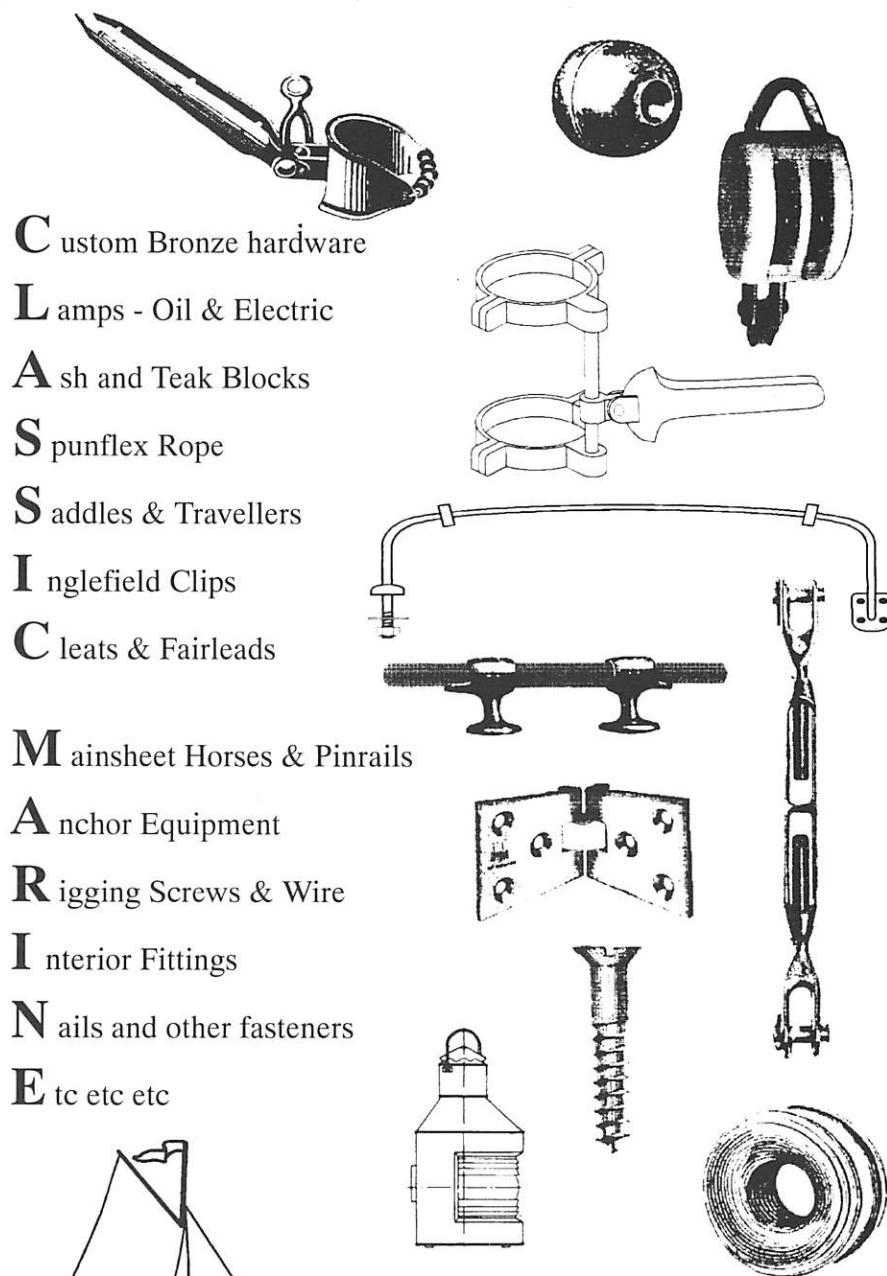




Gaffers Log

JUNE 1998

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



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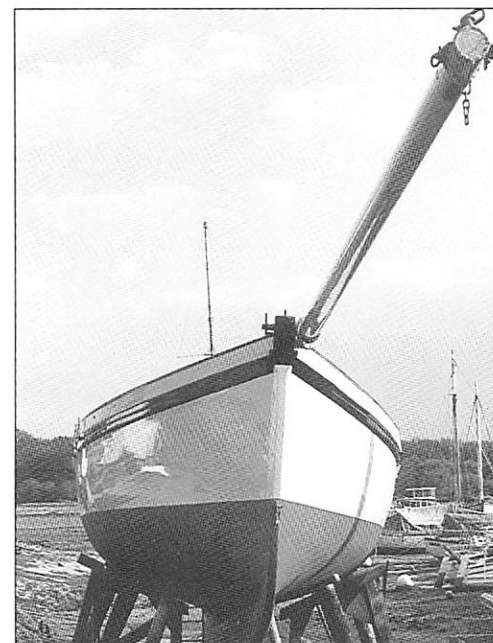
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39 ft AKARANA, Gaffers Day Race, Sydney Harbour 1988

Photo: Unknown

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
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	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
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Sweatshirts	M,L,XL,XXL	£ 15.00	£ 16.00
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Sweatshirts are available in Navy, Red, Green, Royal Blue and Burgundy.

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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) and, if possible, a self addressed label to :-

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

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22490 Plouer, France

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Boomstraat 72c, 1015 LD Amsterdam
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Front cover : Smack *ELLEN*, by Tony Pickering

Back cover : Give me a Tall Ship, 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 Dick Dawson, Hon. Secretary, tel: 01342 810303

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

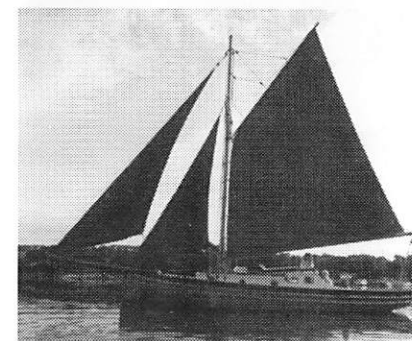
EC - East Coast	BC - Bristol Channel	FR - France
MNK - Medway & North Kent	NW - North West	GER - Germany
CP - Cinque Ports	CNW - Conwy & North Wales	WA - W. Australia
SOL - Solent	DB - Dublin Bay	EU - EU Liaison
DEV - Devon	NI - Northern Ireland	
CWL - Cornwall	SCO - Scotland	

REG. HISTORIC FISHING VESSEL "POLLY" LL77

LOA 36ft (+ 15ft bowsprit), Beam 10ft 6in, Draught 4ft 6in.

Lancashire Nobby, built Arnside 1906. 5 year rebuild 1989/1994, composite steel/oak. Pitch pine hull. Silicone/bronze screw fastenings. 50hp Isuzu diesel, hydraulic drive. 5 berth, sea toilet, etc. Previous winner Mersey and Conwy Nobby races. New survey. Price £19,500.

For full details, contact Dave Green, tel. 01704 537782



MORECAMBE BAY PRAWNER "MARTA"

LOD 32ft (14ft bowsprit, 10ft over bow), Beam 9ft, Draught 3ft 10in.

Good terylene sails, including topsail. Substantial rigging. Re-engined with 10hp Volvo MD1B, offset stern tube, shaft and matching propeller. Radio telephone, Decca and autohelm. Same owner for 17 years. Now afloat Millbrook, near Plymouth, after lots of work. Ready to sail away. Price £8,500 ono.

Contact: David Bailey, tel. 01752 822777 for full details.

SAILS FOR SALE

Staysail by Hoods in white Dacron. Excellent condition, complete with brass hanks, little use. Luff 56ft 1in, leach 51ft 6in, foot 17ft 5in, LP 16ft. Price £300.

Staysail by Hoods in white Dacron. Brass hanks, hardly used. Luff 25ft, leach 35ft 4in, foot 14ft 6in, LP 11ft 3in. Price £400.

Contact: Peter Lucas, tel. 01803 752457 (evenings), 01803 833022 (day), 07970 679476 (mobile)

CREW WANTED

Crew wanted - 1 person, non smoker, for 24ft GRP Gaffer, albeit with teak decks, etc. (Skanner 24). Based at Brancaster, North Norfolk. For weekends and possible East Coast trip or Holland. Owners male 53, female 44.

Contact: Brian Parkinson, 'Whitecroft', School Road, Walpole Highway, Wisbech, Cambs PE14 7QQ, tel. 01945 880838

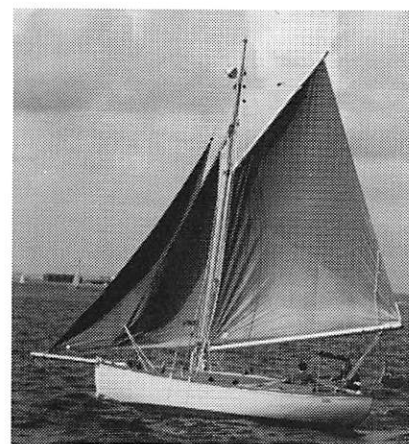
The Editor places advertisements in the Log in good faith. Neither he, nor the OGA, shall be held liable for their content and accuracy.

"HANSER"

LOA 36ft, Beam 7ft, Draught 2ft 2in/ 6ft.

4 berth cruiser, built 1975 by Holt & James. Cold moulded of two layers of khaya and one external layer of teak. Lifting keel, interchangeable bermudan/gaff cutter rig. Gaff main, genoa and cruising chute all 3 years old, 5 other sails in good condition. 7hp Ducati diesel, new gas cooker, log, echo sounder, compass, VHF and GPS. Professionally maintained, fast cruiser with excellent windward performance. Lying East Coast. Price £14,500.

Contact: Arthur Holt, tel. 01621 854022 (day), 01621 856468 (evenings)



10 TON GAFF CUTTER "CHAL"

LOA 31ft (with bowsprit 39ft 6in), Beam 9ft 6in, Draught 5ft.

Built 1939 by A M Gostelow, Boston. (Sister ship to "Stormalong"). 18hp diesel. Good inventory.

Poor health forces sale, hence realistic price £25,000.

Lying X Jetty, A H Moody & Son, Swanwick Marina, Swanwick, Hants SO31 1ZL

REG. HISTORIC FISHING SMACK "ROB PETE" LN 177

LOA 41ft, Beam 11ft 6in, Draught 4ft 6in.

Kings Lynn Shrimper built 1924 by Worfolk. 9 year restoration by Cracknell, Wells-next-the-Sea. Hull, spars and engine. Now needs rigging and sails. Owner has full documentation. Reluctant sale. Bargain at £16,000 ono.

Contact: Richard Heffer, tel/fax: 0171 700 4412



Circa 1904, Southend-on-Sea

Photo: Editor's collection

Portsmouth will be on when the next Log is due to go in the post, so we may be a day or so late sending it out. Besides this, I have two thoughts which to my mind are connected. One is the Boat Archive, which Pat Dawson has been diligently maintaining and the other is about getting young people sailing gaffers,

In the last Log, Tom Cunliffe wrote his thanks to the Sailing Committee for working on the Archive behind the scenes. Again, in this issue, there are no less than three letters of encouragement to members to contribute and all good reasons for the OGA to put every effort into producing a good and reliable archive of boats. Read also about Tom's support of gaff rig and heavy displacement hulls on pages 12/14.

My other thought was about getting young people involved in sailing gaffers. If you come from a traditional boating family background, like my father in the sailor suit above, with his grandfather in one of the family beach boats, the way is straightforward. My three year old grandson, because of encouragement from his parents, already knows that when the boat stops you pick up the ball out of the water and tie the boat on to it. We as a family are very lucky in that we have an established access into sailing. But what about all the people in our society, especially the young, who just look and wish but do not know how to get involved.

Other bodies share this concern, so maybe it is time for the OGA to do their bit to help. We can appear to be a very difficult lot to talk to at times. I am no exception. We live in changing times, but it is accepted that there are aspects of sailing which are a benefit to life in general. It appears to be easy to become a football team supporter but currently, the attractions of sailing do not receive the same hype. Perhaps sailing is not considered cool. To my mind, boats offer a challenge, a challenge which translates to help young people face every day life. It provides the opportunity to gain confidence, work by themselves or as a team and learn new skills. The OGA pilot scheme at Portsmouth with *Kenya Jacaranda* and *Golden Vanity* may get some young people started on gaffers and as an Association we may learn more - who knows.

When I said the Archive and young people are connected, the consideration is whether there will be anyone in the next generation to appreciate the Archive unless we make the effort to get them interested in our boats now.

For the current sailors, the deadline for adverts, articles and Area Notes for the next Log, is **1st August**.

