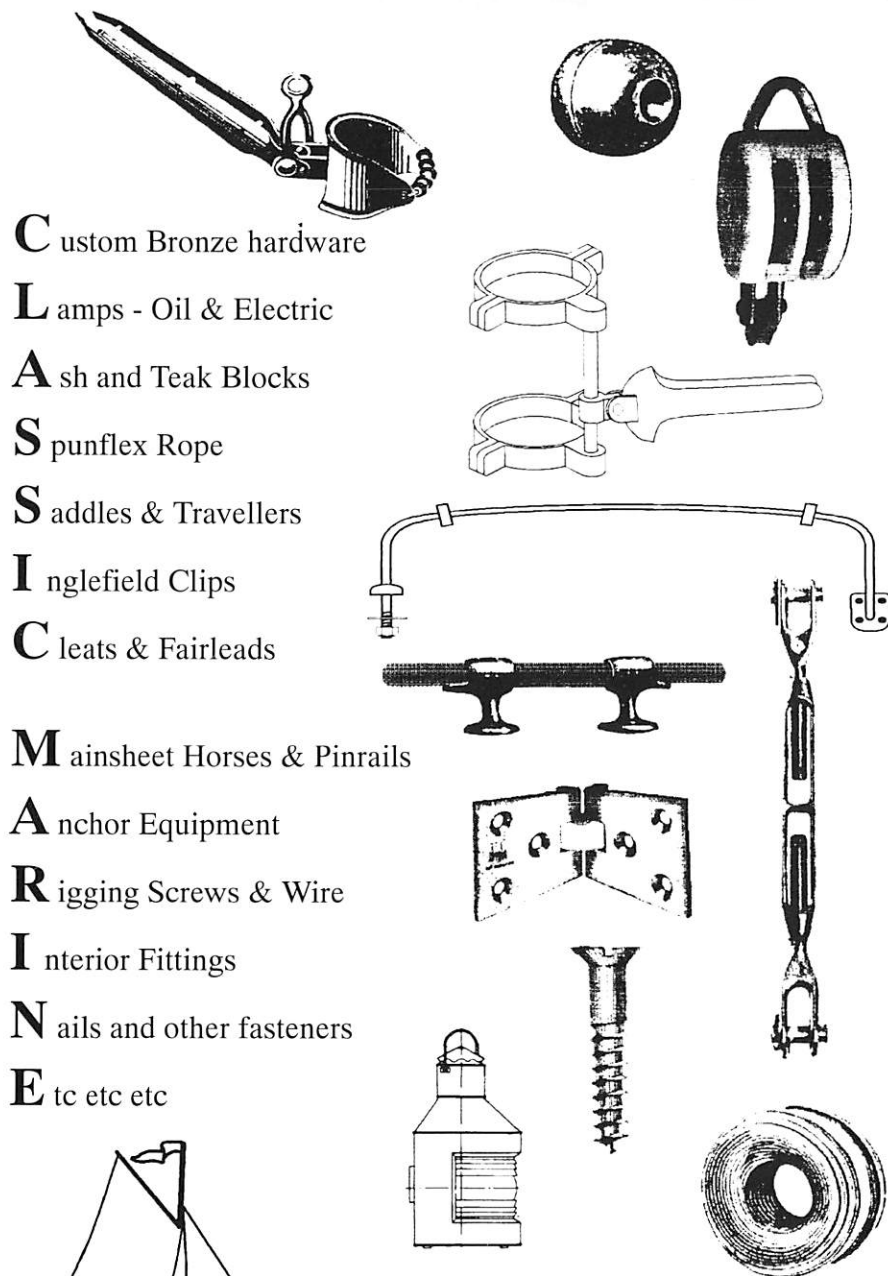


Gaffers Log

MARCH 1998

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION





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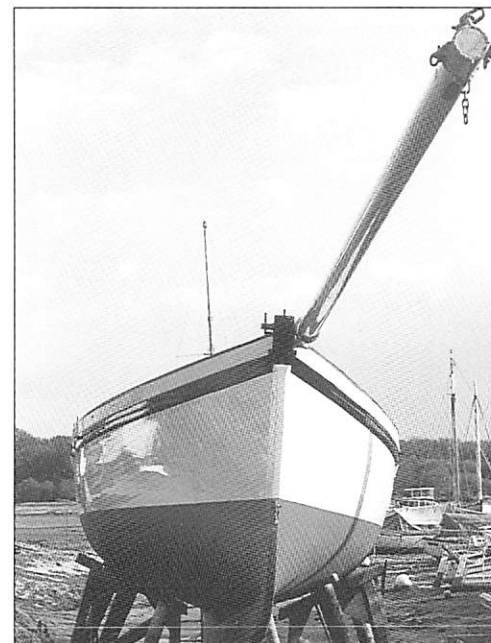
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Gaff Mainsail. Luff 15', Head 11'6", Leech 25', Foot 14'6".
Contact: David Gray, tel. 01294 822132.

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Spacious bungalow in ½ acre garden, in grounds of large country house. 11/2 miles off main road, 200 yards from NE bank of River Deben - moorings £40 p.a.! Offers in the region of £200,000.

Tel. 01394 383082 (OGA member).

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

ASSOCIATION STOCK LIST

		UK	Overseas
Burgees	15"	£ 9.00	£ 9.50
	18"	£ 10.75	£ 11.25
	24"	£ 12.75	£ 13.25
	30"	£ 15.00	£ 15.50
Membership Flags	12"	£ 9.75	£ 10.25
	15"	£ 11.50	£ 12.00
	18"	£ 14.00	£ 14.50
Ties (multi-motif) <u>now in stock</u>		£ 7.50	£ 8.00
Brooches		£ 4.00	£ 4.50
Cap Badges	Small	£ 5.50	£ 6.00
	Large	£ 6.00	£ 6.50
Sweatshirts	M,L,XL,XXL	£ 15.00	£ 16.00
Polo Shirts	M,L,XL,XXL	£ 15.00	£ 16.00

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

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

Embroidered name on sweatshirt or polo shirt (allow up to four weeks for delivery) £ 2.00.

