1998

Dear George

Will you please publish the following in the first available Log.

Portsmouth 98.....OGA Participation

As many of you will know, the OGA was invited by me, through our President David Cade, to participate in the International Festival of the Sea at Portsmouth this August. To participate in fact in a special way and now that it is all over I think it is time to assess and report to you all.

It has often seemed to me that there lies within the ranks of our members, an unrivalled expertise in traditional maritime skills. For the most part, these are honed in private and contributed freely amongst friends. Also, the skills are given widely in local organisation of sailing events and so on. I have wondered that the OGA has not much involved itself in working nationally as a group for major events, but has done sterling work on a regional basis. Why not? Maybe the opportunity or time had not yet presented itself.

Portsmouth seemed to offer that excuse. I could see no better group to involve in an extraordinary national festival on the not inconsiderable task of putting in place a professional team to assist the Queen's Harbour Master and the Festival to a smooth running and flawless approach to on water events. And so it turned out. Under David's unfailing guidance, patience and good humour and your joint knowledge and experience, the Old Gaffers Association put in place a laudable amount of infrastructure and organisation. It contributed the Programme and Officers for the water PLUS a strong team of very hardworking marshals, who were instrumental in making the plans of our Festival Harbour Master, Martin Tregoning (also of course an OGA member) come brilliantly alive.

What we wanted to show at Portsmouth was packed moorings of many different types mixed together and a constantly moving scene upon the water. A somewhat hair raising prospect for the Royal Navy and a Dockyard that had never experienced any such thing before. The Festival, the Royal Navy, the sponsors GEC, and underwriters Helical Bar plc and, at the latest count, some 250,000 visitors saw, on the four days of this unique event, a truly amazing and satisfying result.

That almost 700 vessels attended and not one single complaint, just folks with difficulties to solve on the day.....and afterwards, more than 100 letters, all congratulatory, is testimony to the hard work involved. In return, the Festival is proud to have contributed directly to expenses and funds of

the OGA and it will not have escaped notice that the publicity of the Festival made frequent mention of the OGA's part in organisation and management.

Thank you David. Thank you all who helped in ways from hands on, to support. I look forward, I hope, to working with you all again some day.

Charles Payton

Maritime Director, The International Festival of the Sea, Portsmouth 1998.

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

2 September 1998

Dear OGA Team

I just wanted to write to say a very big THANK YOU from everyone on *Partridge* for all the hard work that you so obviously did before, during and I expect after the Portsmouth International Festival of the Sea.

We all stepped of the boat back here in Cowes feeling we had been away for a fortnight, as so much had happened. I expect there will be post mortems about the whole event that will go on for some while, but if the comments from everyone who came on *Partridge* are anything to go by, then it was a great success.

Thank you from everyone.

With very best wishes

Alex Laird

6 Chatham Place, Ramsgate,
Kent CT11 7PT

26 October 1998

Editor, Gaffers Log

Dear George

We write to record our thanks to those of the OGA whose input to the International Festival of the Sea at Portsmouth helped to make the event the success it was. The OGA responsibility of organising the general waterborne events must have been daunting to say the least.

Part of the pleasure of owning a part of our heritage is the pleasure the sight of us gaffers - old and new - bring to others as we go on our way. How much more pleasurable it is then, at events like IFOS, to be able to make our boats available to people who would otherwise never have the remotest opportunity to go aboard and experience them. The delight this brings to people is well worth the effort and is, for us, part of the responsibility of our ownership/custody of a part of our heritage. Sadly, we were not able to visit all the craft to which we had been invited - apologies to those concerned.

Well done OGA

Jan & Robert Holden

NIOGA AGM - Hollywood Yacht Club

Around 40 gaffers met at Hollywood Y C for the AGM. It was a good meeting. The proposal to change the person named as Commodore, from the winner of the Area Race to the Area Vice President, was unanimously carried and from next year we will refer locally to our VP as the Area Commodore.

Alan Aston has stood down as VP. He feels that he needs a break after 9 years at the helm. He proposed Peter Lyons as VP and, after the usual vote, Peter takes over as Area Vice President. If he can do one half of the job Alan has done over the years, we will continue to be a successful area.



GOLDEN NOMAD & HONORA Photo: Ted Hunniford

All the other business was carried out in the usual smooth manner and we joined the members of Hollywood Y C in a feast of pizzas. The now obligatory singsong ensued into the small hours of the morning.

Peter Lyons, Area Vice President

DUBLIN

A chara

What a great couple of months we've just had. First, after three and a half years of political wrangling, we have finally found a politician, in Minister of Defence Michael Smith, who has the foresight to release the Colin Archer yacht *Asgard* into the care of the *Asgard* Restoration Project Ltd. and

match us pound for pound for her rebuilding. All donations welcome. Forward to myself or *Asgard* Restoration Project Ltd., PO Box 6143, Dublin 16.

Built in 1905 by Archer, at his own yard in Larvik, Norway, she was a wedding gift for Molly and Erskine Childers from his in-laws, Mr & Mrs Hamilton Osgood of Boston, USA. Childers, who was the father of our late Irish President and the author of "The Riddle of the Sands",* sailed *Asgard* all over Europe and the Baltic coasts. Her last great adventure under Childers' ownership was the landing of the guns of the Irish Volunteers in Howth in July 1914. This guarantees her a place in the annals of Irish history. Sold by the Childers family in 1927, she came back into Irish ownership in 1961, when needing repair. The Government bought her and she became Ireland's first ever Sail Training vessel. Aside from her importance as a national monument, *Asgard* has a very special international significance, as she is one of the very few gentlemen's yachts still surviving from the thirty two designed and built by Archer.

Next, we had the Tall Ships pay us a visit, Vigo - Dublin being the last leg of the third great race from the biggest of all of the Tall Ships. In our best Irish traditions, we made everyone very welcome and have had some of the boats revisit us, as they enjoyed themselves so much. Many appreciations to the committee, sponsors and volunteers who made things run like clockwork.

Our Commodore's Race was held in conjunction with the Galway Hooker Weekend at Poolbeg Yacht & Boat Club. Many thanks to Poolbeg. Winner of the Hooker race was Johnny Healion in the *Morning Star* and overall winner and new Commodore was John Delap in his Cornish Crabber. Prize giving will be done at our Annual Dinner on 14 November.

Best regards

Mick Bentham, Area Secretary

*See 'Bookshelf' in this Log. Editor.

Saturday had Gaffers going all over Bangor for breakfast. The Hunt the Gaffer dinghy racing for instant prizes was a very successful bit of fun. All the competitors, as well as the spectators, got a laugh. *Carrie* decided to leave before everyone else, so an exercise in roping was successfully carried out - pardon the pun. We had our Skippers' meeting in the Marquee at 12.00 and, after a few pints, we hoisted our sails and went for a Parade of Sail in the Bay. It was a lovely sight, with so many traditional boats. When *Carrie* sailed back into the bay, the rest of the fleet surrounded her. Back in the harbour, Robin Brennan organised a rope throwing competition at the Lifeboat slip. The Marquee came into it's own later that evening, when the official welcoming party from the North Down Borough Council and Bangor Chamber of Commerce gave their speeches. They had provided free wine for the crews, to help them through the speeches. The Gaffers Band started up at 21.00 - the craic was mighty - singing and dancing continued into the night.