George Jago - Editor

- CNW** Mr T Bramble, 3 Arnolds Yard, Old Market Place, Altrincham WA14 4DL
WELSH GIRL
- Mr P Jackson, 36 Grimshaw Lane, Bollington, Macclesfield, Cheshire SK10 5NB
- CWL** Mr M Henn, Pons Medda, Ruan Minor, Helston, Cornwall TR12 7NA
SOUTH WIND
- DEV** Mr & Mrs Leopold, 6 Arnold's Close, Kingston, Kingsbridge, Devon TQ7 4QF
CONSTANCE THOMAS
- Ms D Monk, Classic Sailing, Pantiles, St Mawes, Truro, Cornwall TR2 5AA
EVE OF ST MAWES
- Ms E Standen, Crisping House, Barley Lane, Exeter, Devon EX4 1SY
CARRIE OF CAMARET
- Mr H Young, Albin Villa, South Furleham Rd, Brixham, Devon TQ5 8JD
GOLDEN VANITY
- EC** Mr T Clayton, Silverton House, Church Rd, Terrington St John, Wisbech, Cambs.
MINUET
- Mr G Jenkins, Middlebarn Cottage, Bacon End, Gt Dunmow, Essex CM6 1JP
VISGE BEATHA
- Mr & Mrs P Wynn, 5 Maple Close, Brentwood, Essex CM13 2EA
JUANITA
- MNK** Mr & Mrs M Broad, "Down Tops"l", Bullockstone Rd, Herne, Kent CT6 7NL
MARY OF BRADSTOWE
- Mr Govan & Ms Berridge, 97 Perly Ave, Broadstairs, Kent CT10 3LD
SEA EAGLE
- Mr & Mrs Morgan, 7 York Rd, Rochester, Kent ME1 3DP
SEA WIND
- NE** Mr G Dove, 50 Sunholme Drive, Hadrian Lodge, Wallsend-on-Tyne NE28 9YT
PHEMIA
- NI** Ms J Lambert, 25 North Rd, Carrickfergus, N Ireland BT38 8LP
- Mr D Magill, 518 Doagh Rd, Newtownabbey, Co Antrim, N Ireland
MARLOU
- Mr D Partridge, 13 Lower Breakish, Isle of Skye, Scotland IV42 8QA
SHA'ULA
- Mr G Sampson, 3 Church Ave, Killough, Downpatrick, N Ireland BT30 7QF
- Mr P Welsh, 2 Roseville Cottages, Crawfordsburn Rd, Bangor, N Ireland BT19 1BS
- NW** Mr D McDowell, The Hollies, Far Lane, Gorton, Manchester M18 7FF
- OS** Hr P Docter, Kudelstaartseweg 104, Kudelstaart 1433 GL, The Netherlands
PASSANT
- Mr P Jenkin, 1414 Whitney Ave, Unit G-1, Hamden CT06517, USA
LADYBUG
- Mr & Mrs G Nash, S/V Fortuna, Suite 561/889, Gibraltar
FORTUNA
- SCO** Miss F Gough, 48 Wood Rd, Troon, Ayrshire KA10 6BU, Scotland
- Mrs M Hallam, Dairy House, Chapmanton, Castle Douglas DG7 2NU

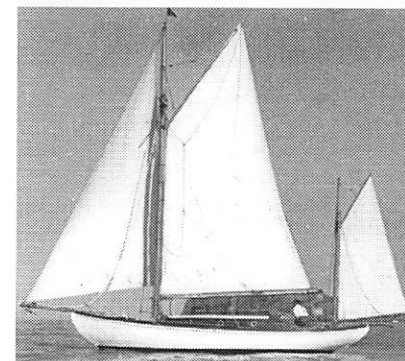
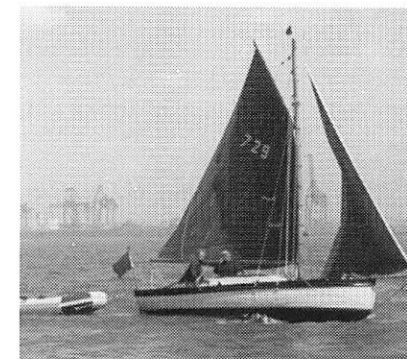
FOR SALE

GAFF SLOOP "TEAL" (OGA 729)

LOD 18ft, Beam 6ft 6in, Draught 3ft.

Built 1947 by Bill Wiggins, Great Wakering. 2 berth Estuary cruiser. Inventory includes Seagull 170 o/board recon. 1997, GRP tender with oars. Lying Woodbridge, Suffolk. Price £2,500.

Contact: Jane Burn, tel. 01473 610163



"CHARM"

30ft Gaff Yawl by Albert Strange. Immaculate condition. Twelve month professional rebuild 1996/7 to totally original specification. 4 berth, Volvo 12hp diesel. Fast and a delight to sail. Price £29,950.

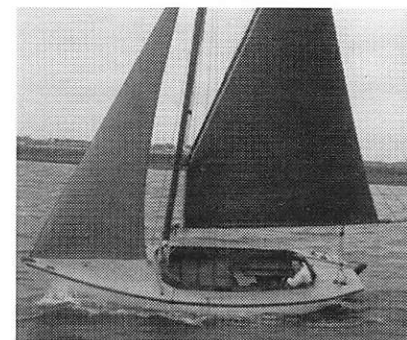
Contact: David Still, tel. 01243 574220 (S. Coast)

SLOOP "SIWASH"

LOA 19ft 10in, Beam 6ft 10in, Draught 2ft 6in/ 4ft 6in

Built 1895 by Harris Bros., Rowhedge, Essex. Gunter rigged, ¾ deck centre board day boat. Lying Slaughden Quay, Aldeburgh, Suffolk. Price £1,200.

Contact: John Marjoram, tel. 01728 453355



ITCHEN FERRY "MINX"

LOD 20ft, Beam 8ft, Draught 3ft 3in.

Designed and built 1887 by Paynes of Southampton. 2 berths, recent new mast and 8hp o/board. Lying Yarmouth, Isle of Wight. Price £4,500, no offers.

Contact: Paul or Annette Scivier, tel. 01983 754427

As we are new members and still "feeling our way" in the Association, we would like to thank all those members who made us feel welcome and enjoy the Australia Day weekend. We had a good voyage home. The wind had dropped to zero and the sea like glass when we slipped our mooring at 1100 hrs on Sunday. We had to hoist the 'diesel topsail' to make it past Garden Island. It was so hot motoring that we hove to and improvised a shade canopy over the boom and wrapped ourselves in wet towels for a while! There were lots of active flying fish zipping across the surface and the sea so clear that we contemplated a quick dip over the side.....however, we could hear "Jaws music" and kept going.

About abeam Carnac, the first indication (slight ripple) of a sea breeze was detected and we hoisted up everything, including the towels, and soon enjoyed a nice cool following light wind all the way back to Freo. By the time we were half a mile off the heads

we were surfing! It was so good, I wanted to go back out and come in again. The mast lowering and raising went without any dramas this time and then we made such good time up the river that we pulled up a mooring at Mosman for a well earned tinnie and a swim. It was still hot, even with a steady breeze. Up the river from Mosmans to Pelican Pt. we made our fastest sailing time ever, the breeze having gone back round to a southerly and freshening. Finally, we were back in our pen at Mounts Bay, tidy, off loaded, squared away and ashore, still with daylight to spare after a great day.

We enjoyed meeting new people and talking about their boats as well as seeing them in action. Surely this is what it's all about. Looking forward to the next Gaffers outing.

Adrian & Mary Edwards

This end piece from the Edwards' surely sums up the spirit of the OGA. Editor.

RYA SNIPPETS - by Robert Holden

Navigation lights - The Solent pilots have complained about the number of yachts showing a tri-light and sidelights simultaneously. It not only shows a pitiful lack of knowledge or seamanship but is very dangerous, particularly in confined waters where it can be confused as representing two small vessels rather than one.

Part 1 Registration Renewal Reminder - The Registry of Shipping & Seamen intend to begin a publicity campaign, in November 1998, informing all those who registered prior to 21 March 1994, that they must renew their registration or be struck off the register. This was the date of the change from the old Customs & Excise system to the new centralised system.

International Certificate of Competence - Holland has confirmed that the ICC issued in the UK will continue to be acceptable under the current rules for 1998. It should be remembered that only vessels longer than 15 metres or capable of more than 20 kph under power need ICC's in Holland.

National Go Boating Weekend - 18/19 July 1998 - The BMIF will also provide a series of regional "Try a Boat" events around the country to complement the other locations. If you would like to share in the benefits available, please call the marketing department on tel. 01784 473377 to see what National Go Boating Weekend can do for you.

Showing their teeth - The Environment Agency showed their teeth recently when they took a number of boat owners on the Medway to court for failure to have a Medway navigation registration certificate. Fines of up to £200 a boat were levied by the courts, who also added costs and compensation to the bill. Justifying both the need for registration and the court action, the Environment Agency's manager John Morgan said the agency was developing the Medway Navigation in the interests of all river users.

SOL Mr M Atherton, 15 Station Rd, Kintbury, Hungerford, Berks RG17 9HP **ZELAH**
Mr R Champion, 15 Riverside Mead, Stanground Marina, Peterborough PE2 8JN **YVONNE**
Mr M Custance, 'Four Rivers', Ash Island, Hampton Court, Surrey KT8 9AX **OCEAN PEARL**
Mr & Mrs Lewis, The Cottage by the Lake, Hookshore, Warsash, Southampton SO31 9HF **TAHILLA**
Mr J Reed, Lane End, Wood Green, Nr Fordingbridge, Hants SP6 2AY **KAMALA**
Mr M Taylor, Fishermans Cottage, 2 Marsh Rd, Gurnard, Cowes, Isle of Wight PO31 8JQ **HAZE**
Mr J Walden, Knight Marsh Farm, Stockley Lane, Calne, Wilts SN11 0NQ **SPARKY**

OLD GAFFERS ASSOCIATION PHOTOGRAPHIC COMPETITION 1998

On Sunday 15 March 1998, a group of gaffers gathered at the Royal North of Ireland Yacht Club prior to the judging of the 1998 Photographic Competition. This year we brought the judges to lunch before asking them to decide which of the entries would win the prize fund.

The judging panel was - Bob Hamilton, a prize-winning photographer from a regional newspaper; Andrew Jagers, the manager of Bangor's Five Gold Anchor awarded Marina, who is a keen photographer; and Colin Thompson, a local professional photographer.

We had a record number of entrants, 13, as well as a record 51 entries. Without doubt, this is the best year yet for the competition, an absolutely wonderful collection of marine pictures. The display was in full view of the members of RNIYC and it generated a lot of positive interest from them.

One person, Tony Pickering from Dartford in Kent, dominated the competition this year. Tony won first and second prizes in both categories - Best Gaff Rigged Boat and Best General Sailing Photograph. This wins Tony £200. The Isle of Man won both 3rd prizes, Nicola Dixon in the Gaff Rigged Boat and John McCauley with the best General Sailing. All of these photographs are absolutely stunning.

The judges found it very difficult to select only six pictures and Highly Commended 3 others, Stephen Clarkson from Northern Ireland, C R Osborne from Solent Area and another of Nicola Dixon's photographs. I would like to thank all those Gaffers who sent photographs to me, enabling me to put on such a magnificent show. I shall be distributing the Prize Vouchers shortly. I will be copying all the photographs and hope to put all of them on display at the Cruising Association for the next AGM.

This is the start of another season, so all of you Gaffers who want some of this £250 prize money that will be up for grabs again in March 1999, get snapping and provide us with another record entry of beautiful gaff rigged boat photographs.

Peter Lyons

We attempt to use as many prizewinning photographs as possible for the front and back covers of the Log. However, we do need to balance prizewinners' photographs against variation and suitability. Editor.



Membership

For some time now, I have been concerned about our membership in both the North East and Humberside areas. Some years ago we had a representative in Hull, but currently these two OGA Areas between Scotland and the East Coast Area, are without any form of representation. As I have said on a previous occasion, if you enjoy your gaffing and would like to help the Association, please see my advertisement on page 2 of this Log and contact me direct.

Margaret McNee now has a new computer system for the membership records and I do hope by now all have paid their subscription. Recording payments is a long arduous task; many thanks Margaret for all your hard work. At their last meeting, the F&GP committee decided to implement Rule 6 of the Rules of the Association and only those who have paid their full subscription will receive this June Log.

Boat Archive

Pat Dawson reports that the Boat Archive continues to grow and many thanks to members who have taken the time to complete their forms. There are now over two and a half thousand boats in the archive and it forms the only record of its kind covering gaff rigged boats built from the 1800's to the present day. The current form only asks for basic details, but where members have more information, particularly details of boats' histories, this is most welcome. The biggest difficulty is keeping the records up to date as members rarely tell us when they buy or sell a boat.

Later in the year, it is our aim to produce another Membership List. Last time, we did not include the names of members' boats because our records were sadly out of date. This time, we plan to give boat names, but will only do so where we are sure our records are accurate. If you have not returned the latest single sheet boat archive form circulated with last year's Logs, your boat name will not be included.

OGA of WA representatives

By the time the next Log comes out, there will be new Officers in the OGA of Western Australia. Our grateful thanks to the retiring Officers for keeping us in touch and a big welcome to the new occupants. We look forward to hearing from you.

Portsmouth

The planning for the OGA's involvement in the Portsmouth Festival of the Sea at the end of August is well under way. A small steering group set up by the F&GP committee has met regularly and recently toured the site planning all the on water events. Please see our President's report in this Log. I would also like the membership to know the large amount of personal effort and travel our President is putting into this event.

East Coast Classics

The East Coast Area has run nine spectacular Shotley Classic Boat Festivals and this year learnt they had lost their venue. It is all credit to Jon Wainwright and Brian Hammett for all their time and effort in organising an alternative event, East Coast Classics, on 19/26 June. These events don't just "happen", they take much hard work and accurate planning.

Boat news

I usually write a few notes on boats, but I am conscious that most are about South Coast boats. Please let me know of any interesting restorations or new boats in your area, so that my notes can better represent the gaff rig scene around the country.

By the time this reaches you, the sailing season will be well under way. May you have fair winds and good sailing.