Prices include postage and packing - surface mail for overseas.

Please send orders, with cheque or postal order, payable to **Old Gaffers Association** (overseas members can pay by Eurocheque or by draft on a London bank) 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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Front cover : A Howth 17 sailing in Dublin Bay, by Matt Reid

Back cover : Smack *Sallie*, by Rik Homan

MEMBERSHIP SUBSCRIPTIONS were due on 1st January - have you paid?
Please see insert letter from our Membership Secretary.

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

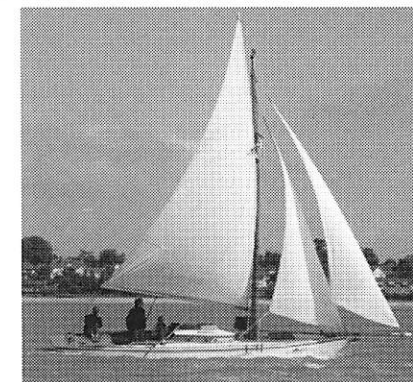
EC - East Coast	BC - Bristol Channel	FR - France
MNK - Medway & North Kent	NW - North West	GER - Germany
CP - Cinque Ports	CNW - Conwy & North Wales	USA - U.S.A.
SOL - Solent	DB - Dublin Bay	CAN - Canada
DEV - Devon	NI - Northern Ireland	WA - W. Australia
CWL - Cornwall	SCO - Scotland	EU - EU Liaison

FRENCH 7.5m. RACING YACHT "SHEENA"

LOD 28ft, Beam 7ft 4in, Draught 4ft 6in.

Designed L Dyevre, built A Senecal, Les Mureaux, France, 1916. 5 Headsails, topsail and spinnaker. Good racing record and history. Reluctant sale due to expanding family. Lying East Coast. Price £8,500 o.n.o.

Contact: Richard & Joy Taylor, tel. 01621 744709.