Sunday was a quiet morning, with lots of sunshine and the sight of the 3 smallest boats sailing in the harbour to rest people's eyes. John Cleary, OOD, started the

Prizewinners were -

Class 1 - Open Boats	<i>Moth</i>	Lawrence & Pat Jess
	<i>Shale</i>	Stephen Boyd
	<i>Pixie</i>	Michael McVeigh
Class 2 - Bermudan under 28ft	<i>Elarua</i>	Ian Kirkpatrick
	<i>Dream Twister</i>	Richard Tomain
	<i>Zara</i>	Alan McClain
Class 3 - Gaff under 28ft	<i>Golden Nomad</i>	Alan & Irene Aston
	<i>Blue Chip</i>	Leslie & Jessie Hughes
	<i>Honora</i>	Peter Lyons
Class 4 - Gaff over 28ft	<i>Oread</i>	Richard Doig
	<i>Vilia</i>	Stephen Clarkson
	<i>Isobel</i>	Michael McKee
Class 5 - Bermudan over 28ft	<i>Cooya</i>	Mike Yendell
	<i>Hilary</i>	Gerry Stanley
	<i>Reality</i>	Aiden Reilly

Most Musical Boat - *Zara*; Furthest Travelled Boat - *Biddy*, from Conwy; Best Presented Boat - *Amy of Man*; Boat which Contributed Most to the Event - *Carrie of Camaret*

Skippers' Briefing by saying that the bit in the sailing instructions about recalls was wrong - there would not be one. This raised a cheer and it all went downhill from there. Racing eventually started on time and we sailed round the course - or some of you did. The weather was perfect with plenty of wind, lots of sunshine and heat and T-shirts being the order of the day. A splendid sight seeing all those old boats sailing in Bangor Bay. The only hiccup was that the OOD was not given the proper waterline lengths and there were some errors made. The results reflect these errors and I am not even going to try to explain it here, but next year John Cleary will have a full list of boats about a month before the date, with waterline lengths! *Vilia* was the only boat to race in Class 1 Gaffers - most of the rest of the gaffers should have been in Class 2. Prizes given will stand. I am not going to try to rewrite history. The Mayor of Bangor, Councillor Marsden Fitsimmonds, again thanked everyone for coming, presented the prizes and sang us a verse of 'The Wild Rover'. We presented each visiting boat with a little brass plaque, kindly sponsored by Bangor Marina, before winding up the weekend.



Ketch *VENUS*
Photo: Unknown

4 Briar Way, Hayes,
Wimborne,
Dorset BH21 2LB
15 September 1998

Newsletter Editor

Old Gaffers Association

Dear Mr Jago

We met at Portsmouth on August Bank Holiday Monday. I enclose two pictures of vessels sailed by my grandfather and great grandfather.

The ketch *Venus* sailed out of Jersey around the turn of the century. Her Master was my great grandfather, Captain Bill Pitman. The photograph shows the vessel beached after dragging her anchor in St Aubins Bay and she broke up the following day. The date was around 1909. I have other pictures, oil paintings and newspaper cuttings relating to this vessel and would be very pleased to learn more.

Captain Pitman also owned the ketch *Black Diamond*, which traded out of Jersey early this century. I should very much like to see a photograph of this vessel.

I have very little information about the gaff rigged cutter. This vessel was sailed and raced in St Helier, Jersey, by my grandfather, Clarence Pitman. The sail number is H23. Can anyone tell me more?

Yours sincerely

Mike Stansfield



Gaff cutter - possibly *WHITE LADY* Photo: unknown



Association des Amis du Musée de la Mer pour l'Atlantique
Palais de Chaillot, 75116 Paris, France

Mrs Margaret McNee

OGA Membership Secretary

16 Octobre 1998

Madame

Please find enclosed the enrolment form from the Association of the Friends of the Museum of the Sea for the Atlantic (Amerami for short) for the Old Gaffers Association, together with our cheque.

Amerami is an Association officially recognised to be in the public interest and whose purpose is to protect the Maritime Heritage. Its collection includes more than 60 boats of various types (of small or modest size) amongst which are seaworthy "Old Gaffers", which include the Pilot Cutter *Dehel*, mentioned on the membership form, the yacht *Vetille* (the first steel yacht built in France, in 1893) and now the *Sheena*, which we have just acquired from one of your members, Mr R Taylor, and which has featured on several occasions in your official newsletter.

The President of Amerami, M. Jacques Chauveau, has discussed this matter with George Jago, who suggested we should subscribe to your Association.

Yours sincerely

Paul Varaut, Rear Admiral
General Secretary, Amerami



Yacht VETILLE

Photo: Unknown

National Register of Historic Vessels
Scottish Institute of Maritime Studies
University of St Andrews, Fife KY16 9AJ

30 October 1998

The Editor, Gaffers Log

Dear Mr Jago

I am writing to bring to members' attention the new National Register of Historic Vessels launched at the International Festival of the Sea at Portsmouth in August. Members will find a leaflet about the Register enclosed with this issue of the Gaffers Log. The National Register of Historic Vessels

I should like to thank all our sponsors :- Dickies of Bangor, Classic Boat, Yachting World, Sailing Today, Maritime Life & Traditions, Practical Boat Owner, Peter Chesworth - MAS Epoxy, Chris Bowns - Derwentwater Marina, Scott Metcalfe - Waterfront Marine, Geedon Marine, International Paints, Footrope Knots.



Derwentwater '98

Photo: Carol Lyons

The weekend was such a success that we booked again for 1999 - 4/6 September - make a note in your diaries folks!

Sue Farrer, Area Secretary

NORTHERN IRELAND

Small Boat Gathering at Derwentwater Marina, Cumbria - 5/7 September 1998

I have always wanted to sail on the lakes in the Lake District, so when the Conwy & North Wales Gaffers organised a small boat gathering there, it was too good an opportunity to miss. Carol Lyons, Irene and myself towed *Mantis*, a Ballyholme Insect, via the HSS, to Portinscale on Derwentwater. We had picked a marvellous B&B as our home for the weekend, complete with owner/manager John Holloway, the Lake District's version of John Cleese of

Fawly Towers fame, a super guy and a wonderful host, great food and superb accommodation.

All in all, we had a fabulous weekend. All credit to Sue and Pete Farrer and a fine bunch of folks for the superb organisation. Modesty forbids me from listing the prizes

we won. Suffice to say that one of our prizes was for the "most musical boat" or, as Pete Farrer put it, "the only musical boat" - some compliment!

If you have a trailer, my advice is, don't miss it next year.