Dick Dawson

assorted "Ports" were consumed. The OGA Annual Australia Day Breakfast took place on the Sunday morning at Jane & Dave Roberts' home, Palm Beach, with 41 people in attendance.

Garden island Cruise - Sunday 15 February 1998.

It was 1½ hours sailing SW from Fremantle and 1½ hours sailing NW from Rockingham, boats anchoring at approximately 12.00 noon for a swim and BBQ, the weather a perfect 32°. Several gaffers decided to drag their anchors, which meant a mad dash to Buchanan Bay's waters edge by the

offending boat captains and their crews, as well as Wally C. who I think was trying to claim salvage rights. About 1500 hrs, gaff sails unfurled and bows pointed towards our respective home ports. Once again it was a great day, good sailing and good company.

Due to personal reasons, the position of Social Secretary will become vacant at the forthcoming Annual General Meeting. I wish to thank everyone that has helped me and attended the social events for the Association. I have had a great time in the position. Thanks.

John Howell - Social Secretary 1997-8.



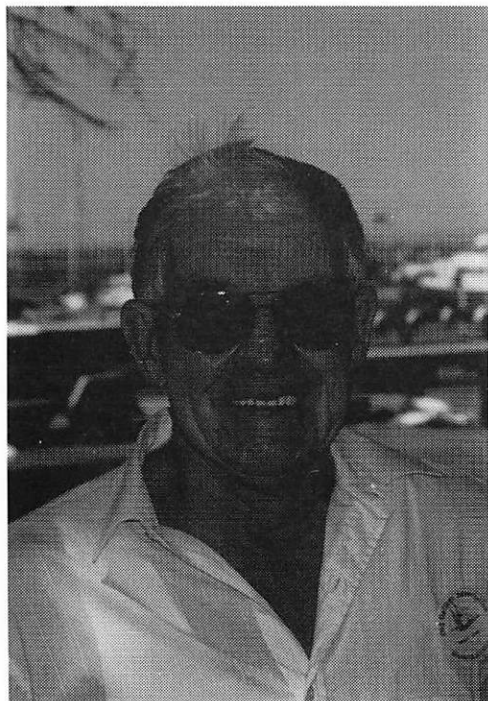
One of the WA fleet

Photo: S. Bayliss

are in 1998. Our membership numbers are up and the bank account is in a healthy state. I would like to see more members at meetings and also our social events. In coming to the meetings you can get your say on what happens in the OGA now and also in the future, which I believe is very important. Once again thank you for your support.

Brian Phillips - President

Secretary's Report - The past three years has been a very prosperous period for the Association, but it has not been without hurdles to jump. Over the years we have now settled down to having regular meetings and a regular Newssheet - 6 of each per year. Whilst we always have a busy programme of events on the Swan River and in the Sound, with the launch of Rockingham Branch in 1997, the OGA have seen two weekend sea passages to Mandurah and I



Wally Cook, retiring Secretary, OGA of WA

Photo: S. Bayliss

would now like to think perhaps of a weekend passage northward to Hillarys and beyond. Another milestone is our very own Gaffers Race, which has to be a success, with members wholehearted participation in this Regatta to ensure it becomes an annual event.

We all know there is a lot of effort goes on behind the scenes, so I would like to thank some people I know have helped keep the "blocks and tackles" turning. The President's wife Eileen, the Treasurer's wife Marian and to my wife Shirley who has been the mainstay for typing and setting up the Newsletter. I wish the incoming Office bearers good luck and I know they will have the backing of our members.

Wally Cook - Hon. Secretary

Rockingham Report - Since the last report rather a lot has occurred. First was the inaugural sail to Mandurah of the Rockingham branch. The weather for both legs of the trip was perfect and all craft taking part enjoyed a great sail down and back. The evening meal in the Peninsula Hotel was well attended and enjoyed by all. *Patience* enjoyed herself so much she didn't want to leave and kept clinging to the mud until finally *Mayflower* had to drag her away complaining. This first trip to Mandurah was such a success that a second was held on 21/22 February. The weather on the run down was not so kind this time but by the morning it had cleared and a perfect sail was enjoyed by all vessels. Other events are mentioned below.

Dave Roberts - Hon. Secretary, Rockingham Branch

Australia Day Long Weekend - 24/26 January 1998.

Once again, the Old Gaffers Association of Fremantle and Rockingham had a very good weekend. The weather as usual was great for the whole time. Saturday evening saw a BBQ under the Southern Cross, with tall, salty stories even taller and saltier by the end of the evening after several bottles of



Portsmouth Profile

Photo: Editor

THE INTERNATIONAL FESTIVAL OF THE SEA - PORTSMOUTH

Plans are now crystallising for our part in the International Festival of the Sea. The programme for the on water events has been finalised - all we have to do now is make it work! There will be a Gaffers race, Classics race, Motor Boat Treasure Hunt, daily Rowing and Open Sailing Boat races and various Boat Parades. There has also been a tentative request as to whether members attending the Festival would be prepared to show a limited number of people over their boats. I should be interested to hear from anyone.

The response to my request for volunteers before, and for the duration of, the Festival, has been very good and I thank them all for their generosity. We shall probably need about three or four more, especially someone experienced in running dinghy races. If you are interested please ring me, as before, on 01797 223040. I shall be writing to all the volunteers very shortly to confirm dates, times and tasks. We should also like some volunteers to help on the OGA stand during the Festival, even if only for a couple of hours. Will anyone who can possibly give some time please let me know.

We are very excited about our "OGA Youth" project at the Festival, which will offer trial sails to young people visiting the Festival and give them a taste of gaffering. Our thanks for this are due to George Jago, for all the hard work he has and is putting into this idea. Also, our thanks to *Kenya Jacaranda* and *Golden Vanity* for offering their boats for use in this pilot scheme and their enthusiastic support. Our special thanks must also go to IPC/PBO for their promised sponsorship - watch Practical Boat Owner for details and articles on the subject. Another first for our Association and one we hope to develop.

Once again, my thanks to all the volunteers and my sub-committee. The result will be one big team effort and we will do our best to make it worthwhile. I hope to see everyone at Portsmouth and you will next have a report about the Festival here in the December Log.

David Cade - OGA President

'Chevin', Hillside Road
Radcliffe-on-Trent
Notts NG12 2GZ

8 March 1998

Dear Editor

The second paragraph of your March editorial, concerning the Endeavour episode, led to my wife turning up some family notes and extracts from newspapers of the time.

Captain Abrahams, the yacht navigator, was a relative on the paternal side of her family. The newspaper pictures and articles show the great amount of national and local interest that the event generated. You may also be interested in the kind of family background Captain Abrahams had in the Mersey area. Spelling of his family name varied, presumably depending on the clerk entering the original record, which was usually the Register of Shipping or Register of Barges or Port records.

Yours sincerely

Alan Hall

Editorial note: Alan Hall has provided some very interesting notes about Capt. Abrahams and newspaper cuttings on Endeavour. Maybe at a later date we can make this into an article for the Log. Thank you Alan

Plumtree Hall, Ramsholt
Woodbridge, Suffolk IP12 3AD

OGA Newsletter

8 April 1998

Dear Editor

A boat is a very personal possession and with an old boat its history is very much part of her mystic. The first gaff boat I owned was called *Sea Fever*, but I never found out where the hull was built. After thirteen years, I sold her and I still don't know her final fate. After three more owners, a young American bought her, changed her name and said he was going through the French canals. I never heard of her again.

My last two wooden boats date from 1904 and then 1896 and I have slowly unravelled their history. I know other boat owners have this same need to know the facts and story of their craft's past because I often get letters and phone calls which begin "I have just bought the, but cannot find out anything about her history". Sometimes the name rings a bell and I can remember her, but there are many hundreds of small gaff craft and it is impossible for one person to remember them all.

I refer them to the Old Gaffers Boat Register. This is one of the OGA's oldest institutions, as the list started after the first races. It has been steadily updated ever since, but now, thirty five years later it is still far from complete. There really is a need for everyone to fill in their form with boat details and send it back.

The only trace of *Sea Fever's* existence now is her mention in the OGA records. She was not a craft of any particular historic importance, but most OGA craft are and future owners will want to know their details. Maritime heritage is not some grand thing you keep in a museum. In our case it is the boats we sail. Whether your boat is new or old, her records are an important part of our Association's activities.

Robert Simper

you posted on events in Europe. I am just filling in for her while she is preoccupied. With what may you ask? Well, although it is nobodies business, even lovers of classic boats like a bit of gossip - she is simply catching up on some well deserved romance in her life. No doubt she will be back shortly with news on further developments in the European Classic Yacht Union.

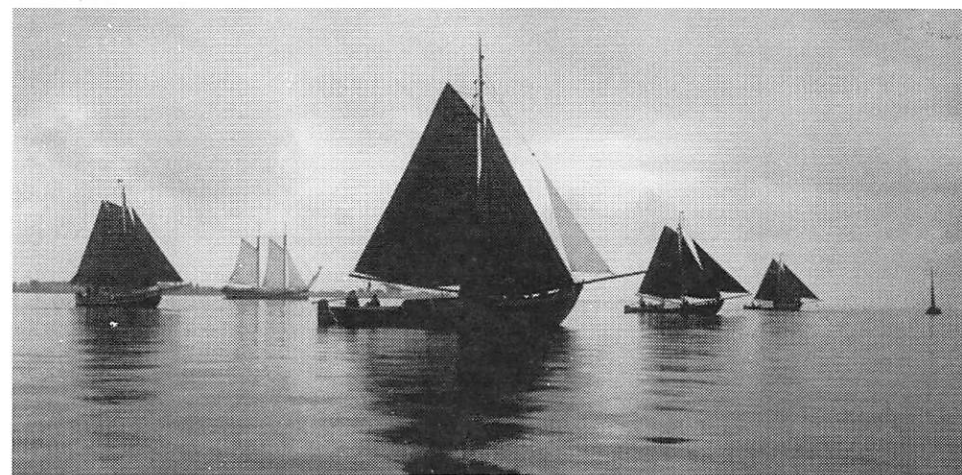
Meanwhile, the VKSJ, the OGA's sister over here, is recovering from the Dutch Classic Yacht Regatta and giving all our prizes to OGA members. We shall have a quiet year now. Some other Dutch events might interest you though. From 15/19 July there is Friesland Vaart. This is a traditional boat do held on the lakes of Friesland, I believe commemorating the fact that Friesland is a thousand years old or something. Whatever the case, there will be literally thousands of traditional boats there and if you happen to be in the Netherlands, please have a look. If you are interested in coming with a boat, please drop me a line and I will pass you on

to the organisers. Although an inland waters event, it is easily reached from the IJsselmeer via a route where all the bridges can be opened. There will be a Feeder Race from Enkhuizen to Lemmer on 17 July.

On the last weekend in August (28/30) the VKSJ will be holding one of their many races, but this one fits nicely into the English school holidays. It will be held in Durgerdam, just a few miles down the road from Amsterdam, on the IJsselmeer. If you are around in September, we shall be sailing the Waddenzee - Thursday 24 September in Enkhuizen, Friday in Terschelling and Sunday in Harlingen or Makkum. If you are not in Holland with your boat, but on foot, please contact us as well, as most boats are short on racing crew and could use a hand, even if its only to hold on to a pint.

I hope you all have a wonderful sailing year and I hope to see you soon.

Ron Valent - (Bermudan rigged) Hillyard 4 tonner *Aquila*.



Jan Haring Race on the IJsselmeer

Photo: R. A. Hamilton

WESTERN AUSTRALIA

Welcome aboard to this, my last report as President of the OGA of WA, as I will not be standing for office again this year. I fully believe that three years is enough for

anyone to stand. I thank all the Committee members and all general members, who have worked and helped over these three years to get our Association to where we

any members who can trail their boats to West Mersea. For details please contact Sue Taylor, tel. 01206 382843.

OGA ANNIVERSARY RALLY & MALDON TOWN REGATTA - 26 September 1998 - River Blackwater. Race from West Mersea, finishing off Osea Pier, then Parade of Sail up to Hythe Quay, Maldon, where there will be various onshore activities. Full details in next Gaffers Log.

EAST COAST CLASSICS

By the time you read this, the Crouch Rally will have taken place and arrangements will be well in hand for the new East Coast Classics event on 19/26 June. The first weekend will be spent in Ipswich Dock as part of Ipswich Maritime Festival, followed by a couple of nights in the Walton Backwaters and then the rest of the week (until Friday) at Suffolk Yacht Harbour, Levington, as guests of Haven Ports Yacht Club. Most of the old Shotley races and cruises will take place during the week, including the Two Rivers Race, Swallows & Amazons Race and the Mistley Ditch Crawl. If you would like an entry form or more details, please contact Jon Wainwright, EC Area Secretary, as soon as possible, as numbers are limited.

Brenda Jago

THE NETHERLANDS

Some news and questions from the Netherlands.

In the last Gaffers Log I hinted at the ambitious plans both Jon Wainwright and I have of trying to get a database organised incorporating as many boats as possible that take part in events for classic boats both in England as well as in Holland (and then the rest of Europe). Our aim was to combine results in races to form a sort of annual Classic Boat Championship that we have called The Challenge Cup. I had hoped to use the entry forms from the Shotley Festival as a starting point for this, but have since found out that past participants don't usually

fill in all the measurements on the form, as Jon already has their handicap in his books somewhere. Furthermore, I need some things not asked on that form, which basically means I have to start from scratch.