GAFF CUTTER "MERLYN II"

LOA 22', Beam 8', Draught 3'

Hull, sails and spars in good order but needs painting and some running rigging. Present owner has kept her in excellent condition. Now laid up ashore for past two years. Require an early buyer before all the good work deteriorates. Lying mid-Devon. Price £4000.

Contact: Richard Carman, tel. 01823 680351.

ACCESSORIES FOR SALE

Taylor's parafin cooker type 030 with two rings and oven, pan clamps, fiddle-rail, gimbals, pressure tank, manual and many spares. Price £350.

Cast iron solid fuel stove with stainless steel flue pipe and cap. Price £50.

Pump toilet (similar to Blakes Victory) in working order with wooden seat and cover. Price £25.

Set of Melaware crockery for 6 in black/white pattern. Price £10.

Felcro rigging cutter (large). Price £15.

Contact: David Blackburn, tel. 0191 285 4740.

Terylene mainsail, Rockall 1990, 71/2 oz. Tan. Luff 2.98m, Head 3.42m, Leech 6.12m, Foot 4.12m (lacing to boom). 2 sets reef points @ 0.90 and 1.80m. Price £200.

Baby Blake Marine Toilet, recently refurbished, complete. Price £50 ono.

Contact: D M Thompson, tel. (after 1800hrs) 01243 377110.

FOR SALE

PETERBOAT "CELTIC WITCH"

LOA 19'6", Beam 6'6", Draught 15"/4'6"

2 berth cruiser, built 1985 by John Kerr of Bruynzeel clinker ply. Lifting ballast keel and elegant rig with curved gaff. New main, jib and rigging over last four years. Complete with gas cooker, VHF, cockpit tent, Seagull Kingfisher, genoa and spinnaker. Price £4250, or £4950 with galvanised piggy-back road trailer.

Contact: Bernard Patrick, tel. 01376 516420 (Essex).



EVENTIDE 24 GUNTER SLOOP "EVENSTAR"

LOA 24ft, Beam 8 ft, Draught 2ft.

Designed Maurice Griffiths, built 1964 by Roy Little at Stourport. Ply on oak frames, spruce mast and spars, tan sails by Rockall, 1990. Re-fitted and surveyed 1996. Stainless steel rigging, Wickham Martin furler, all halliards/sheets to cockpit for easy handling. 7hp Watermota Sea Cub II diesel with sailing propeller. Seafarer SD100 log/echo sounder and many extras. Lying ashore Windsor, Berks. Price £4,000 ono.

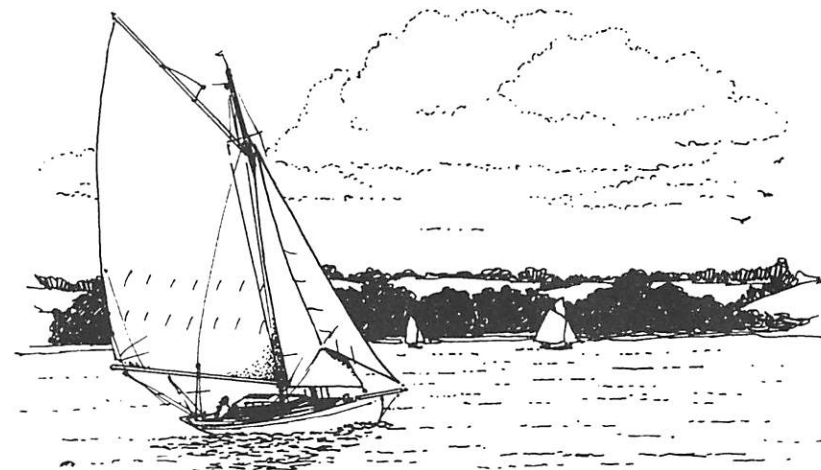
Also custom combo trailer available, price on application.

Contact: David Cooper, tel. 01252 628250.

28ft ESSEX SMACK YACHT

Built Tyrrell & Young 1993. GRP hull, fitted out in iroko, laid deck, wheel steering, 6 berths, 10hp Yanmar with 240v inverter, solid fuel stove. Featured in PBO no.334 and The Boatman no.15. Price £35000 ono.

Contact: A Collis, tel. 01983 613268/872741.