Alan Aston

Bangor Traditional Sail - 28/30 August 1998

The first Bangor Traditional Sail went better than we could all have hoped for. We had 63 boats come to Bangor in what appears to have been one of the best weekends of the summer - weather wise that is. The

largest boat was *Carrie of Camaret*, a 90ft gaff schooner, and the smallest 3 were *The Foil*, *Emerald* and *O'Flattery*, at 7'6"

At 14.00 on Friday afternoon, there were only two boats in the harbour. I was helping the BBC to do a bit for the evening news. As we spent the next two and a half hours filming and interviewing various people, it was good to see the harbour start to fill up. By the time *Mandarin* arrived at 18.55, he was just in time to sail across BBC presenter Angie Phillips' weather screen. The Pub-Crawl Quiz went down extremely well, with lots of "happy" gaffers arriving back in the Marquee after 22.00hrs. The winners of the Quiz were the Isle of Man Mafioso in the shape of Mike Clark, John McAuley, Jocelyn and Neal. They carried off their liquid prizes with delight. As usual, an impromptu singsong finished the evening.

handed his own small Pilot Cutter in strip plank and is now working on something significantly bigger! I hope that an article from him will get the ball rolling. I suppose we can learn from each other, whatever our relative experience, so if you have something to offer, get writing.

Paul Parmenter, Area Secretary

CONWY & NORTH WALES

Small Boats Rally, Derwentwater - 4/7 September 1998

Despite the threat of Hurricane Danielle, 17 boats turned up to enjoy the weekend. That hurricane never materialised and we had light winds for both races. It was nice to receive a good luck call from Rowlock & Bilge, who are two clown friends of ours (*As seen at Greenwich & Portsmouth. Ed.*)

Two races took place on the Saturday. With the wind NE 2, we raced to St. Herberts

1st Race

1st across the line	<i>Nymph</i>	Pete Farrer
1st on handicap	<i>Nymph</i>	Pete Farrer
2nd across the line	<i>Mantis</i>	Alan & Irene Aston
2nd on handicap	<i>First Farthing</i>	John Alexander
3rd on handicap	<i>Mantis</i>	Alan & Irene Aston
Last on handicap	<i>Green Ginger</i>	David & Vanessa Fitzjohn

2nd Race

1st across the line	<i>Nymph</i>	Pete Farrer
1st on handicap	<i>Aquarius</i>	Ken & Gladys Anderson
2nd across the line	<i>Misty Morn</i>	Roger Tushingham
2nd on handicap	<i>Nymph</i>	Pete Farrer
3rd on handicap	<i>Princess of Finsthwaite</i>	Richard Armstrong
Last on handicap	<i>Frejala</i>	Fred & Angela Winstanley

In the opinion of the judges (Tom & Isabelle) the Best Turned Out Boat was *Green Ginger*. The prize for the Best Boat Performance, a picture sketched by member Scott Metcalfe, was awarded to the crew of *Nymph*, Carol Lyons. The Furthest Travelled Boat was almost *Mantis* from Co. Down, but *First Farthing*, coming from Llandonna, Anglesey, just beat them. The Most Musical Boat was of course *Mantis*.

The evening continued with the most pleasant sounds of Alan, Irene and Carol. Sunday proved to be another good day with everyone having a free sailing day and trying other boats.

Island where we all enjoyed a picnic and being entertained by our resident singer Irene Aston! The afternoon saw a Le Mans start to our second race and, with two more boats joining us, we raced back to the start line. The wind had increased slightly to 3-4 from the West and therefore the race back was soon over. This year we had our own rescue and start boat, a 5.4 metre RIB owned by Tom and Isabelle, who afterwards produced an excellent video of the weekend. Back on dry land, we held sponge-throwing and heaving the line competitions, monies from which went to the RNLI.

Prize-giving took place in the Chartroom Bar during the evening. As *Nymph* (our boat) had won both races on both handicap and crossing the line, the prizes were awarded to the 2nd and 3rd boats on handicap and 2nd across the line for both races. We also gave a prize to the last boat on handicap in each race.

is a UK wide initiative to find out just how many historic craft of all types do survive. Owners nominating their vessels receive a certificate recognising the vessel's historic significance and an annual newsletter (1st issue due Spring 1999). There is no charge to owners to register their vessel. The work is co-funded by the National Maritime Museum and the Heritage Lottery Fund and is complimentary to the excellent Registers already maintained by specialist associations such as the Old Gaffers, Steamboat Association of Great Britain and The Association of Dunkirk Little Ships. The difference is that the remit for the NHRV is to make a record of all surviving historic craft which fit the following criteria:

- * Built in the UK before the end of 1945, and which remain in the UK.
- * Over 40 tons displacement and/or 40ft in length.
- * Which have the majority of their hull structure substantially intact (i.e. still operating, but a vessel can also be registered if it has been laid up).

The National Historic Ships Committee (NHSC) who originally commissioned the Register and who are overseeing its compilation, have given us a degree of flexibility in the criteria, in that we can record vessels that are slightly younger or smaller, if they have a significant heritage merit. This could mean that perhaps a vessel has an association with a famous person or important historical event. Perhaps it is of great age (built pre-1900) or is a unique survivor of its type? I would like to urge any member who has a vessel which they would like to nominate, which perhaps does not meet the criteria in some small way, to still complete and return the form inside the leaflet.

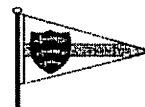
The UK has a rich and wide diversity of craft. The ultimate aim of the Register is to make sure that a representative sample of all that is best in the UK's ship and boatbuilding tradition is saved for future generations to enjoy. The first stage is to find out what is possibly available to preserve, and this is where the support of owner's associations like the Old Gaffers is invaluable.

I would like to take this opportunity to thank members of the OGA Committee for their support of the Register towards this goal.

Yours sincerely

Deanna Groom

Research Officer



The Thatches, Friars Rd., Braughing,
Ware, Herts. SG11 2NN

Editor, Gaffers Log

27 October 1998

Dear George

A word of thanks from all of us at the North Farnbridge Yacht Club for the publicity in the Gaffers Log regarding our Centenary celebrations, resulting in nineteen OGA members' boats attending. We had a fantastic four days, welcoming founder Francis B Cooke's daughter Shirley as our Guest of Honour at our supper on Thursday 1st October, the exact anniversary of our Club's birth. Incidentally, FBC was made an Honorary Member of the OGA.

More than 100 Club members and visitors filled both the Clubhouse and the saloon of the 1898 Sailing Barge *Wyvenhoe* on Saturday night, when prizes were presented for the oldest craft attending - James Green's smack *Gracie* from 1890 just pipping Ant Law's beautiful balanced lug canoe yawl

by three years; the best turned out boat - Robert Holden's gaff cutter *Emanuel* ; and the furthest travelled by sea - George & Amanda Anderson's *Smooth Hound*, all the way from Chichester. Also from Chichester, Tim Hunt trailed not only his own dinghy but also that of his daughter Sophie, both taking part in the sailabout. Almost fifty craft actually took part in the 'Hour under Sail' on Sunday, rounding of this memorable occasion, with every conceivable rig and type represented.