I should therefore like to use this space to ask all boats who have taken part in any past, and naturally all boats wishing to take part in any OGA affiliated races this and next year, to send me their measurements. As I explained in the last Gaffers Log, you don't even have to take part in races in Holland to be included in the results for the Challenge Cup. That is only really necessary if you want to win (ask *Deva*, *Mary Ritchie*, *Korybant* or *Snippet* about winning over here), but as your result in any race influences the points of possible future winners, that automatically means, whether you like it or not, you are actually participating in this Cup. Basically, even if you only do the occasional race and then only for absolute enjoyment, we still very much like to know more about you and your boat, as we love giving prizes and who knows, your result under our handicap system may surprise you.

Which measurements do I need? Length over all, length over deck, length waterline, beam, area of mainsail, topsails and mizzen, age of boat, number of blades on prop, type of prop (fixed, folding, etc) and then two tricky ones - the length of the bowsprit extending past the bow (so not counting the inboard bit); and the foretriangle (I and J), being the height from deck to the highest point to which a halyard is attached and the distance from the mast to the furthest point where a stay is attached or a sail can be set (if on a traveller). Everything can be measured with your boat in the water.

Instead of everyone mailing off lots of stuff to me, we are also just as happy if you hand or send it to Jon Wainwright, the East Coast Area Secretary. If you want to send it direct to me, my address is: Ron Valent, Van 't Hoffstraat 139, 2014 RD Haarlem, The Netherlands. Many thanks in advance.

Normally, our good friend Rose Anne keeps

66 Hartford House, Pembroke Park
Portsmouth, Hampshire PO1 2TW

OGA Newsletter Editor

15 April 1998

Dear George

I am privileged to receive a copy of the Gaffers Log and much enjoy reading it. It reminds me that there is so much going on away from the work of Heritage Afloat and Fishing Vessels where we usually meet. On the latter, few know of the many hours of hard graft you have put in during the last two years to achieve three vessels being saved from permanent destruction in February 1998. The scheme now exists to build on in future years.

I read with particular interest Tom Cunliffe's recent letter about the importance of recording of data. Tom, both as a founder member of the Technical Committee of the National Historic Ships Committee (NHSC) and in his work as an author, highlights the general problem of finding information about vessels which, sadly, may no longer exist. I would add to that the need to record accurate data of our existing "Historic Fleet" now, so that it is available, not only for present day purposes but particularly for our successors.

Modern technology makes it relatively easy to record basic data - provided you can discover who has it! The advent of the Internet and World Wide Web will almost certainly increase the demand for (controlled) access to such information. I am delighted the OGA is in the fore front of this work. I can assure you it will receive every support and encouragement from the NHSC.

Yours sincerely

Colin G Allen - Secretary NHSC

8 Pine Drive East, Thornhill
Southampton SO18 5RH

Editor, Gaffers Log

25 April 1998

Dear George

Just a brief note in praise of specialist in-house magazines, logs, etc. and boat registers!

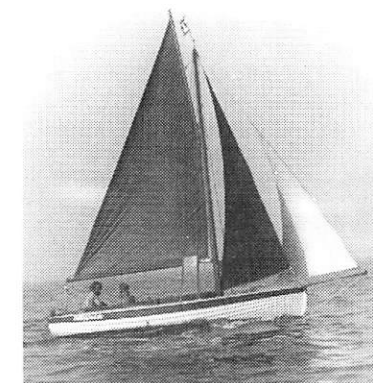
In 1949 I had my first sail. You never forget your first boat. Mine was called *Dawdler*. For many years she provided much happy sailing and then, sadly, we lost touch. Later I was informed that she was no more. She had gone to that great mud berth in the sky. I mourned her passing, but never forgot.

Now, thanks to the March issue of the Log, I discover she is not dead, but alive and well and moored on the Medina! What is more, her nice new owner has promised me a sail.

I will write more when I have been afloat but, in the mean time, keep up the good work and may many more landlocked, frustrated, would-be sailormen be reunited with their first loves through the good offices of your pages.

Yours gratefully

Tony Smith



DAWDLER, 1973 Solent Race

Photo: G. McLeish

Newsletter Editor

Dear Mr Jago

Being interested in classic boats, due to my involvement for many years in the Dutch flat bottom boating scene, I was so taken with the Essex Smack Yacht, when it was exhibited by a colleague at the Southampton Boat Show in 1995, that I purchased one to be completed for use the following summer. I did not however, obtain the partly finished boat until the autumn, at which time we also bought the designs, so that we could produce this boat ourselves in future.

The first boat produced by us was exhibited in the Amsterdam Hiswa in spring '97 and subsequently exhibited in Southampton later that year, while further boats were already under construction at our works. It is our intention that at first sight one would feel that we had altered the historic designs very little, and although this is quite true in many aspects, we pride ourselves on being able to use the most modern materials, while keeping the traditional charm and character that makes a boat like this so attractive.

Articles have appeared in the Dutch magazine "Nautique" issue 4 (August '97), and more recently in Classic Boat, March '98 issue. We currently have Essex Smack Yacht no. 20 on the Cardigan Bay and, although for sale, this is the boat on which we will be offering trials in the spring. She has been fitted out as a showboat, unlike all previous sales, which have been finished to the purchasers specifications.

With kind regards

Hans ten Wolde

Editorial note: Now an enthusiastic member of the OGA with his own advertisement in the Log.

Editor - OGA Newsletter

Dear George

May I ask that we might appeal through the newsletter for information and help in restoring a very beautiful old lady that has recently come to light. 'Merry Maid' is a 24' class day racer (35'o/a). Built in 1906 by Claude Sibbick, she was possibly the last 24' made by that famous yard. She is probably the only boat of her class left and certainly one of very few Sibbick boats surviving. We believe that she was commissioned by Horace Pilcher, a renowned member of the Burnham Yacht Club, where she raced very successfully. (The 24' was then the Club class). Her counterparts were 'Lavender', 'Tulip', 'Chittabob III', 'Thalasa', 'Duet' and 'Jack Straw'. In 1907, the YRA formed new class measurements based on the metre rules and the 24' class was superseded. From then they were known as the ex-24' class. Later she went to West Mersea. The 24's were gaff or gunter rigged. In the 1920's many were converted to bermudan. Our intention is to restore her to gaff rigged as she was when new. Seventeen years ago she was saved by John Perry, her current owner, when she was on the point of being burnt. He could not bear the thought of such a beautiful boat being burned, whoever she was. She turned out to be 'Merry Maid'.

We wonder whether any member might know of any other 24' class yacht which exists or have any information that might help piece together 'Merry Maid's full history. Finally, we are seeking syndication partners and/or funding advice for the restoration programme with the aim to rebuild her as original and get this beautiful, sleek and hairy yacht racing again.

Yours sincerely

Michael Custance, John & Anne Perry.

International Marine Designs
Abergroes, Abertafol, Aberdyfi
Gwynedd LL35 0RE

23 March 1998

'Four Rivers', Ash Island
Hampton Court, Surrey KT8 9AX

24 March 1998

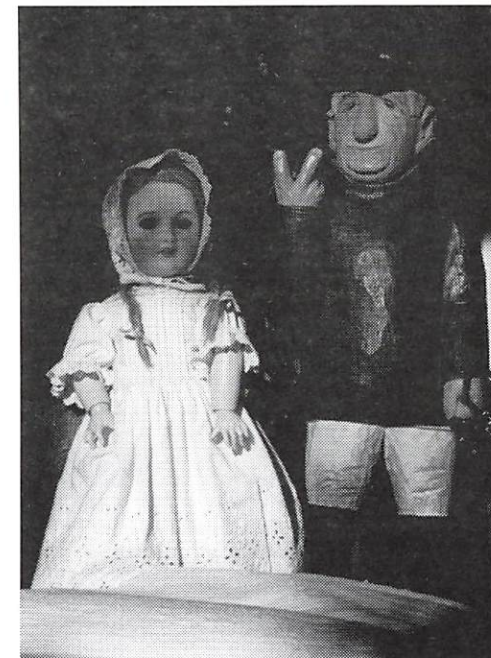
two-thirds, of all the North Atlantic fishing schooners, had been built in a tiny town called Essex, in Massachusetts. He found it rather amusing that we had amongst our diners, an OGA member who comes from the town of Essex; also a Dutch guest who is currently building a steel schooner of an earlier design; and a lady from Lunenburg, Nova Scotia, home of the famous *Bluenose* schooners, who is a friend of the builder and skipper of *Bluenose II*. Martin mentioned a small museum in Essex where much of that boat building history was housed and on view, and has since given us the following information about it -

Essex Shipbuilding Museum, 28 Main Street, Essex MA 01929, was established in 1976. It shows how white oak and yellow pine and hackmatac were used to form the backbone, frames, planking, ceiling, decking, and the thousands of trunnels to hold it all together. There are the hand tools, like saws, augers, adzes and caulking mallets, used well into this century. Many builders' half models - designers delivered those rather than drawings - are on show and so are the methods employed by the loftsmen to translate their dimensions into full size moulds used to shape the sawn frames. There is a fine collection of historic models on loan from the Smithsonian Institution and there are video presentations and dioramas. The museum has what is probably the finest collection of historical photographs in existence. Outside is the 1927 schooner *Goulart* and, most significantly, the recently acquired site of the shipyard of A D Story, the greatest schooner builder of them all. If you are prepared to run the very real risk of becoming smitten with these beautiful schooners, come to the Essex Museum..... Martin van Mesdag.

EAST COAST OLD GAFFERS RACE - 18 July 1998 - River Blackwater, Essex.

This event will again be hosted by West Mersea Yacht Club and supported by Fox's of Ipswich. Full details and a race entry form will be included with this Gaffers Log to all

East Coast and Medway & North Kent members. If you come from another area, or are a very new member, please contact Jon Wainwright, tel. 01206 393537, for information.



Old Harry and "friend"

Photo: J. K.

One of the favourite trophies at the East Coast Race has always been the Old Harry Trophy, awarded to the last boat home within the allotted time. People have been known to drag buckets and trail sails in the water to achieve the pleasure of being presented with this trophy. For years, most people have seen Old Harry as a dyed-in-the-wool bachelor, but new revelations have come to hand in the form of photographic evidence which would indicate otherwise. It appears that Old Harry has taken up with a lady - not from the East Coast - not even from England! He has been seen walking out an attractive French lady by the name of Cherie. Where will this all end? We await further developments.

OPEN BOATS RACE & RALLY - 5 September. This event is of course open to

came over from the Isle of Man to help work on *Madcap*. Joe had a fast, windy trip over and was accompanied by a snowstorm on his return journey.

On Friday 20 March we had an informal evening of music and craic at Portaferry Sailing Club, attended by a dozen or so gaffers and on Friday 17 April, Bill Edwards gave an illustrated talk entitled 'A Potted History of Strangford Lough'. Bill's talk was very enjoyable, with both ground based and aerial photographs of the lough. Now to our summer programme -

PEEL TRADITIONAL BOAT WEEKEND - 13/14 June. This is usually one of the best events you can attend during the year and I am sure that this year will be no exception.

ARDGLASS TRADITIONAL REGATTA - 20/21 June. After last year's success, we can expect an even better rally. Coming between Peel and Portaferry, it must be the place to be this weekend.

GALWAY HOOKERS, PORTAFERRY - 27/28 June. This is the 12th year of an event that started this traditional sail revival in Northern Ireland. Come along and enjoy the fun.

BANGOR TRADITIONAL SAIL - 29/31 August. This new event is progressing nicely, with 35 entries already. It will start on the Friday evening with boats rafting up in the harbour. There will be free berthing in the harbour. Saturday and Sunday will see a race or sail about in Belfast Lough, with the prize-giving on Sunday evening.

PORTANDHU (formerly Portrush) **TRADITIONAL BOAT RALLY** - 12 September. There will be the usual exhibitions in the Portandhu Clubhouse. Rowing races for Drontheims, rowing gigs and others start at 1200hrs, followed by sailing events from 1500hrs. Contact: Robin Ruddock. tel. 01265 823871.

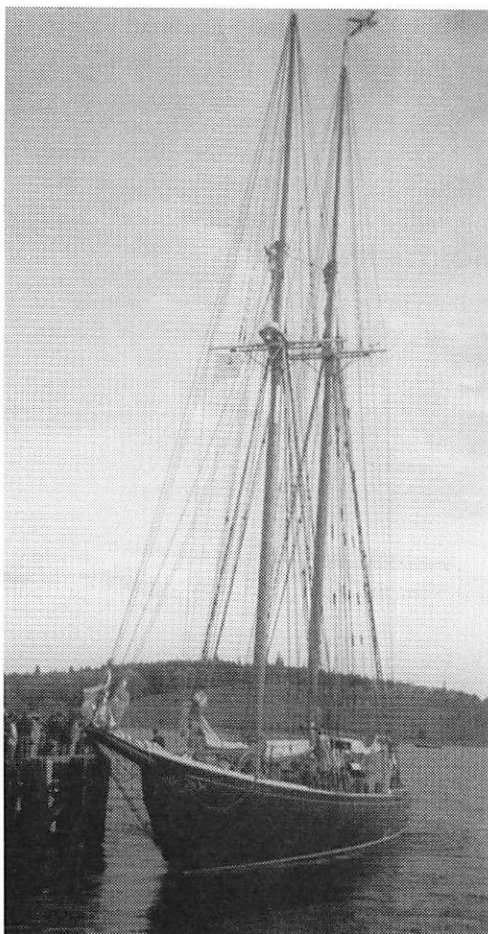
Peter Lyons

EAST COAST

MIDWINTER MEET - 7 February 1998

Over eighty members and friends sat down to what seems to have become the East Coast Area's Annual Dinner at the Royal Burnham Yacht Club. In the absence of the Commodore, the dinner was very ably hosted by Ray Austen, ex-Flag Officer of the RBYC and Godfather of the Crouch Mafia. We were very pleased to have the company of the OGA President, David Cade.