Summer Days

by Claudia Myatt

Welcome to 1998, and may Claudia's drawing above make you think of the summer to come - or just gone, if you are in the Southern hemisphere.

Last year, in the June Log, I made a point of thanking all the commercial organisations who advertise in the Log. Their support is more than welcome and again I thank you. Reference our new advert on page 21, the sailmaker's father, Ted Heard, now aged 92 years, was a member of the crew of *Endeavour*, the J class, reported missing in the Atlantic in 1937. Ted's father was the skipper on that trip.

However, to my mind there is more to be said in the way of 'thank you's. First, a big welcome and a thank you to John Bryan for accepting the position of Devon Area Secretary. This is also a good time to think about all those other Area Secretaries, Vice Presidents, Treasurers and Committee members who keep our Association going, providing shore events, rallies and races. Thinking more widely, are these the only people who make this Association appear so active? No. There are those who may or can only turn up for the odd day, but without whom events would not be so well resourced. There are those who turn up for a stint on the OGA stand, put up visitors in their homes, offer their motor cruiser or rigid run-about to support a race, offer their reliable support to make a social event happen, by making sure this or that is in place etc. We really must judge ourselves to be a lucky organisation to have all this fixed and flexible support. As just a member of the wider membership, I thank you most sincerely, one and all.

That said, look at Tom Cunliffe's letter on boat archives. Have you filled in and returned your boat archive form yet? Remember the Photographic Competition again this year - see the special notice on page 5 - have you entered? Also have a look at page 11 - think about it and see if you can help our President and the OGA at Portsmouth.

One final point, and a serious seamanship one. Here on the East Coast there has been a comment made about vessels laying to anchor without a riding light at night. But the East Coast is not the only place - I have found yachts well out into Swanage Bay without a riding light. In terms of self preservation it is a good idea to have one.

Copy date for the next Log is 1st May.

George Jago - Editor

- CNW** Mr & Mrs G D Brown, 5 Anglesea Road, Great Orme, Llandudno LL30 2QB
EDWARD BIRKBECK
Mr R Tushingham, Low Hole Bottom, Pateley Bridge, N Yorks HG3 5BN
MISTY MORN
- CWL** Mr M White, 30 Trelispen Park Drive, Gorran Haven, St Austell, Cornwall PL26 6HX
- DB** Mr J Gaynor, 249 Kilbarrack Road, Raheny, Dublin 5, Eire.
Mr J Kehoe, 54 Delbrook Manor, Ballinteer Road, Dublin 16, Eire.
Mr P Ryan, 45 Oaklands Drive, Rathgar, Dublin 6, Eire.
PEGGY BAWN
Mr J Weddick, 28 Ardmore Grove, Beaumont, Dublin 5, Eire.
BRACKEN LASS
- DEV** Mr & Mrs J H R Bryan, 2 Manor Court, Galmpton Creek, Nr Brixham TQ5 0EH
POLLY ROSE
- EC** Ms K Bushell & Mr P Barrett, 2 Main Street, Shearsby, Lutterworth, Leics LE17 6PJ
SNIPPET
Mr & Mrs A G Colley, Tom Swallow Cottage, Plough Road, Gt Bentley, Essex CO7 8NA
MISSUANN III
Mr C E J Croydon, 42 Tuddenham Road, Ipswich, Suffolk IP4 2SP
KALIMERA
Mr J W D Green, 19 Suffolk Avenue, West Mersea, Essex CO5 8ER
GRACIE
Mr R Heffer, Flat B, 8 Highbury Crescent, London N5 1RN
ROB PETE
Mr & Mrs A H McMeekin, Calico Cottage, Letcombe Regis, Wantage, Oxon OX12 9JN
Mr A C F Morris, Stone House, 112 Coast Road, Mersea Island, Essex CO5 8JE
RAZORBILL
Mr T Msika, 6 Crotch Crescent, Marston, Oxford OX3 0JJ
Mr P Runeckles, 33 The Esplanade, Weymouth, Dorset DT4 8DT
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NADINE
- NI** Mr P Handford, 7 Glendale Avenue East, Belfast BT8 4LF
Mr M McVeigh, 7 Seapark Terrace, Holywood, Co Down BT18 0LJ
LYSANNE
Mr C Rosbotham, 45 Westburn Crescent, Bangor, Co Down, N Ireland.
- NW** Mr M Cussans, 15 East Park Road, Blackburn, Lancs BB1 8DW
PUSSYFOOT
- OS** H. R van Yperen, Koningin Emmaweg 10, Vrouwenpolder (Veere), 4354 KC, Netherlands
ST MICHEL