Thanks again for the OGA's support.

Yours sincerely

Richard Walsh

Vice Commodore NFYC (& new OGA member)

11 Nelson Street, Kings Lynn,
Norfolk PE30 5DY

8 September 1998

Dear Mr Jago

Recently, I wrote to 'Classic Boat' for a copy of an article published a year or so back and was delighted to find that you own a Deben 4 tonner. I enjoyed my *Inanda*, which I kept for several years at Ian Brown's yard at Rowhedge. Sadly, he sold up and my retirement plans went awry. Now I am too old to travel there in any case and not fit enough to sail. I do miss taking part in the annual race, though I never won anything

My boat ownership began in the early 60's, when I was senior registrar to Lord Evans at the London Hospital. One of my duties was looking after his private patients, one of whom was a very old lady who lived in a large house in Fambridge. I visited her there and we became good friends. She was the daughter of a rich hop merchant and, as a girl, was one of the first ladies to sail on the Burnham river, in serge skirt and all! She remembered going to the opening of the railway to Burnham - even the hat she wore! I wonder if you can find out her name - I have forgotten it - which is shameful, as she left me £500 in her will to buy a boat. I found Francis B Cooke's *Iolanthe* in Shoreham, bought her, and in February and March 1966 sailed her to the Colne. She gave me years of pleasure and I wish I still had her and could bring her to the Fambridge Yacht Club's 100th anniversary.

Glad to hear more of Frank Carr, he stayed with us here on a couple of occasions.

I have a little used gymballed primus stove holder, heavily galvanised; I think it had a special name. Do you think anyone would be interested in buying it?

Best wishes

Yours sincerely

Geoffrey Bolt (OGA no. 317)

Editorial note: The old lady mentioned above was Mrs Barrett of Fambridge Hall. This family owned the first motor-car in Fambridge and grew orchids in a steam heated greenhouse, while the water on the dining table froze in winter.

downstream of Darthaven and enjoyed a family picnic lunch. This was followed by a short race and the barbecue in the evening, where again we had live music and the company of 35 Old Gaffers and friends.

The last event of the season, in October, was an "In River" race and rally from Dartmouth to Dittisham and back, with lunch and shanty music at the Res Nova restaurant barge.

Start Bay Old Gaffers Race Results - 4 July 1998 -

Class 1 -	1st	<i>Kelpie</i>	Brian Kellan	Mylne 38
	2nd	<i>Muriel</i>	Paul Heighway	6 Metre
	3rd	<i>Dirk II</i>	Graham Benton	Fife Cutter
Class 2 -	1st	<i>Dorothy</i>	John Holden	Lynton Hope Sloop
	2nd	<i>Wender</i>	Sam Poole	Holms Cutter
Class 3 -	1st	<i>Marie Louise</i>	Mike Lucas	Oysterman 16
	2nd	<i>Ailsa</i>	Mark Woodhouse	Crabber 24
	3rd	<i>Maid Marion</i>	Charles Dickerson	Till Cutter

Retired - *Peter & Jessica* (Tony Knights), *Diana Joan* (Peter Wyatt), *Elizabeth M* (Roger Gerrish), *Oystermid* (Malcolm Jenkins), and *Petranella* (Dave Keller).

John Bryan, Area Secretary

BRISTOL CHANNEL

Since the last Log, I have contacted most Bristol Channel members to establish their interests and it is becoming quite clear that we have few members in the area, even fewer members who own boats and very few who keep their boats on the Bristol Channel! I have to admit that, having lived in the area for fourteen years, I have only dared to sail in these waters for a total of six days.

Having said that, I feel that the Bristol Channel is not too daunting a place in which to sail and is probably under-rated and under-used as a cruising ground. Many of the harbours around the channel do have a charm all of their own and the amazing tidal range does have some significant advantages. For instance, an average range of 12 metres makes for easy rough calculations using the twelfths rule. Calculations do only need to be rough, since when the tide is going out at a foot every six minutes, you can't afford to cut it too fine! And when the tide is running at eight knots,

you can virtually always sail because of the apparent wind. It is quite easy to do sixty miles on a tide - as long as you are trying to go in the right direction.....

One of the nice things about being Area Secretary is that you do get to talk to interesting people who you may otherwise not ever meet. I had one such conversation with Colin Green, a member who lives in Newport, South Wales. Colin is not a sailor, but joined the OGA in the hope that he might find it useful in researching a book he was writing about the Severn Trows, the local gaff-rigged trading vessels. Colin's book, entitled "Severn Traders - The Story of the Trow" is now finished and he hopes it will be available as a 200 page hardback edition in mid March from Black Dwarf Publishing, 47 High St., Lydney, Gloucestershire.

One other bit of feedback that came to light was a request for more articles of a technical nature to be published in the Log. This was rather surprising, since it came from a member who has designed and built single-

were surprised to see *Zinnia*, Ian and Sue Pople's new Irens/Burnett yacht, work her way through the fleet to become the first Gaffer home. At the back, others fought hard for the Secretary's Trophy, awarded to the last boat to cross the finishing line within the time limit. That honour went to *Dirk*, although I thought at one time we might pull it off in *Mayfly*.

Our thoughts turn now, of course, to 1999 and the Area Committee is planning the season's events. There are no radical changes in prospect, but any member with views on the subject is welcome to pass them on to me. As usual, the first event of the season will be the Solent Area Annual General Meeting, which will take place at Warsash Sailing Club on Saturday 20 February. Area members will be mailed separately in due course.

Geoff Skinner, Area Secretary

DEVON

Earlier this year, in addition to his Spring Newsletter, Mike Lucas produced a 1998 Programme of events being held in Devon. We are now coming to the end of this very full programme and it is time to look back at the season and see how we did.

We started with the Commodore's Supper in Dartmouth, which was attended by about 30 members, in addition to Dick Dawson and party from HQ. I think this will rate as a good evening with a satisfactory turnout.

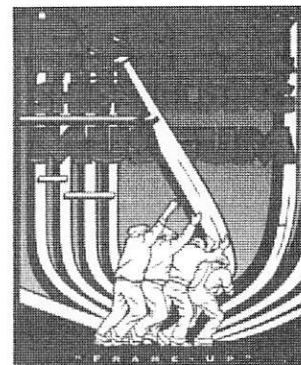
Eight Race/Rallies have been held and the entries varied from 5 to 20, which is a bit disappointing when one considers that we have 70+ members in Devon, mostly boat owners. I don't know whether the word "race" puts people off or whether "fun race" puts off a lot of others. However, let me say this - those who participated this year thoroughly enjoyed their Race/Rallies. We try to make the racing as simple as possible, and apart from the Dartmouth Royal Regatta and our own Start Bay Old Gaffers Race, nobody had to worry too much about knowing the rule book backwards, and even

these two events only required a knowledge of the basic flag and gun signals and the fundamental racing rules. It may be that we have not communicated with you as well as we should - anyway, next year we will try harder.