After dinner, Martin van Mesdag talked to us about 'The Most Beautiful Sailing Boats Ever'. He told us that nearly 4000, about



BLUENOSE II, August 97

Photo: J. Mooney

50 Damer Gardens,
Henley on Thames, Oxon RG9 1HX

Newsletter Editor

15 April 1998

Dear George

You may remember, some Gaffers Logs ago, I wrote asking for help in locating the book "Swin, Swale & Swatchway" (1892) by H Lewis Jones. I thought I would drop a line and confirm that, after putting out a similar request on the Internet, a kind person informed me that there were three copies held in Kent Libraries; one in Medway Studies Library, one in Gillingham Library and one in the Centre for Kent Studies at County Hall, Maidstone. I went to the reference library at Gillingham and found the copy there. Unfortunately, it cannot be taken out.

Finally, I had a conversation at Chatham Boat Jumble in February, which led me to the sequel to "Swin, Swale & Swatchway", a book called "The Last Cruise of the Teal" (1893) written under a pseudonym of "Leigh Ray". This book is held in the Cruising Association Library, available for loan and has wonderful photographs of pre-turn of the century Lower Medway. This book is a record of another cruise in the Lower Thames, Medway, Crouch, Orwell and Stour, but then becomes more of a strange dream-like adventure where "The Teal" is lost in an underground tunnel. The first part of the book however, is very much along the lines of "Swin, Swale & Swatchway" and I would strongly recommend both for those who enjoy books in "Magic of the Swatchways" style.

Ian Clarke

Editorial note: Ref. my comment in March '97 Log - my wife found a copy of the above book for me when we owned "Teal".

Brick Kiln Cottage, Great Tey
Colchester, Essex CO6 1AG

George Jago - Editor

27 April 1998

Dear George

Ian Wright and I are embarking on a single handed cruise in company, taking in the whole coast line of mainland Britain and Ireland in 1999. We intend to go clockwise, starting from the Blackwater in late April or early May as the weather serves, and hope to get round by the end of August.

Naturally, a venture such as this takes a great deal of planning and we would very much appreciate hearing from OGA members around the coast, especially those who regularly sail in wild and remote areas, who can supply us with local knowledge and especially information concerning newly formed facilities for yachtsmen. Our basic chart portfolio will be the Imray 'C' range, which gives good continuous coverage of our intended route, plus the CA Handbook and pilot books of the South and West coasts of Ireland and the North West of Scotland.

We do appreciate that sailing on the East Coast with its shallow sea and numerous shoals is somewhat different from the Atlantic sea board, but as we have never been there and have lots of time, why not? One interesting feature is that although both boats are Vertues, *Patience* is a Gaff Cutter, while *Maid of Tesa* is rigged as a Bermudan Sloop. This difference may help to fuel the argument as to which rig is best for cruising, but I doubt it!

So if anyone would like to get in touch with information of their particular area, we look forward to hearing from them.

Rob Williamson - *Maid of Tesa*

Ian Wright - *Patience*



SAARI

Photo: David Cox

THE LONG AND BRINY ROAD

by Tom Cunliffe

Tom Cunliffe built his new boat in Nova Scotia. The master plan was to have her finished in Spring '97, then sail her home in the summer, but delivery date marched ever onwards from May towards Autumn and he had to think again.

There's always somebody who will sail East across the North Atlantic in October, but it ain't me, Babe. Not any more.

Way back in the Dark Ages, Ros and I did just that in *Saari*, our 1920 Colin Archer gaff cutter. We knew we should have left Canada earlier, but we were having a good time. We were also very young, extraordinarily foolish and, with hindsight, I suspect we were hoping the passage would go away. It didn't, of course, and the net result of our youthful optimism was 39 days of unpleasantness for a trip of a mere two thousand miles.

Crossing the Grand Banks of Newfoundland was jolly enough, with whales, dense fog and homicidal fishermen abusing us in unknown tongues. Things only really turned to bad when we sagged away into the deep water. We now had three weeks of easterlies, including gales, and two late-season hurricanes masquerading as westerly hoolies that were definitely not for honest folk. Our OGA burgee blew out of the bolt-ropes, we snapped the meaty ash tiller and did major damage to an elderly Lawrence flax mainsail that deserved a better deal. I can't honestly say that we enjoyed all this, and the night spent upside down over the pointed stern trying to cobble up a steering device before the rudder broke its pintles was well worth forgetting. There was nothing to hold on to and we had no harnesses, so Ros kept me connected to the ship by somehow hanging on to a pair of leaky Dunlop Magisters containing the bitter ends of my feet. Broken bits of wave were washing over the two of us and I thought I'd seen it all when we finally banged home the remains of the tiller with a lump hammer and secured it with six-inch spikes.

It's just two pounds, costs less than a round! Chilli, rice 'n garlic bread, with a pint of beer you'll be well fed.'

A calendar of events was produced, showing numerous sailing weekends and festivals. Announcements included a cruise to the Peel Festival and then across to Ireland, weather permitting, and the Derwent water weekend in September. Co-ordination of weekend sailing trips to Anglesey and surrounding areas can be done through Tony Mead and Sue Farrer. Pete and Sue Farrer, with Fred and Angela Winstanley, will be organising an OGA stand, with OGA regalia for sale, at the Preston Maritime Festival on 11/12 July. If you can make it, please come along and give us your support.

Programmes for the Conwy River Festival have gone to print and will soon be available. The River Festival is one not to be missed, with entertainment for the whole family during the week commencing 27 July 1998.

The Nobby and Gaffers Race is to be held on Sunday 26 July, the first weekend this year. Rumour has it that David Cade and George and Brenda Jago enjoyed it so much last year that they have kindly agreed to be Officers of the Day once again. The Area AGM will be held at NWCC on Saturday 25 July 1998, i.e. the weekend of the Nobby and Gaffers Race, so there will be no excuse for not attending! On the evening of Monday 27 July, Tom Cunliffe will be giving a talk at the Civic Hall, for which tickets are available from Conwy Harbour Master Tony Mead, price £3.00.

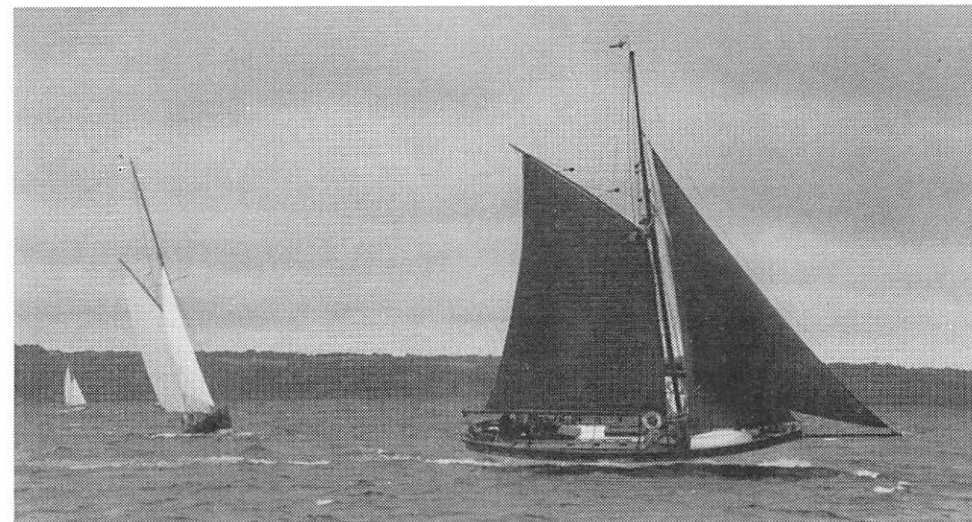
I should like to thank all who attended our February meeting and helped make the evening a great success. Our membership continues to grow and if any OGA member wishes to add their name to our mailing list please contact either Margaret McNee (OGA Membership Secretary) or myself.

Sue Farrer - Area Secretary

NORTHERN IRELAND

Hello Gaffers. Those of you who were astounded by the bad weather at Easter might like to know that the person responsible was Adrian Spence, who had

lifted *Madcap* out of the water to get her ready for the Greenland trip. He has accepted the blame. The only gaffer I know that went sailing was Joe Pennington, who



MADCAP followed by PEN DUICK

Photo: Dick Dawson

CORNWALL

We held an AGM on 21 March, when the main business was the election of Frank Argall as Vice President in place of Harry Aitken, who has stepped down after twenty years service to the Cornwall Area. We all wish Harry and Lola all the very best for the future in France.

There was some discussion about the high cost of attending various classic boat gatherings. It was felt that as we are the centre of attraction, mooring or berthing fees should be free, or at least reduced. There was also concern expressed about the potentially disastrous sewage disposal scheme constructed by South West Water in Falmouth, which seems likely to pollute the harbour and Carrick Roads, one of the most beautiful sailing areas in the UK.

We held our Annual Dinner, once again, at the Boslowick Inn, which was a great success. Harry Aitken was presented with a copy of "The Chatham Directory of Inshore Craft" and a photograph of his boat signed by all those attending the dinner. We were delighted to have David Cade and his friends John and Maureen Denner with us. John and Maureen have moved to Cornwall, so we should see more of them in the future. Welcome. David was able to get us up to date on the latest news from the Association and offer many useful suggestions. Our thanks are due to Steve Gore for organising such a pleasant evening.

The membership of the Cornwall Area is on the increase, but with many of the new members coming from outside the county. In fact, probably only 60% of the members are local.

Angus Field's new 35' Falmouth Quay Punt, built by Martin Heard of Gaffers & Luggers, is due to be launched in the very near future. She looks very nice and a credit to the yard. We should take delivery of ours, hopefully, before too long. We are continuing to liaise with the Gaffers & Luggers Association (GALA). Roger Stephens, their Hon. Secretary, says that he hopes that a closer

association with the OGA will be possible in the future. They are in no way in competition with us, but complimentary. Their membership now stands at 40+ and they look to be going strong.

Mike Collins - Area Secretary

Falmouth Tall Ships - An Invitation

At midday on Sunday 19 July, the Tall Ships will depart from Falmouth Bay. It will be a fine sight. After the departure, it is planned to hold a beach party and barbecue from mid afternoon onwards. The Cornwall Area extends an invitation to both local and visiting members of the OGA. Anna Stratton and Bob Brunyee have volunteered to light the fire and host the event. Please bring your own food and consumables and please leave no litter. The venue will be Grebe Beach, Durgan, Helford River (SW 776273). In the event of strong easterly winds, the alternative will be a beach in the vicinity of Carclaze Point, St Just in Roseland (SW 843347). Watch for the lead vessel, the two-masted schooner *Mary Bryant* and ANCHOR NEARBY. Signal if you need a lift ashore. Please come and introduce yourselves - you will be made especially welcome. The barbecue will be a fitting conclusion to an unforgettable day.

Sat/Sun 5/6 September - Cornwall Area Annual Barbecue and Race. Tel. Mike Collins 01872 863096.

Frank Argall - Area Vice President

CONWY & NORTH WALES

The attendance of 28 members and friends at the first social event on 28 February 1998 was excellent. It was held at the premises of the North Wales Cruising Club (NWCC) and their Commodore placed the following poster on the club notice board to advertise the event -

'It may be cold, it may seem silly, but Sue's cooking up a great big chilli.

No Nobby, no Gaffer, it really don't matter, for everyone's welcome to fill their platter.

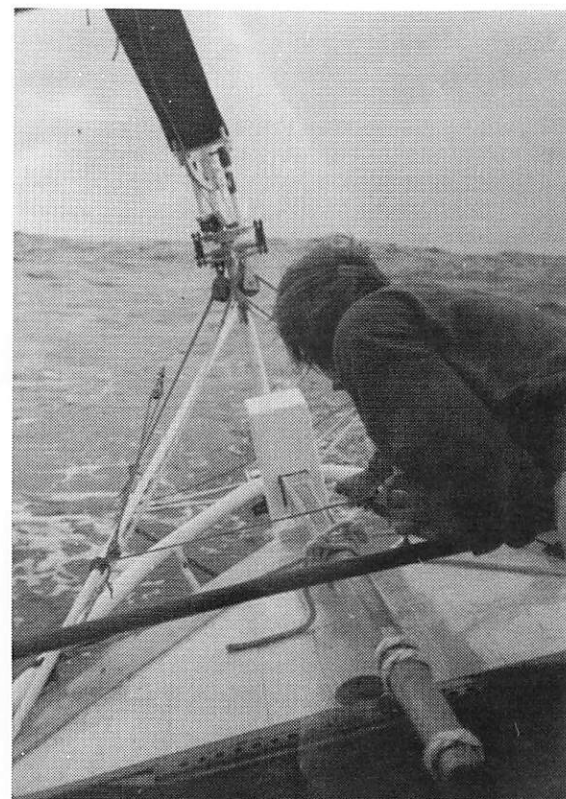
What really blew morale was the fast-moving, mast-high green one that climbed aboard a hundred miles west of the Skelligs a week or two later. Ros was rudely torn from her slumbers on the lee saloon berth by a sudden and unwanted view of the sky. This spectacle was partly obscured by several tons of the Atlantic as it roared through the jagged hole left by a few departing deck planks. After a quick hour or so on the pump, we turned to with a scruffy sheet of plywood providentially plundered from an American dumpster, nailing down a good length of it over the gap. I remember dipping a dirty old sack in Stockholm tar and optimistically slipping it under the ply. It made a mess and it didn't keep the water out.