The Chatham Directory of Inshore Craft - reviewed by George Jago

I am very much of the opinion that Frank G G Carr (first Curator of the Greenwich Maritime Museum) would have approved of "Inshore Craft". This Chatham Publication is an extension to an appeal for authentic information and photographs he made in 1934. He was concerned about the rapid demise of sail and oar coastal craft around the British Isles due to the 'marine motor'. He addressed his concerns to the Society for Nautical Research (SNR) by means of their annual lecture on 21 February 1934 at The Salters Hall, London. By the 21 March 1934, the Council of the SNR were laying down the foundation of their Coastal Craft Sub-Committee. Besides FGG Carr this committee contained Mr G S Laird-Clowes and Mr James Hornell, with instructions to report to Council upon Mr Carr's proposal. Much of the information and drawings contained in books

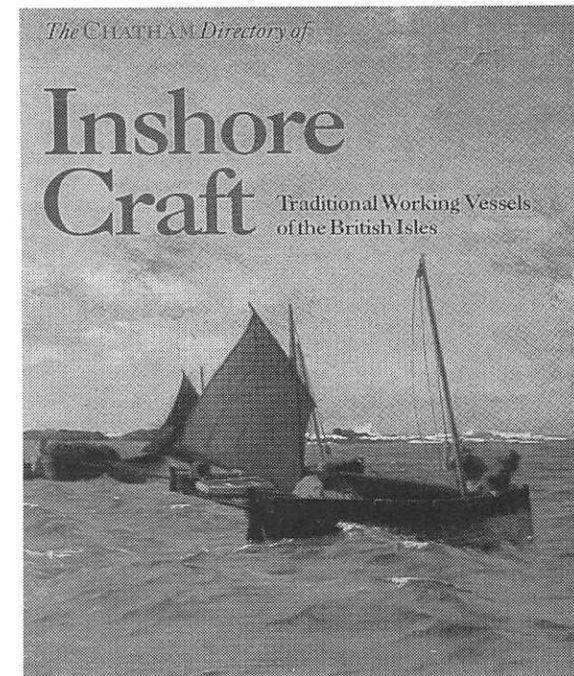
in the interim years stem from the results of this then very active sub-committee of the SNR. I felt it worth while going into this long introduction to place this very professional book in context..

"Inshore Craft" is well laid out, dividing the country into areas of interest. Starting in Scotland, it works its way clockwise round the British Isles, finishing with a complete circumnavigation of Ireland. A map at the start of each section delimitates the area for discussion. Twelve different contributors applied themselves to providing the information for any given area, with Dr Basil Greenhill undertaking the first task of setting the scene, as well as his own contribution on Devon and Cornwall. Each area is supported by line drawings and some very fine photographs. Take your time and study the detail in these photographs, they speak volumes of a working world which has just passed out of living memory. Sources of information are listed both against the subject vessel and again under 'General Source Information.' Finally, a comprehensive index completes the book.

For those who are just becoming aware of the appeal of the few wooden working craft left around our shores, it is a must. For future generations, this book should be held on all reference library shelves as a firm base for their research.

Published by Chatham Publishing, 1&2 Faulkners Alley, Cowcross Street, London EC1M 6DD. Recommended retail price is £35.

Julian Mannering, Editor of the above book, is a member of the OGA and owns the smack yacht 'Bird of Dawning'. Editor.