We have held three Barbecues - one on the beach at Dittisham and two on the River Terrace of the Royal Dart Yacht Club, all of which were held in conjunction with a race/rally - and all successful. Our Start Bay Race attracted 85 people, who thoroughly enjoyed the Prize-giving at the RDYC, which was followed by live music, a "July 4th" menu and the company of other Old Gaffers. Remember, we welcome members and friends who arrive by car, as well as those who come by water. The other Barbecue held at the Royal Dart was in conjunction with our Small Gaffer Rally, when 7 Oystermen and Shrimpers rafted up, just



MARIE LOUISE at Royal Dart Regatta
Photo: John Bryan



Mr George Jago

Old Gaffers Association

Dear Mr Jago

Allow me to introduce myself. My name is Donald Fraser and I have had the pleasure of meeting Mr Martin van Mesdag in my capacity as Director of the Essex Historical Society and Shipbuilding Museum. Mr van Mesdag provided the Museum with a generous donation in the name of the Old Gaffers Association.*

I had sent an earlier letter of appreciation that somehow failed to reach you. For this, I apologise and hope this letter is not too tardy in expressing our sincere thanks for your generous support.

I would like to extend an invitation to you and your members to visit the museum if and when any of you come to the United States. We are a small organisation, but we are rich in history and hospitality.

Thank you again for your donation and I hope to meet you some day.

Warm regards

Donald Fraser

Executive Director.

* When Martin van Mesdag spoke at the OGA Dinner at Burnham last February, he waived his usual fee and asked us instead to make a donation to the Essex Museum.

15 Kings Avenue, Ealing, London W5 2SJ

20 September 1998

Dear Sir

OGA - CREW NEEDED

In the September issue of OGA News, you said you might be able to put skippers looking for crew in touch with crew looking for boat.

I sail *Affinity*, a 30' Pilot Cutter by Cornish Crabbers and as the last of my young is just going off to University, I am looking for crew for next season. We do not race, preferring to head off away from the crowds and drop the hook in peace. If you know of any keen, fit types with some basic sailing experience, I would be glad to hear of them!

Yours sincerely

Richard Kornicki

NOTES FROM OUR EXTERNAL LIAISON OFFICER

The OGA, with its vast wealth of experience, is fast becoming recognised as a major player in the yachting and boating scene. As a result of, for example, our leading role in the Decommissioning of Fishing Boats, our opinion is becoming ever more valued by various bodies, both here in Great Britain and overseas.

This year, we have been able to clarify a difficulty of interpretation, by European Member Organisations of EMH (European Maritime Heritage), of the monitoring of VHF Ch 16 by the UK Coastguard and other shore stations. We were able to reassure them that a continuous listening watch will be maintained at least until February 2005.

The OGA has also responded to a Maritime and Coastguard Agency (MCA) Consultation seeking comments on draft amendments to the Registration of Ships Regulations. These amendments should make interpretation of the Regulations a lot more user friendly.

Currently, this 'office' is dealing with two other Consultation documents from the MCA. One deals with a review of Medical Training for Seafarers. This has implications for Yachtmasters and seeks to harmonise training with the now much wider range of modern medical equipment required to be carried aboard sea going ships. The other one deals with an EC Directive on Work Equipment - Fork Lift Trucks etc.!!

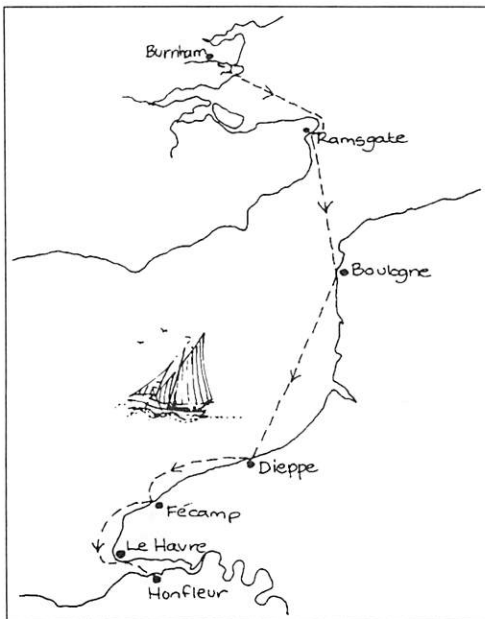
Timely reminder on earlier mentioned Ships Registration. Those with vessels on the old Part 1 Registry, need to remember that this part expires on **20 March 1999**. The Registry of Shipping is trying to obtain a 3 month extension of renewal time. However, at the time of writing, we have no further news on this, so we must comply by contacting the Registry within the allotted time. Owners requiring return of their Blue Book must enclose a stamped, addressed envelope.

Robert Holden

SHEENA'S RETURN TRIP - Part 2

by Richard & Joy Taylor

Tuesday : Ramsgate - Boulogne. From the South Goodwin light vessel we set a course due south on our borrowed gps. Apart from one tanker which we tacked to avoid, we saw fewer large vessels than expected. The wind was a moderate south westerly, so we made good progress and were pleasantly surprised when Cap Gris Nez came into view after about five hours. At about this time the tide changed and started flowing north, making us harden onto the wind to maintain our course to Boulogne. As a large swell was building it was time to reduce sail by taking off the jib. We were pleased when we were able to make out the entrance to Boulogne; sailing straight into the protection of the outer harbour, we were then able to take in sail and attach the outboard. Looking astern as we entered the inner harbour we saw a German botter that had followed us in from the south. Seeing our small boat, with its



Hard work! L to R - Nick, Hilton & Ray on CYNARA

Photo: John Cadd - Seascope

the four days and soak up all the atmosphere. Among other attractions, we particularly enjoyed "The Hunting of the Snark", but only managed 2 performances against Chris Waddington's 3 (or was it 4 Chris?)

Of course, fine weather can bring its own problems, like the sea breeze filling in rather late for our 40th Annual Race, but when it came, those that had not retired had a splendid sail back to Portsmouth. It was nice to see so many Gaffers from our neighbouring areas, which brought the race entry to some 80 boats, the highest for quite a few years. Pat Dawson has written a report of the race and the Classics Race which the OGA also organised.

Our last Rally of the season was to Yarmouth, a venue always popular with the Solent membership. Despite the threat of some poor weather, 20 or so Gaffers attended and were rewarded with some very good weather for the end of September. As in previous years, the Royal Solent Yacht Club invited us to take part in

their Centenary Chase pursuit race on the Sunday morning, in which we had a strong entry, the age range of boats spanning 113 years, with the 1885 *Partridge* at one extreme and *Westernman* and *Zinnia*, brand spanking new, at the other; each looked splendid. I have to say that it is nice to see these 'new' boats swelling our ranks, whether restorations or new builds. And it is especially nice to see a large boat like *Partridge* being sailed as regularly as the smaller boats.