After bending over the nail-ends on a fine seaman-like job, we spent a few quiet moments with the Book of Common Prayer, which said something about 'going down to the sea in ships' and 'seeing the wonders of the Lord'. We'd already checked them out and didn't like them, so we hoisted a scrap of jib and lashed up another 'lovingly crafted' rectangle of the free plywood to replace the shattered self-steering vane. There wasn't much else to do after that, so we set an easterly course, then retired below to wring out our bedding and suck our teddy bears. The cooking gas expired that afternoon, so we couldn't even have a cup of tea for the last night or two at sea.

The best thing that we found during our studies of Dr Cranmer's noble prayer book was that 'weeping may endure for a night, but joy cometh in the morning'. It did. We limped into Kinsale and made straight for the tattered greasy spoon in the market place - 'Irish Breakfast All Day'. Such a crossing slammed any mamby-pamby talk of healthy eating into its proper perspective, so we made the most of the opportunity to do ourselves some real harm.

I think the bottom line on this tale of horror is that despite the damage we sustained, our storm tactics in this brave little 32-footer were entirely successful and highly appropriate to a small crew. The techniques we adopted were old-fashioned, taken from the pages of Hiscock, Pye and the still unwritten 'Bristol Channel Pilot's Guide to Staying Alive'.

When the waves grew too big for the wind vane to cope - and they needed to be fairly steep for that to happen - we just hove her to. People can steer for a while, but the facts of life are that they get tired after a few hours, and who wants to be a hero? With four reefs in the main and a reefed staysail sheeted aback she could absorb a good deal of punishment with no assistance from us at all.



Blessing the rudder repair

Photo: Ros Cunliffe

On several occasions during the five years we owned *Saari*, we came through deep sea gales of such severity that carrying any canvas at all was simply not an option. Once or twice, we ran under bare poles, but again, the question of exhaustion arises. The traditional answer is then to lie a'hull, which certainly worked admirably for her. She heeled steadily, taking the wind a touch abaft the beam, leaning to the punches, but always coming back for more. With her sensible ballast ratio, wholesome hull and heavy mast supplying major inertia to resist rolling, she never even looked like being rolled over. It is true that there were times when books from the weather shelf ended up in the custard, but this honest craft, designed by a man who understood the way of a tiny boat in storm conditions, looked after us when we could no longer do much for her.



She looked after us

Photo: Tom Cunliffe

I have spent many years of my working life sailing modern yachts of a similar size to *Saari* and I have no doubt whatever that on a couple of those awful nights in the Western Ocean, a flat-floored, light-weight modern cruiser would have been rolled. In the end, that's why in my fiftieth year I bought yet another gaff-rigged yacht of classical working boat hull form. That, and the mysterious fact that for all the hard work they demand, our boats give us back more than they receive. They are simply the most fun under the sun, but I still wasn't going to bring my new boat home in October. Not likely.....

© Tom Cunliffe 1998

DEVON

Devon Revival. We have now formed a small committee to develop gaffer interest in the Dart and surrounding areas in Devon, such as Brixham, Salcombe and Plymouth.

John Bryan has taken over secretarial duties as Area Secretary and Mike Lucas has taken responsibility for funds and handicaps. The committee is now - Paul Heighway (*Muriel*), Peter Lucas (*Ripple*), John Holden (*Dorothy*), John Bryan (*Polly Rose*), Tony Knights (*Peter 'n Jessica*), and Mike Lucas (*Marie Louise*). Nick Walker from Salcombe and Dennis Reece from Plymouth will increasingly become involved as we endeavour to bring together and develop gaffer interest in Devon.

Our Annual Start Bay Race will be held on 4 July this year. This is the big event of the season. All gaffers are welcome and even if you have never raced before, why not come and take part. We invite all sizes from 15ft upwards. Race instructions are simple to follow and the most basic understanding of the rules is all that is needed to take part. Join us the previous evening at Dartmouth Yacht Club to collect race instructions and to find out more about the event. Please feel free to join us for the day, even if you do not want to race. We should like as many gaff-rigged boats in Start Bay as possible! Later in the afternoon we have a prize-giving (something for everyone) and then a barbecue which starts in the early evening. There will be merrymaking, shanty playing and story telling to charm the night away.

During the early part of August, there are three gaffer/classic rallies in the West Country, being Plymouth, at Clovelly Bay (1/2) Fowey Classics (5/6) and Falmouth Classics (8/9). We then get into the Brixham and Dartmouth Regatta period. This all starts with the Brixham Regatta (21/23), which then feeds into the Dartmouth Royal Regatta (26/29) and finally our main event of the Regatta series, the RNLI race on Sunday 30 August. Even if you do not get involved in Regatta racing, the Sunday event is a must for every gaffer in the river. A new

event on Bank Holiday Monday is the "Small Gaffer" rally, when we plan to raft up and have lunch in the lower reaches of the Dart and end up at the Royal Dart Yacht Club for a barbecue in the evening.

The final event is the in-river race and rally on 11 October and this year we shall start from Dittisham and sail with the tide down to the "Res Nova" Restaurant (the barge) off Dartmouth. We understand that it will be possible to raft up all the boats alongside the barge and the facilities will be ours for the rest of the day. Dates, details and contacts for all Devon Area events appeared in the March Gaffers Log.

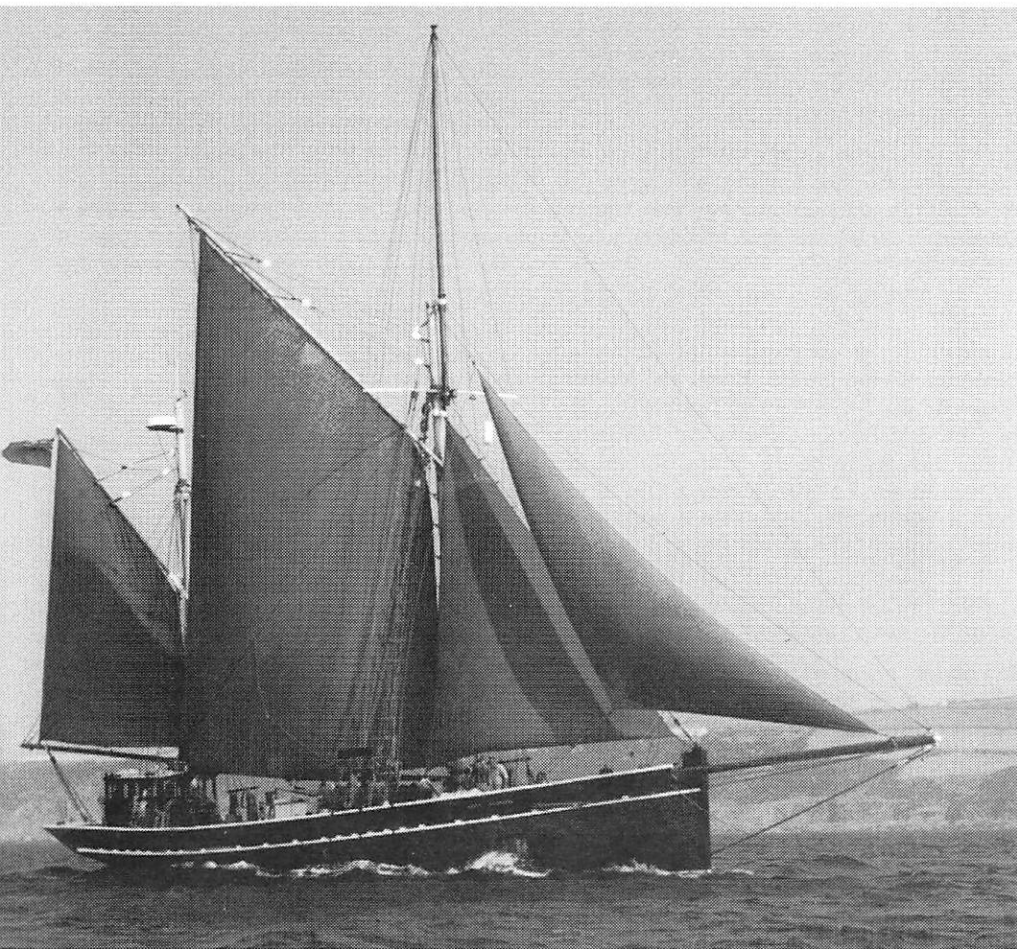
Good sailing to you all this year.

Mike Lucas - for Devon Area Committee



Devon's *GOLDEN VANITY* will be at IFOS with OGA Youth

Photo: J. Border



KENYA JACARANDA will be at IFOS with OGA Youth

Photo: Mayflower Sail Training

Isle of Wight ferry companies, has very kindly agreed to sponsor our souvenir mugs, which are presented to all race starters, this year. Anyone not on the Solent Area mailing list who wishes to join in the race should drop me a line or leave a message on the 'phone so that I can send them details when they are available, either late July or early August. The format will be to meet in the Cowes Corinthian Yacht Club, where we are always made very welcome, on Friday evening, 28 August. A race is planned that afternoon from Portsmouth to Cowes for those who have already arrived at the Festival. The annual race itself will start on

the Saturday morning and finish at Portsmouth in the afternoon, whereupon we will proceed to the Naval Base and, I am sure, provide a magnificent spectacle for the visitors as we find our berths for the weekend. Unfortunately, competing in our race does not bring with it entitlement to a berth in the Festival so please ensure that you have also had your application to the Festival accepted if you want to join in all the action. Be sure also to mark your application 'OGA'. If Bristol is anything to go by, this should be quite an event.

Geoff Skinner - Area Secretary

BLACK LADY'S DISMASTING IN FRANCE - Part 2

by Andrew Chesshire

Extract from the Paimpol Festival Press File



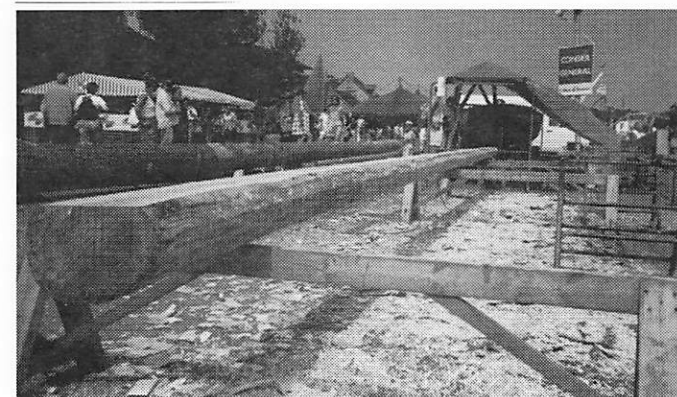
Exhibitors Quay (Quay Loti)

In such an authentic, maritime celebration, it is imperative that the quay space be devoted to the activity and culture of seafarers. This is the case at Paimpol, where the stands are exclusively reserved for associations, professionals and players of maritime heritage (wooden boat yards, sail makers, craftsmen)

In view of the unsatisfactory state of the rig, I decided against going too far to the west in Brittany. Amended my plan and crossed from Jersey to the Trieux River. A slow passage time resulted in a long struggle against a foul tide on the French side. Spent a few days at various anchorages in the river then decided to move round to Paimpol early for the Fete du Chant de Marin. The main aim was the hope of doing something about the mast. The harbour master was a wooden boat owner himself, pleasant and most helpful. Visited all the local yards in search of a secondhand mast that could be adapted to fit, but without success. The only wooden masts around it seemed were from bermudan craft, all being too tall and too thin.

During my search I met Gilles Conrath, a wooden boatbuilder with a yard at Kerpallud, on the edge of Paimpol. We discussed the mast problem and he then visited the boat, after which he quoted me a price for a replacement laminated spar. It was a fair price, I had to say, and I was sure his masts were the best, but my cruise budget did not cover that sort of cost. He thought again and hinted to me that there would be a mast-building demonstration at the festival and pointed out a selection of tree trunks for the purpose at his yard.