Boat Festival 5 times now and thoroughly enjoyed every one of them. As an organiser I have naturally been to all 5 of the Dutch Classic Yacht Regattas (DCYR) held every second year since 1989. Both these events were great fun. I was always surprised that so few boats actually went to both events in one year. The OGA manage to put the VKSJ to shame by fielding 10 to 20 boats over here, while we only manage between 1 and 9 to Shotley. In our defence I must add that Shotley is in June and therefore not during the summer holidays.

To try and change this, in 1995 I launched the idea for the VKSJ Challenge Cup. What I hoped was that a number of races in England and the Netherlands all counting together for an overall result would possibly stimulate more people to come to more events on both sides of the North Sea. To ensure that the cup goes to someone who comes to both English and Dutch events, we added the rule that to qualify for the prize you had to sail at least one North Sea race. To give a fair chance to win, we decided that out of the 30 relevant races, you could count your 10 best results.

The first time we held the series in 1995, I think it was an immediate success. Winner was a Dutch-owned Hillyard, with David Osborne's 30 Square Metre *Korybant* second and Jon Wainwright's *Deva* third.



AQUILA in a North Sea Passage Race

Photo: Editor

The handicapping and hence points scoring for all the Dutch races was done with our system, while for the North Sea Passage Race and Shotley the OGA's was used. The next Challenge Cup was for 1997. We had hoped to use the VKSJ handicap but compromised again as we did in 1995. With a clean sweep by the British boats and a lot of grumbling from the Dutch ones, you can understand why we would like to at least be able to compare the results of the races in England with our own handicap. What I do hope to do in the coming year is build up a database of the measurements of OGA boats, so in future we can run a parallel competition. For the record, I do not think it would have made much difference to the result of 1997. Therefore my hearty congratulations go to the winners, of whom Jon Wainwright even came over to collect his mega cup, a free meal and several beers at our New Year Reception in Amsterdam. We have interesting plans for 1999, when we hope to link up with the 100th Anniversary Celebrations of the West Mersea Yacht Club.

Ron Valent - Vice Chairman & Race Officer for the VKSJ and DCYR

Van 't Hoffstraat 139, 2014 RD Haarlem, The Netherlands. Tel/Fax: (31) 023 5246915.

SOL Dr J Allen, 28 Fairfield Road, Bosham, Chichester, W Sussex PO18 8JH

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RUFFLER

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SARA ANN

Mr P H Wood, 75 St Marys Road, Cowes, Isle of Wight PO31 7ST

DAWDLER

OGA INTERNATIONAL PHOTOGRAPHIC COMPETITION

**Have you got a late entry for the Photo Competition?
Hurry, get it in before 14th March.
Send it to Peter Lyons straight away.**



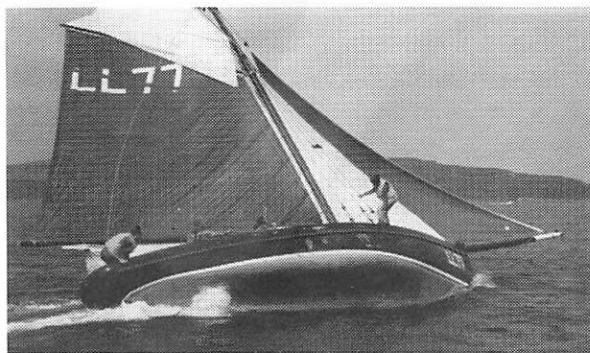
For this year's competition we have decided to drop the size constraint on the photographs you may enter in the competition. This means you may enter the competition with any size photograph, postcard size or bigger, that you have. This is being done to encourage more entries from the membership.

The OGA Photo Competition has provided the covers for the Gaffers Log for the last 2 years. I think you would agree that the standard has been very good. You do not need to be a great photographer to take a good picture. I am sure that lots of you have lovely pictures that could be entered in the competition. They do not have to be new, they could be a few years old. The only stipulation is that they have not been entered in this competition before.

The winning photos will again be covers for the Gaffers Log and the prizes are worth having as well - a total of £250 in vouchers.