The Race proved a little disappointing, with a distinct lack of wind and a fairly strong flood tide under what little there was. As a consequence, a simple course was set up and down the Island shore. The key to success was really in getting past Yarmouth Pier, which many of us struggled with for far longer than we would have liked. It was during this time that the paddle steamer *Waverley* arrived to embark passengers from the pier, which made for an interesting spectacle as she weaved her way through the boats. I do not think that too many of us



PARTRIDGE crew celebrate their win at IFOS

Photo: John Cadd - Seascope

International Festival of the Sea Classics Race - Sunday 30th August.

Given the light fickle winds the day before and so much to see in the Festival, it was not surprising that the number of boats that came to the start line was down. However, there was a steady breeze which held throughout the day. 38 boats - 16 gaffers and 22 bermudian - started off North Sturbridge buoy. *Partridge* made a magnificent sight. Coming to the line behind a group of bermudian yachts, Alex saw a small gap. Sheets were trimmed and *Partridge* shot through the middle making the rest look as if they were stationary. The course took the fleet out through the Forts, out to Dean Tail and the Winner buoys and then back past Horse Sand Fort to a turning mark and the finish between Castle buoy and Southsea Castle.

It had been decided to handicap all entrants using the OGA T(H)CF system. This is



MARIGOLD pipes her way to a prize
Photo: John Cadd - Seascope

based on a 1950's RYA handicap and can be used for bermudian as well as gaff rigged craft. So it was with some trepidation that the race officers waited on Southsea Castle for the fleet to return through the Forts. By 15.30 hrs. it became clear all was well. The first two to finish were bermudian, *Clairella* and *Aceca*, then the gaffer *Dirty Girty*, followed by two more bermudians and the gaffer *Chloe May*. The fleet was well mixed.

#*Clairella* a Sparkman and Stephens built in 1978, owned by N Millward was the overall winner.

Class 1 - Over 40ft waterline:-

1 st	* <i>Marigold</i>	G Allen
2 nd	* <i>Partridge</i>	A Laird
3 rd	# <i>Amanda Jane</i>	Horwell

Class 2 - 28ft to 40ft waterline:-

1 st	# <i>Tobin Bronze</i>	P Ward
2 nd	* <i>Momento</i>	R Emery
3 rd	* <i>Island Swift</i>	J Richardson

Class 3 - less than 28ft waterline:-

1 st	# <i>Clairella</i>	N Millward
2 nd	* <i>Jaid</i>	D Cooper
3 rd	# <i>Aceca</i>	M Weaver

#*Saga of Sakrow*, owned by J Trinder, won the prize for being the first boat over 40 years old to cross the finishing line.

= Bermudian * = Gaff

Many thanks again to Nick Gates for the use of *Cynara* as the committee boat, and to Hilton Matthews, Race Officer and Ray Plant, Handicapping Officer.

Pat Dawson

The International Festival of the Sea at Portsmouth at the end of August exceeded expectations, thanks not only to the immense efforts of David Cade and his band of supporters, but also to some glorious weather, so uncharacteristic of 1998. Having worked in the Naval Base for 14 years, I cannot say that I had ever expected to spend a holiday there! But fun it was, especially being able to pace oneself over

even smaller outboard, he very kindly offered us a tow, which we politely refused. We moored at the yacht club some seven hours after leaving Ramsgate and, feeling quite pleased with ourselves, went into town to call the shore-crew, M. Chauveau and, of course, George Jago, who was instrumental in instigating the whole escapade!

Wednesday : Boulogne - Dieppe. We knew this was going to be a long leg - 50 or so miles - and it turned out to be a bit of an endurance test. Leaving Boulogne at 1000 hours we caught the tide down the coast but, with little wind, made slow progress. As the tide turned against us at about 1600 it was obvious we were not going to make it by nightfall, in spite of having used the Seagull for several hours. As night fell we settled down for a long drift in light winds; with the tiller lashed we were able to take it in turns to perch in the companionway to stay out of the drizzle and try to stay awake.

Thursday. By daybreak on Thursday we were only seven miles from Dieppe with a freshening breeze, which meant that we were able to wake up the entire marina when we entered with our outboard at 06.45. Unable to leave the pontoons due to an over-efficient security system, an English couple on a cruising Westerly made us very welcome with a cup of tea. As it was now Thursday we declared a rest day, hoping to catch up on some sleep, but that plan was soon dashed. Stirling, having slept soundly all night, was ready to party, so we had to take turns in taking him ashore; but our naps were also disturbed by a constant stream of interested French visitors!



Stirling off watch

Photo: Joy Taylor

Friday : Dieppe - Fécamp. This next leg gave us a really pleasant sail, leaving at 1100 to take the tide and a southerly breeze, past St Valery en Caux and soon picking up the coastguard station and lighthouse high up to the north east of the town. We berthed in the marina late afternoon and went off to find the harbour master. Soon we were surrounded by a racy fleet of yachts from Le Havre, whose crew of high tech sailors were fascinated by *Sheena*, the only wooden boat there. In fact, everywhere we went *Sheena* aroused interest, which usually changed into astonishment when they found out we had a baby on board and had sailed from the East Coast of England. Our grasp of French is limited, but we asked one crewman from the racing fleet if he had heard of AMERAMI. "Oh yes," he replied, "they are a very serious organisation"! Serious? Were we handing *Sheena* over to the French Godfather, we wondered.

Saturday's forecast was not favourable - north easterly 6-7, so we decided not to venture out but spent the day exploring Fécamp's

market along with the famous Benedictine distillery. We also received three visitors from the ex-RNLI lifeboat *Redundant Hero*, who had been asked to look out for us. The skipper spoke no English, but a couple of his crew spoke a little; they communicated their concern that we would not make it to Honfleur by Sunday. We reassured them that we would try, and promised to see them in Le Havre the following day.

Sunday : Fécamp - Le Havre - Honfleur. At 0400 we set off into a lively south westerly and with wind over tide it was a wet and nasty thrash to windward. Luckily, Stirling was unperturbed by a cabin that was soaking wet and bouncing around and slept for most of the way. Seven exhausting hours later we reached Le Havre and berthed thankfully alongside the *Hero*, desperate for showers and lunch! After lunch, the sun came out and the wind died away to nothing, so we were happy to be taken in tow for the final estuary crossing to Honfleur. On arrival we found the Fête de Mer to be in full swing; a boat full of local dignitaries, including M. Chauveau, were there to greet us and the local priest gave us his blessing as we entered harbour. Taking out *Sheena's* paddle to make the final manoeuvres into a berth alongside a restored fishing boat caused laughter and cheers from the crowded quayside, as *Sheena* took her place amongst their collection.