There then followed a series of informal discussions, the result of which was that on the first day of the festival a suitable tree (spruce I think) still with the bark attached, lay across four large trestles on the "Chantier Conrath" stand. Directly opposite was a strategically placed beer tent. Gilles, Albert, Oliver (all local boatbuilders and boat owners) and myself then



Quai Loti - mast and beer tent

Photo: A. Chesshire

set about converting it into a mast. Bretons are excellent boatbuilders and most have a very down-to-earth approach to all things maritime. Power tools were used wherever possible. Not an adze in sight!. The bark was peeled off by hand, liberating a good supply of woodlice and other deposited tree dwellers. The first flat side was established using two short straight-edges, one nailed to each end of the trunk. A length of string was then stretched between those straight-edges, one each side of the trunk. Next, using a chainsaw, notches were then made down the length of the strings every two inches or so to get a flat face. The strings were always repaired by knotting; this happened several times when the saw dropped a bit low! This done, the short sections between the cuts were then chopped out with an axe, and the rough face planed flat with a heavy duty electric planer. From this datum face the other three faces could now be marked out using long straight-edges, and at the same time gauging the required taper. These next cuts were made with a big circular saw. Occasionally the power went off during this operation, usually because the delivery of more stock to the beer tent pulled the plug out! More work with the electric plane was now needed to get the four faces reasonably flat, as well as a few compromises to get a straight mast from a slightly curved tree. The now square tree was next marked out to an octagon, power sawing and planing the corners off. Finally, remaining corners were cut off to round and finished with a hand plane. In all this was about three days of work. The Bretons work very hard when they work, but do follow the siesta principle in the middle of the day. So I often found myself alone on the job from about midday till three or four o'clock. The many people who were not into siestas and who came up to ask questions about the work were tolerant of my limited grasp of the language. By the end of the festival my vocabulary had improved somewhat, even if it was mainly mast and rigging words. We were positioned next to the Cornwall stand, and they were kind enough to take a particular interest in this mast building. Their good supply of cold water to drink helped the work progress and keep us out of the beer tent. I hope we will meet again at the Penzance festival next year.

Gilles was about to go on holiday sailing with his family and during the festival we loaded his boat on the trailer at his yard and towed it down to the harbour with his tractor. I presented



Mast rigged - Gilles for holiday

Photo: A. Chesshire

SOLENT

As has become the custom, I have been invited to introduce myself as the new Solent Area Secretary, so here goes.

I first started sailing some 40+ years ago in a Cadet on the Exe Estuary, moving on to National 12s, International 14s and Merlin Rockets - a good foundation for any budding Gaffer, even if I didn't realise it then. Years later, on moving to the Southampton area in 1980, complete with wife and three children, for what I expected to be a maximum of four years, I was still sailing dinghies. But my fancy had been taken by then by Eric Berquist's splendid full page colour advertisements in the yachting magazines for Tony Robinson's Memory. Once a friend had purchased one and I had been exposed for a number of seasons to the Solent Gaffers making their way up the Hamble River to the Elephant Boatyard for the annual rally, I was finally hooked!

So I bought my own Memory, *Lady Rose II*, soon to be renamed *Daisy*. We had ten excellent seasons in *Daisy*, racing and pottering around the Solent, thoroughly enjoying the OGA events which we took part in. It was during this time that I became Honorary Commodore of the Solent Area and thus began my involvement in the Area Committee.

I now own *Mayfly*, a 28ft LOD flush deck yacht, built in 1914 on the lines of a Poole fishing boat. I still have much work to do to bring her up to the standard I like in a boat, it having taken me nearly three years to get her sailing since I bought her in 1994. This Spring's priority has been to restore the rig to gaff, the Bermudan rig having been fitted, it seems, some time in the 1930s. But *Mayfly* is another story.

Because of my background, it might not come as a surprise that I believe that we should encourage small Gaffers, because it gets people into the Association and many are quite likely to move on to larger boats at some time, be they GRP, wood, ferro or steel. I am not that much of a purist that I

get very excited about which material people choose to have their boats made from, nor can I get terribly worked up about the use of modern fittings if done sympathetically, or even the definition of 'classic' - but I do know what I like in a boat. The beauty of Gaffers, to me, is that they are great fun to sail, the rig is attractive and flexible, most have a unique identity (unlike the multitude of Bermudan boats) and the people who sail them are also great fun.

Turning now to Solent news, our AGM-come-winter-get-together took place at Warsash Sailing Club on 21 February 1998 and was particularly well attended. In keeping with Solent tradition, the meeting was a brief affair thanks to George Beckett's chairmanship. George was re-elected Area Vice President, while the committee was returned en bloc. David Keller had stood down as Area Secretary last summer and tribute was paid to the hard work which he had put into the job and especially the establishment of YOGAFF, the Yarmouth Old Gaffers Festival, which had proved immensely successful. Pat Dawson had kindly offered to stand in as Acting Secretary until the AGM, when I agreed to fill the vacancy. Apart from the elections, Pat delivered the Secretary's report, Russell Read the Treasurer's report, while Dick Dawson presented a national perspective and David Cade an update on the Portsmouth International Festival of the Sea, which drew much interest. Following the meeting, we all enjoyed a fish pie and treacle pudding supper and the customary social exchanges.

Our programme for the season remains as published in the March Gaffers Log. This is a particularly special year for the Solent Area, not only because the Festival of the Sea is to be held on our patch, but also because it coincides with our 40th anniversary race. We look forward to a record race entry and Gaffers attending the Festival from other Areas are especially welcome to join us in the race and subsequently at Portsmouth. I am pleased to say that Red Funnel Ferries, one of the

MEDWAY & NORTH KENT

The MNK Area AGM at The Anchor, Faversham on 1 April turned out to be a very entertaining evening, thanks to Lena's quiz after the basic business of the evening was completed. One of the requests made at the AGM was for regular pub meets around our area. To see how it goes, the first Wednesday of each month was agreed upon for the meeting, rotating between three venues - The Barge at Gillingham on 6 May, The Anchor at Faversham on 3 June, The Crispin at Sandwich on 1 July, back to The Barge on 5 Aug, etc. Do come along to meet old friends and maybe make some new ones.



Hon. Sec. visits MNK Area Sec. Lena Reekie

Photo: R. Holden

MNK AREA RALLY & RACE - 20/21 July

The Rally takes place on Saturday the 20th in Limehouse Dock Basin, where we are being offered specially reduced mooring fees of £10 per night. This fee is available even to those who wish to sail to Limehouse the previous weekend. The Race on the following day will start below the Woolwich Tidal Barrier at approximately 10.00-10.30hrs, to make full use of the tide. Subject to locking out of Limehouse Basin and the need to stem the last of the flood, times may have to be compromised to be fair to the small gaffers. Prize-giving etc.

will be at Queenborough Yacht Club in the evening.

PORTSMOUTH '98

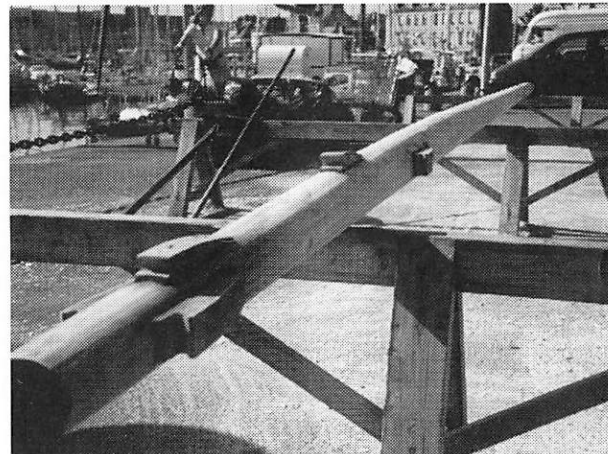
The big event of the season is, of course, the Portsmouth Festival of the Sea, at the Royal Naval Dockyard over the August Bank Holiday weekend. We have yet to discuss the organisation of a proposed cruise/race in company with the East Coast Area. As a service to MNK Area members, a register is being set up for skippers looking for crew and crew looking for skippers, for those wanting to sail to this event. Please contact Lena Reekie, tel. 01795 534212 or myself, tel. 01843 582997.

So called weather experts have been heard to say that we are going to enjoy a hotter summer this year. Could it be they have been to Sandwich, where an Australian Black Swan is to be seen paddling around Stonar Lake and is over here for the expected heatwave? In the same area, it looks as though the proposed swing bridge across the River Stour below Sandwich is going ahead - builders pegs are now in place for the quarter mile approach road to it around Stonar Lake.

Robert Holden - Area Vice President

him with some holiday money which expedited the appearance of a piece of oak for rigging bolsters on the mast. Six were needed for the standing rigging and the peak halyard. These he rapidly made on his bandsaw. I am always impressed how an expert can produce six blocks of a fairly complex shape by eye on a bandsaw, and have them all end up the same size. A supply of galvanised boat nails for fixing them on was also provided. By this stage the festivities were over and the council people were getting anxious to clear up. So the mast was lifted onto a huge boat trailer and dragged round the dock to the Dauphin yard at great speed behind a John Deere tractor. I had arranged to rig the mast at this yard, and they would provide the crane for stepping it. Monsieur Dauphin was, like the others, most obliging and even donated a piece of 8mm galvanised wire from which I made the forestay. Various trips were made to the excellent Coop Maritime, a chandlery and fishing store, for galvanised wire, seizing cord, and bulldog grips. The two shrouds on each side from the hounds to the chainplates were made in one length, served and seized around the mast. The lower ends of the rigging were done as a temporary job with thimbles and bulldog grips. These ends have now been swaged, as the Elephant yard was kind enough to lend me their hydraulic Talurit press on my return.

On completion of the rigging I checked the mast dimensions several times. It would have been embarrassing to have it hanging on the crane then find that it would not go through the deck or fit the slot in the keel. Fortunately all was well and it dropped neatly in, I secured it with a couple of wedges at deck level and we took off the lifting sling. A nice thing about a fairly beefy wooden mast stepped on the keel is that it holds itself up without rigging. But I did secure it temporarily by use of my halyards before moving back to the berth to complete the standing rigging.



Finished product

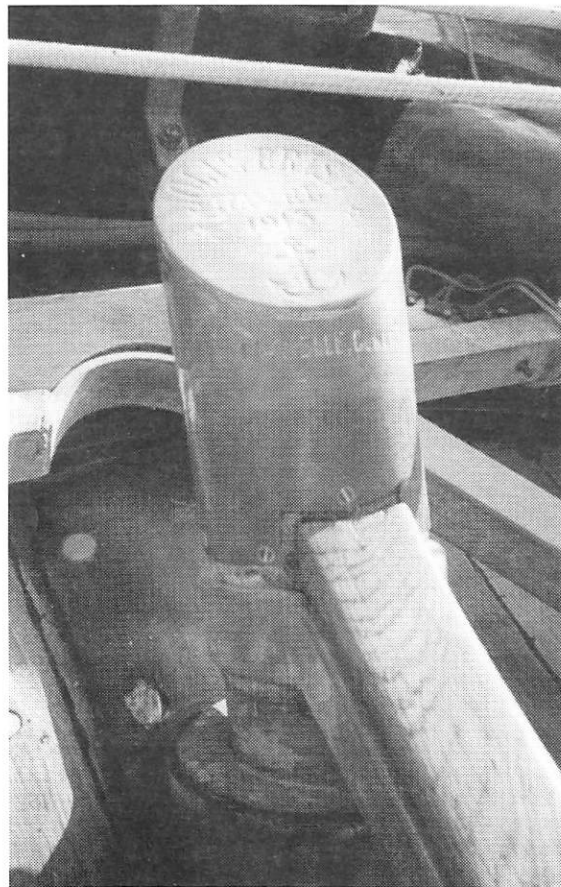
Photo: A. Chesshire

On Thursday 28th August *Black Lady* left Paimpol lock bound east for St Quay. The wind was southerly force seven, the first serious wind for well over a month. I tried to convince myself that conditions would not be too bad as the wind was off the land. But it really was quite rough in the Anse de Paimpol, and got rougher further out before we could weather the Ost-Pic lighthouse and get back closer to the shore. In the interests of "running in" the new mast and rigging, only a modest working staysail was carried. Coast hopped up the west side of the Cotentin peninsular calling at Granville and Dielette before crossing the channel. The channel crossing was slow, the wind was by now northwesterly, so that we ran out of useful tide for the Needles channel and went in to Poole instead. That worthy port has the distinction of being the first I have ever visited to be charged on overall length including the bowsprit. Welcome back to England! Tied up at the Elephant yard, Bursledon on Sunday 7th September.

I should like to end by saying that the people of Paimpol were very friendly and tolerant of my rather poor grasp of their language. Doubtless some may say that it is incompetent to lose a mast - I quite agree. But should such a disaster ever befall you, the Brittany coast, preferably just before an old boat festival, is the right time and place to do it.

BRASSED OFF !!

One of the traditional crew tasks to keep the STS *Leeuwin* "shipshape and Bristol fashion" is polishing the ship's brasswork. Gleaming ports, winches and the ship's bell, polished "well enough to shave in", are the visible signs of a smart and happy crew, as well as a proud and contented captain. However, polished brasswork has not always been associated with happy little sunbeams taking pride in their work!



Brass rudder head on JOLIE BRISE

Photo: Editor

For over two centuries, at horse shows and fairs, farmers, brewers and carters paraded their champion draught horses, Shires, Clydesdales and Percherons dressed with black harnesses covered in brasses. A typical brewery haulage team of four Clydesdales could have upwards of 160 brasses on leather belts. The early morning job of the team driver or groom was to hand polish each horse-brass as well as the leather harness. This could take several hours and when finished the groom was said to be "totally brassed off". Hence the expression which implies tired out after a long, hard, repetitive job.

Of interest are the many bizarre recipes for restoring neglected and badly tarnished brasswork. My favourites are from (a) The China Clippers, (b) Liverpool Pilot Boats and (c) Hong Kong Yacht Club.

(a) For green discoloured brass, mix a tablespoon of curry powder (Madras no.1 - very hot!!) with half a cup of Brasso and a dash of methylated spirits. Rub with a coarse cotton cloth and wash off with warm soapy water.