RULES 1998

1. Category A - Best Photograph of a GAFF RIGGED BOAT.
B - Best General Sailing Photograph.
2. Each entry should be postcard size or bigger.
3. The competition is open to all fully paid up members of the OGA.
4. All entries must have on the reverse side - a) Name & Membership No.
b) Subject of Photo + Date + venue if possible.
5. By entering the competition, entrants will be giving the OGA permission to publish their photograph to further the aims of the OGA.
6. Entry is free.
7. There is no limit to the number of entries from any one person.
8. Closing date will be Saturday 14th March 1998.
9. Entries to - Peter Lyons, 4 Knockdene, Bangor BT20 4UZ.



Nobby *POLLY* at Conwy
Photo: Tony Judd

President's Address - November 1997

When subscriptions were increased at the start of this year, we braced ourselves for the expected loss of about one third of our members, this being our previous experience. However, thanks to the finely handled transition and gentle persuasion by both our former and new membership secretaries, we have lost only a very small number. This is good news and even better news is the fact that new members continue to flow in. We must be on the right track and I am pleased to say we are up to the membership levels of our peak some years ago and look to creating a new record.

Our aim must be to enrol all owners of gaff rigged craft and enthusiasts, and while I accept that this is not realistic, we are at last going in the right direction.

Expansion has included restarting an enthusiastic North Wales area to be known as Conwy and North Wales and I had the pleasure of officiating at the inauguration. Their annual Nobby and Gaffer race now forms part of the third largest fleet in the association and possibly for the first time the Nobby fleet raced to our T(H)CF handicap to great success, and many new members have been gained.

In addition to North Wales there has been rapid growth of the Dublin Bay area and none could be more welcome than our friends from the Republic of Ireland. Whatever other troubles there may be they do not extend to the Old Gaffers.

April saw us aboard the *Endeavour* at Greenwich and I formally handed over a trophy for competition by our Western Australian members, having previously received from them a letter of fraternal greetings.

The OGA stand was manned by George and Brenda Jago and myself at the Wooden Boat Show at Greenwich, Beaulieu Classics and Chatham Maritime Festival and also at Shotley. We have found that this publicity has proved very beneficial in new membership and as a service to existing members. The cost of this exercise is more than offset by the profit on sales of sweatshirts and polo shirts.

Early in the year I represented the OGA at the Rum Regatta at Flensburg in Germany and a more recent pleasure was attending the OGA Anniversary Rally at the Maldon Little Ship Club with the East Coast Members.

Unfortunately there has been little time for sailing *Storm* but hopefully next year..... This brings me to the Portsmouth Festival of the Sea at the end of August 1998, in which the OGA as an association hopes to be involved, but more of that later in the new year.

If elected for a further term as your President I hope to continue the policy of visiting events in all our areas and to be available, with my fellow officers, to attend, encourage or give advice on any OGA or area matters.

David Cade.



Going out to race, DCYR, Hellevoetsluis

Photo: Editor

Passage Race was won by *Deva* with *Snippet* and *Mary Ritchie* close behind. These three gaffers were followed by 8 bermudan rigged classics. On the handicap system we use over here, we take into account factors that we can see and measure quickly on the dock. On this system, the result was *Vashti* first, followed by *Deva*, then *White Haze*, *Stormmeeuwe*, *Snippet* and *Mary Ritchie*. Considering that *Vashti* is an ex-racer and *White Haze* a 45 foot steel Robert Clarke and that two 50 Square-Metres and *Korybant* (30m2) were lower down the list, there are some lessons to be learnt here. I believe that the results of the top 3 Gaffers in this field prove that it is possible to race Gaffers and Bermudans against each other fairly, using one relatively simple handicap system. But I am not saying our system is perfect!

With Friday cancelled due to the weather going really bad, I had to do some fiddling with the racing schedule, as despite the importance of our party-tent and the general good atmosphere of our event, the DCYR is first and foremost a REGATTA. We have 10 different classes at the DCYR.

We really enjoy the company of the British

contingent, who always manage to make a lasting impression on both us and the authorities over here. My only hope is that next time even more will come. I would be particularly pleased if, as in 1995, when 3 smacks came over, some boats like that would make the crossing and pick up all the prizes "despite the VKSJ handicap system". They would be given a separate class if they wished and as anyone who has ever been will testify, the whole week is great fun and well worth the time and energy. I should also like to place a request here to the owners of the West Solent Class to come over as well. Since *Vivacious* and *Dilkusha* back in 1989, we have not seen any of them over here. Also more gaff racers like *Asti* would be most welcome. We have major plans for 1999 of which more later.