After tidying *Sheena*, we were later introduced to M. Chauveau and the President of the Association, who was a retired Admiral of the Fleet, and had the pleasure of inviting them on board. We drank champagne from the only clean mugs on board while Stirling entertained the Admiral's wife and passed the biscuits. After a considerable amount of celebratory wine on top of exhaustion and empty stomachs, we remember very little about signing the final paperwork and with a cabin still full of wet sleeping bags we were extremely grateful to be treated to a night in a hotel.

The following day we made our emotional farewell to *Sheena* and, laden with buggy, baby gear, clothes, sleeping bags and all the gear that had to be taken off the boat, including paddle, we were dropped off at the ferry terminal at Le Havre to make our way home.

Although *Sheena* will be sadly missed on the East Coast, we feel that we have done the right thing in returning her to the French and we are sure she will be looked after and cared for in the manner she deserves.

Thanks to Claudia Myatt for her artistic and secretarial help.
Editor.



M. Chauveau and the Admiral welcome *SHEENA* at Honfleur
Photo: French crew

Sea had attracted many spectators, so the entrance to the festival was a zoo, requiring patience and the odd piece of clever boat handling. However the sun shone, the wind benign and eventually everyone found a berth. Race declarations were handed in and commemorative mugs, sponsored by Red Funnel, were handed out. The prize giving was expertly masterminded, as always, by George Beckett and Tom Cunliffe presented the prizes. Later in the evening the festival site proved to be an Aladdin's

cave of delights. Don's Bar proved to be a serious draw, so did, for other reasons, the "Hunting of the Snark". The weather continued to be good on Sunday and most of Monday. There was certainly plenty to see and do; Naval Ships to visit, pavilions and exhibitions to view, street entertainers and festival performers, plenty of music and marching bands and then the final concert, where Britannia certainly ruled the waves, followed by a grand fireworks display.

Race Results:-

1st across line - The Deadeye Trophy

1st on corrected time over 50 years old

1st on corrected time under 50 years old

1st Class 1 - The Gaffers Eye

2nd Class 1

1st Class 1A - The Le Havre Plate

2nd Class 1A

3rd Class 1A

1st Class 2A

2nd Class 2A

3rd Class 2A

1st Class 2B

2nd Class 2B

3rd Class 2B

1st Class 3 - The Quiver Trophy

C H Paxton Trophy

Edgar March Memorial Trophy

Jim Rawlings Trophy

Pierce Eye Trophy

Itchen Ferry Trophy

Freda Trophy

Laggards Ladle

Pitchfork Trophy

Golden Baguette Trophy

Partridge

A Laird

Dolphin of Leith

J Lowrie

Jaid

D Cooper

Partridge

A Laird

Marigold

G Allen

Island Swift

J Richardson

Bonita

M Beckett

Rula

B Cooper

Seaway

B Pragnell

Maryll

J Wainwright

Young Alert

G Beckett

Ailsa

M Woodhouse

Dirty Girty

R Berk

Merganser

M & D Brackstone

Jaid

D Cooper.

Dorothea

P Treadgold

Maryll

J Wainwright

Jaid

D Cooper

Young Alert

G Beckett

Young Alert

G Beckett

Maryll

J Wainwright

Windsome Lady

R Stokes

K & M

Marigold

G Allen

SOLENT

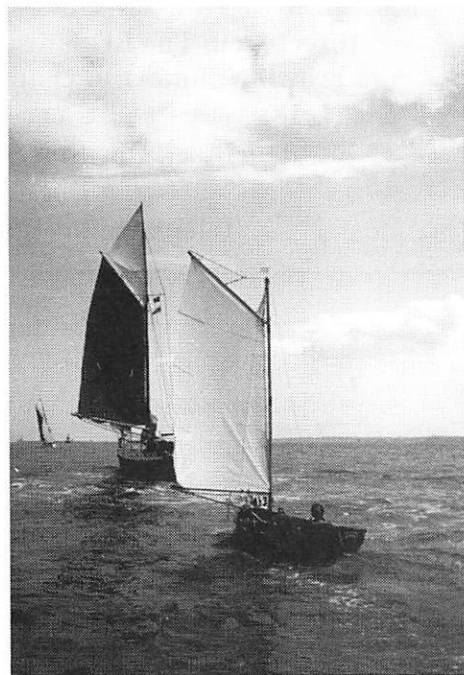
Solent Old Gaffers Race - Saturday 29th August 1998

40 years ago the first Old Gaffers Race was held in the Solent, at a time when the local yacht clubs were not prepared to include old gaff rigged craft in their races. Forty years on, not only yacht clubs are keen to include gaffers in their race programmes, but great celebrations of maritime heritage are only too keen to invite us to their festivals. So on the eve of this year's race, a fleet of gaffers left the Portsmouth International Festival of the Sea on the afternoon tide for Cowes and the pre race get together at the Cowes Corinthian Yacht Club.

As always the Cowes Corinthian Yacht Club provided a great welcome and members were soon renewing friendships over a glass or two. This year, Hilton Matthews organised a splendid barbecue; the queues were long but the rewards excellent. The weather was good and all was set fair for an excellent race. Some had put in serious preparation for the race; many hulls looked to be recently scrubbed, but the fine new gaffer that managed to lose her prop between the Beaulieu River and Cowes did seem to most to be going a little too far!

Saturday dawned warm, bright but lacking in the wind department. With friends from other areas, the entry had swollen to a grand 83 boats, making a brave sight off the Island Sailing Club line. The easterly start gave us the tide, but for some, keeping above the start line proved difficult. There were many close quarters, but all managed to get away without incident. The gentle zephyrs of wind and a fine tide carried the fleet down to West Ryde Middle; then, tactics became all. The canny ones anchored early for lunch off Mother Bank in sensible depths of water. Others, proud to be out ahead, left the lunch hook on deck longer and found the need to tie extra pieces of rope to the kedge to cope with depths of up to 12 fathoms. Each boat has her tale to tell. The tide was the deciding feature. Meanwhile there was considerable

concern on the committee boat. Where was the sea breeze? It was definitely late on parade and for a time it seemed that even if the course was shortened at Hill Head, there would be few, if any, finishers. Meanwhile around the fleet, following civilised lunches, there was plenty of time for a nap or, for the more energetic, a swim, before the breeze finally filled in from the west, giving the opportunity of making Hill Head. The course was shortened at Lucas, where 29 boats finished. It was certainly *Jaid's* weather, for she won handsomely on handicap, with the first Solent boat, *Ailsa*, not far behind, so Mark Woodhouse is this year's Commodore.



Jaid, winner on handicap

Photo: John Cadd - Seascope

Many thanks must go to Hilton Matthews, the Race Officer and Ray Plant, the Handicapping Officer who also worked out all the results. Thanks also to Nick Gates for supplying his fine motor sailing yacht *Cynara* as committee boat.