(b) Wash the tarnished brass with hot soapy water, then rub down with a mixture of equal parts toothpaste and Brasso, using a coarse cloth. Polish off with warm soapy water.

(c) Use a very fine, 2000 grit, wet and dry paper soaked in equal parts vinegar and Brasso. Clean up with a sponge and warm water.

Finally, don't resort to spray-on lacquer finishes but stay with the frequent polishing-by-hand routine and you can take a personal pride in being thoroughly "brassed off".

Patrick Reid

OGA of Western Australia

FRANCE

Since 1986, the Nord-Pas-de-Calais Federation of the FRCPM (Fédération Régionale pour le Culture et le Patrimoine Maritimes - Regional Federation for Maritime Culture and Heritage) has been involved in the salvage and reconstruction of traditional boats and has promoted the development of several institutions. The federation now includes around 30 associations, several museums and numerous individual members. It actively follows its policy of protection of the Nord-Pas-de-Calais coastal heritage, via various activities and projects. One of its objectives is to preserve the memory and the traditions of the maritime world through the collection of witness accounts at the heart of the maritime community and by contributing to a regional photographic resource dedicated to the sea and to river navigation. By publishing works on the regional maritime heritage, the federation will make known to a wider public the maritime history, culture and heritage of Nord-Pas-de-Calais.



Crew of CHRIST ROI

Photo: FRCPM

During their visit to the Chatham Maritime Festival last August, FRCPM became a member of the OGA. Those of you who were there will remember their stand and the traditionally costumed entertainers on the quay, as well as the *Christ Roi* and her friendly crew. We have just received a copy of their 'Guide des Fêtes de la Mer et de l'Eau' which gives dates and details of all maritime events, both ashore and afloat, in their region - from Dunkerque down to the Baie de Somme. There is not room to list all of these, but extracted from their guide is a list of French Maritime Festivals, as follows

June 13/14	Le Havre. 160th Anniversary of the Society for Regattas.
June 27/28	Le Havre. Festival of the Sea.
July 4/5	Fécamp. Festival of the Sea.
July 10/14	Le Croisic. 'Voiles d'amour'.
July 12	Dieppe. Festival of the Sea.
July 17/26	Vendée 98. Festival in 7 ports - 17 L'Aiguillon sur Mer, 18/19 Les Sables d'Olonne, 20/21 Ile d'Yeu, 22/23 Iles de Noirmoutier, 24/26 Saint-Gilles-Croix de-Vie.
July 24/26	Baie de Seine. Regatta for traditional boats.
July 31/Aug 2	Aber Benoit. Maritime Festival, gathering of traditional boats.
Aug 11/12	L'Aber Wrac'h. Maritime Festival, gathering of traditional boats.
Aug 15/16	Saint-Waast-la-Hougue. Regatta around the Ile de Tatihou, sea shanties, displays.
Sep 26/27	Honfleur. Prawn Festival, gathering of traditional boats.
(See also Events List on pages 20 and 22 of this Log).	

If anyone is planning to visit the Nord-Pas-de-Calais region and would like details of events from their programme, please give Brenda Jago a ring on 01621 741595, or contact FRCPM, 23 rue Gosselet, 59000 Lille, France.

July 11/12	OGA RALLY, Marchwood Y C, Southampton. Geoff Skinner, tel. 01489 572427.
July 11/12	Preston Maritime Festival, Preston Marina, Lancs. Chris Miller, tel. 01772 733595.
July 18	EAST COAST OGA RACE, West Mersea, River Blackwater, Essex. Jon Wainwright, tel. 01206 393537.
July 24/26	Glandore Classic Boat Regatta, Co. Cork, Ireland. Donal Lynch, Clara, Orchard Road, Cork. Tel. (353) 021 545333, fax. 342497.
July 24/26	Mosselrace, Antwerp, Belgium. Jozef Mols, tel/fax. 32-3/226 22 59.
July 25	Harwich Sea Festival, The Quay, Harwich, Essex. Proceeds to RNLI. Peter Goodwin, tel. 01255 886004.
July 26	CONWY NOBBY & GAFFERS RACE, Conwy, N. Wales, followed by week long River Festival. Sue Farrer, tel. 01270 874174.
Aug 1	Swale Match, Hollowshore, Kent. Lena Reekie, tel. 01795 534212.
Aug 1/2	Plymouth Classics Rally, Clovelly Bay Marina, Plymouth, Devon. Diane Webster, tel. 01752 406711/880724.
Aug 6/7	Fowey Classics, Fowey, Cornwall. Mrs T Fitzgerald, tel. 01726 832401/832224.
Aug 7/9	Escale au Port, Etaples, N. France. Musée de la Marine d'Etaples, B.P.104, 62630 Etaples, France. Tel/Fax: (33) 03 21 09 77 21
Aug 8/9	Falmouth Classics, Falmouth, Cornwall. Tel. 01326 373613 (answerphone).
Aug 13/16	Douarnenez '98. Dz 98, Peniche Grand Large, Quai du Port-Rhu, 29100 Douarnenez, France. Tel. 33 (0)2 98 92 95 96. Fax. 33 (0)2 98 92 66 00.
Aug 15	OGA DITTISHAM REGATTA, Devon. 'In-river' race. Paul Heighway, tel. 01803 722287.
Aug 15	Blackwater Barge & Smack Race, Maldon, Essex. Peter/Pat Boss, tel. 01621 851147.
Aug 21/23	Brixham Regatta, Brixham, Devon. Tony Knights, tel. 01803 852484.
Aug 22/28	Mersea Week, West Mersea, River Blackwater, Essex. WMYC, tel. 01206 382947.
Aug 26/29	Dartmouth Royal Regatta, Dartmouth, Devon. Followed on 30th by RNLI Gaffer Race & on 31st by OGA SMALL GAFFER RALLY. John Bryan, tel. 01803 845735.
Aug 28/31	INTERNATIONAL FESTIVAL OF THE SEA, Portsmouth. Tel. 01705 725000, Fax. 01705 725793 for registration. The OGA will be organising sailing events, tel. 01797 223040.
Aug 29	SOLENT AREA 40th OGA RACE. Start Cowes, finish at Portsmouth Festival. Participants must register for Festival. Geoff Skinner, tel. 01489 572427.
Aug 28/31	BANGOR TRADITIONAL SAIL, Bangor, N. Ireland. Peter Lyons, tel. 01247 453099.
Sep 4/7	DERWENTWATER 98, OGA SMALL BOATS RALLY, Lake District. Sue Farrer, tel. 01270 874174.
Sep 5	OGA OPEN BOATS RALLY & RACE, West Mersea, River Blackwater, Essex. Sue Taylor, tel. 01206 382843.
Sep 5/6	CORNWALL AREA ANNUAL BARBECUE & RACE. Mike Collins, tel. 01872 863096.
Sep 12	Colne Smack & Barge Match, Brightlingsea, Essex. Mrs Allen, tel. 01206 305457.
Sep 12	Portrush Traditional Boat Rally, Portandhu Harbour, Portrush, Co. Antrim, N. Ireland. Robin Ruddock, tel. 01265 823871.
Sep 26	MALDON TOWN REGATTA & OGA ANNIVERSARY RALLY. Jon Wainwright, tel. 01206 393537.
Sep 26/27	OGA RALLY, Yarmouth, Isle of Wight, joining in the Royal Solent Yacht Club's Centenary Chase on Sunday 27th. Geoff Skinner, tel. 01489 572427.
Oct 11	END OF SEASON RACE & RALLY, Devon Area. John Holden, tel. 01803 833483.

See also AREA NOTES for other events.

Two new books reviewed by George Jago

EAST COAST RIVERS

We have just received from Yachting Monthly, the latest edition of East Coast Rivers, for review. It is like meeting an old friend who updates you with all the latest news and details you require when sailing on the East Coast. Jack Coote would be proud of the way his daughter keeps his pilot book going.

Jack was a man who saw a need for an easy to use pilot book at a time when so little was available for small boats on this part of the coast. Over the years, he was most conscientious and concerned about the way a number of well-known navigating marks were disappearing. Behind the scenes, he worked hard to make sailing on the East Coast enjoyable.

Although I am not up to date with the whole area, the parts I do know appear correct. The pictures/aerial photographs are worth a thousand words, as they say, and are a great asset to these later editions. It is a very affordable price for so much information and everyone on this part of the coast should have a copy.

Well done again Janet and well done Yachting Monthly for continuing to support this very valuable pilot book in these days when so much that has any traditional value seems to just disappear.

East Coast Rivers (16th edition) is published by IPC Magazines Ltd. and costs £9.95.

EBB TIDE

If you already know of the adventures of Captain Nathaniel Drinkwater, I have absolutely no hesitation in recommending Richard Woodman's latest, and sadly last, book about this very real Royal Navy Officer in "Ebb Tide". If, on the other hand, you are not so lucky and have not met Nathaniel Drinkwater RN, then I strongly recommend you amend that position.

When Richard writes about his man, he always tells an interesting story. He has made a detailed study of Naval History of the time we call the Napoleonic period. Also, being a Master Mariner, he uses all his knowledge to the full and the result is a wide ranging, technically sound sea story, enhanced with fascinating in-depth excursions into unusual and interesting events of the period.

Richard's natural talent enables him to paint strong and realistic pictures with words. His description of the need to club-haul a frigate off St Michael's Mount in a thunderstorm at night, in his book "1805" is so very real. As a retired Marine Superintendent of Trinity House, he lets his experience and imagination come into play with convincing effect in the opening chapter of "Ebb Tide", when the Trinity House vessel "Vestal", an early paddle steamer, is described in intimate detail.

These are good sailing books. They are all convincing nautical adventures authentically presented to make them a good read. I started with "The Bomb Vessel" in paperback. "Ebb Tide" is released in hardback and is published this month by John Murray, 50 Albemarle Street, London W1X, price £16.99.

The Editor denies absolutely, any relationship with any character in "Ebb Tide"!

1998 OGA & OTHER TRADITIONAL EVENTS

- June 5/7 YARMOUTH OLD GAFFERS FESTIVAL (YOGAFF), Yarmouth, Isle of Wight. Similar format to last year's success. Geoff Skinner, tel. 01489 572427.
- June 13 Wivenhoe Regatta, River Colne, Essex. Racing for smacks, classics, dinghies & canoes. Many on-shore activities. Nigel Cooke, tel. 01206 823120.
- June 13/14 Beaulieu Classic Boat Festival, Beaulieu, Hants. Tel. 01590 612445.
- June 13/14 Peel Festival, Isle of Man. Peter Lyons, tel. 01247 453099.
- June 13/14 Newport Town (IOW) Riversiders Regatta. Small boat festival, free entry to participants. Includes relaunch 1887 Bembridge lifeboat. Brian Charlesworth, tel. 01983 292769.
- June 14 Liverpool Nobby Race. Roger Bucknall, tel. 0151 342 2158.
- June 18/28 Golowan Festival, Penzance, Cornwall. Geoff Nicholson, tel. 01736 332617.
- June 19/26 EAST COAST CLASSICS for Gaffers & Classic boats. Starting at Ipswich Maritime Festival, 2 days in the Walton Backwaters, rest of week at Suffolk Yacht Harbour. Daily cruises & races. Jon Wainwright, tel. 01206 393537.
- June 20/21 MNK AREA OGA RACE & RALLY, latter at St. Katherines Yacht Haven, London. Lena Reekie, tel. 01795 534212.
- June 20/21 ARDGLASS TRADITIONAL REGATTA, N. Ireland. Peter Lyons, tel. 01247 453099.
- June 20/21 Lowestoft Festival & Smack Race, Lowestoft, Suffolk. Excelsior Trust, tel. 01502 585302.
- June 20/21 Maritime Ipswich, Ipswich Wet Dock, Suffolk. Jan Davies, tel. 01473 262052.
- June 27/28 Galway Hookers Rally, Portaferry, N. Ireland. Peter Lyons, tel. 01247 453099.
- July 3/8 DelfSail '98. Stichting DelfSail, Extern Management, Postbus 336, 9930 AH Delfzijl, The Netherlands. Tel. (31) 0596 616655, fax. (31) 0596 630898.
- July 4 DEVON AREA ANNUAL GAFFERS RACE, Start Bay. John Bryan, tel. 01803 845735. Followed next day by Rally & beach barbecue at Dittisham.
- July 4/5 Ships Open Days, Royal Harbour, Ramsgate. Diane Chamberlain, tel/fax. 01843 587765.
- July 10/14 West Cornwall Maritime Festival, Penzance. Tel. 01736 362341, Fax. 01736 361133.
- July 11 Heybridge Basin Regatta, nr. Maldon, Essex. Colin Edmond, tel. 01621 853506.

Continued on page 22

David Cox M.Sc.

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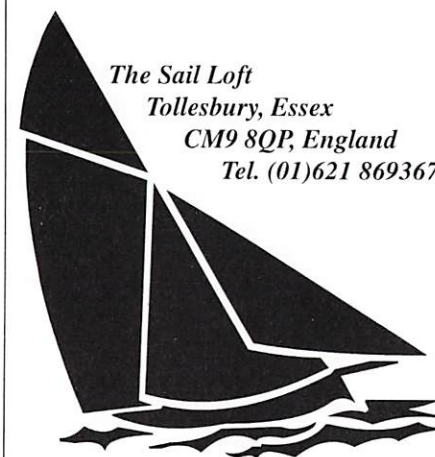
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