The sail on into Portsmouth harbour was interesting. The International Festival of the

OBITUARY

Martin Weston Eve

1924 - 1998

The last chapter of this Old Gaffers tale has, I am sad to say, been written. Martin, who was diagnosed with lymphoma in 1986, kept smiling, sailing and working right until the end, when he died on 26 October. He owned *Privateer*, a converted Boston smack, which he kept at Tollesbury, Essex and in 1984 wrote and published "An Old Gaffer's Tale", in which he chronicled the pleasure that he and his family had derived from owning her. Born in London, Martin started his sailing on the River Alde in Suffolk, when his father, himself a notable yachtsman, retired to oversee the Butley Oysterage (see letter following).

He followed his mother's strong Socialist beliefs, which were of a very practical nature, all his life. Early in World War II, he falsified his age to join the Royal Navy and later, commissioned as an RNVR officer, he was at the D-Day landings. Demobilised in 1946, he then read history at Cambridge. In 1956 he set up his own publishing company, Merlin Press. Later another company, Seafarer Books, was formed, which met the needs of his love of sailing, attracting many well-known maritime writers.

A man of strong principles and sincere and unstinting support to anyone in need, Martin will be sorely missed on the East Coast.

The Old Gaffers Association extend their sincere condolences to his wife Pat and his family.

Editor

Seafarer Books, 2 Rendlesham Mews, Rendlesham.
Nr. Woodbridge, Suffolk IP12 2SZ

8 September 1998

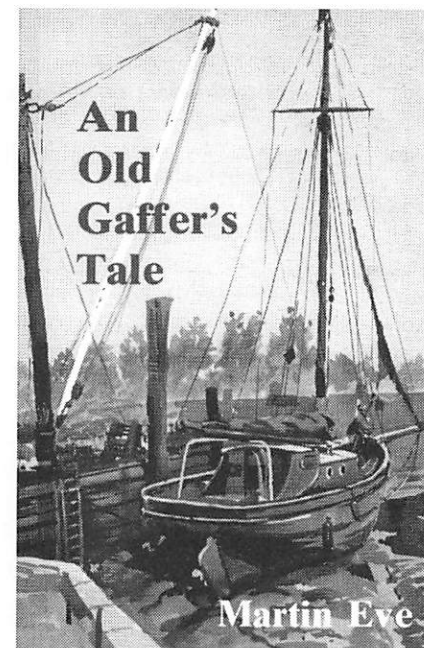
Dear Brenda & George

Good to see you yesterday. This is my contribution to the article on the *Sheena*. I was going to write to tell you that I have a very dear recollection of *Sheena* as a Bermudan boat in 1931. She had the next mooring to us at Orford and of course we were on friendly terms, even though she was Bermudan rigged. At the age of seven I naturally shared my father's prejudices and he had done almost all his cruising and racing before there was, as we called it, a Marconi rigged boat to be seen anywhere. She was then sailed by Robin Ross-Taylor but I suppose owned by his father Walter. She would have been Bermudan all the time she was at Orford in their ownership. I recall Robin standing on her truck, a feat I have never seen anywhere else. Since talking to you yesterday, I am pleased to hear that my long term memory was not mistaken.

Yours etc.

Martin

On this same day, Martin remarked to us how pleased he was that '*Privateer*' had found a good home. Editor.



OGA & OTHER TRADITIONAL EVENTS IN 1999

- Jan 16 OGA ANNUAL GENERAL MEETING, Cruising Association, Limehouse Basin, London.
- Jan 23/24 AUSTRALIA DAY WEEKEND, Pt Peron. Champagne breakfast, Trophy Race, Barbecue. Dave Roberts, 31 Parkin St, Rockingham 6168, W Australia.
- Feb 6 OGA MIDWINTER DINNER/TALK, Royal Burnham Y. C., Essex. Brenda Jago, tel. 01621 741595.
- Feb 20/21 OLD GAFFERS REGATTA, Mounts Bay S C, Swan River. Wally Cook, 6 Baskerville St, Mundijong 6123, W Australia.
- May 8/9 OPENING WEEKEND, NIOGA. Sailing from Bangor. Peter Lyons, tel. 01247 453099
- May 20/23 Boats 99, Beale Park, Pangbourne, Berks. (Replaces the Wooden Boat Show). Enquiries: Boats 99, PO Box 90, Truro, Cornwall TR4 8YE.
- June 4/6 YARMOUTH OLD GAFFERS RALLY (YOGAFF), Yarmouth, Isle of Wight. Geoff Skinner, tel. 01489 572427.
- June 12/13 Peel Traditional Boat Weekend, Peel, Isle of Man. Mike Clark, tel. 01624 861127.
- June 12/19 EAST COAST CLASSICS, Rivers Orwell, Stour & Harwich Harbour areas. Jon Wainwright, tel. 01206 393537.
- June 19/20 Ipswich Maritime Festival, Ipswich Dock, Suffolk. Jan Davies, tel. 01473 262052.
- June 19/20 ARDGLASS TRADITIONAL REGATTA (NIOGA), Ardglass, Co Down. Alan Aston, tel. 01232 426497.
- June 26/27 Galway Hooker Regatta, Portaferry, Co Down. John McAlea, tel. 01247 729532
- July 2/4 DUBLIN BAY OGA ANNUAL EVENT, Howth. Mick Bentham, tel. 353 1 8476279.
- July 10 MEDWAY & N. KENT AREA ANNUAL RACE, Queenborough, Kent. Lena Reekie, tel. 01795 534212.
- July 14/21 Un Pont vers l'An 2000 (A bridge towards 2000), Le Havre, France. Anne-Sophie Moisy, Lancluit 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 14/16 European Classics UK. Andrew McMeekin, tel. 01235 764265.
- July 17 EAST COAST AREA OGA RACE, in conjunction with WMYC Centenary. West Mersea, R. Blackwater, Essex. Jon Wainwright, tel. 01206 393537.

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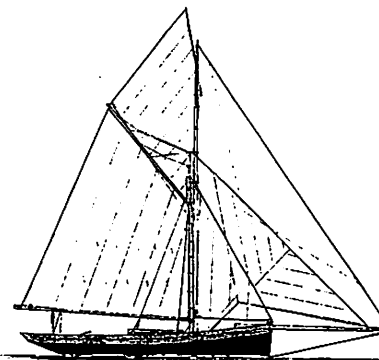
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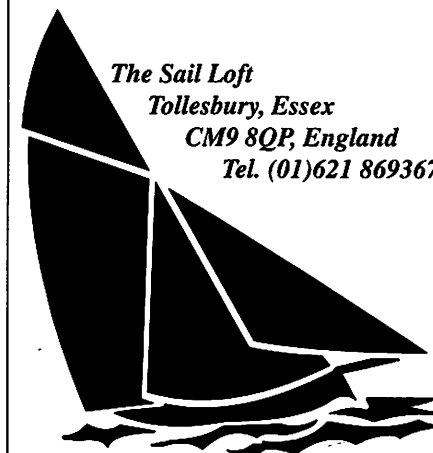


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