Wishing you all the best for the coming season and I hope to see you some time this summer on the East Coast. My boat, *Aquila*, is the only clipper bowed Hillyard 4 Tonner afloat, so if you see me please come aboard for a glass and a chat.

The 1997 VKSJ Challenge Cup

All in all I have been to the Shotley Classic

We shall not have the marina company to do the admin and provide financial support. We are going to be experimenting this year and mistakes can be made. We shall need support from the membership in resources, both on shore and at sea. If you can help in any way, please get in touch.

Ipswich is free to all boats, although the OGA will be making a charge for the (provisionally named) **East Coast Classics Week. Date - 19-28 June.**

East Coast Old Gaffers Race 18 July

This will be staged at West Mersea Yacht Club again this year. Full details in a future publication.

Open Boats Race and Rally 5 September

The Open Boats day is of course open to members from other areas who can trail their boats to West Mersea. Good facilities, good club; contact the good open boats supremo Sue Taylor on 01206 382843.

OGA Anniversary Rally & Maldon Town Regatta 26 September

Race from West Mersea, finishing off Osea Pier. Then we sail up to Hythe Quay, Maldon, where everything will be happening.

Jon Wainwright - Area Secretary

SPECIAL NOTICE - Brian Hammett, the East Coast Area Vice President, the Area Committee, and other well-wishers, would like to congratulate Jon on winning the VKSJ Challenge Cup in 1997. Editor.

SOME WORDS FROM HOLLAND

Browsing through the Gaffers Log, the OGA's fine periodical, I suddenly realised that I had promised to send in a write-up of Dutch events in 1997 in which OGA members had taken part. So, albeit a bit late, here is some news from the other side of the North Sea.

1997 was a very busy year for us as, besides our normal events on the Isselmeer, it was an uneven year and that means Dutch Classic Yacht Regatta-time (DCYR), the VKSJ Challenge Cup and a number of North Sea Feeder Races. The

VKSJ is the Vereniging Klassieke Scherpe Jachten, which as many of you by now I hope know means Classic Sharp Yachts' Club. We are sort of an OGA except that we allow bermudan rigged boats to join. We do not allow boats built of modern materials, i.e. grp, wood-epoxy or plywood.

The DCYR is really a week long event for classic boats that starts on the East Coast with the Classic Passage Race from Harwich to the Roompot. From there the boats enjoy a cruise in company to Steenberg and Willemstad, where local councils and our organisation, lay on parties, etc. The weather co-operated admirably this year so the racing, cruising, bar-b-q's and open-air parties all went well. I must say the OGA was well represented both in the number of boats taking part as well as in the number of crew members who were found on the quayside or on foredecks of strange boats the next morning. From Willemstad, there was a race to Hellevoetsluis itself, with 69 boats crossing the line.

Hellevoetsluis harbour is a fine sight when everyone is rafted up. We go to great lengths to find out just what sort of boats are coming and make a harbour plan beforehand. So Folkboats, Metre boats, Smacks, boats by a particular designer, etc. are all grouped together by size and type. Besides an efficient way of filling the harbour, it also makes sense to the thousands of visitors that we get and makes our beautiful traditional boats even more interesting.

In the past, I found it extremely difficult to get owners of traditional boats to be punctual at briefings or other official functions. After years of organising these sort of events, it was starting to irritate me. At the DCYR, we have at last found a solution, where we have actually managed to get people queueing an hour early to hear some speeches and a general briefing. We give them free drinks! After this extremely happy-hour, that actually lasts for 120 minutes, there is not much you can do wrong as organisers of a regatta.

On the OGA handicap system, the Classic

Held at 18.00 on Saturday 29th November 1997 at the Cruising Association, Limehouse

Present:-

David Cade, Dick Dawson and David Godsall and 25 members of the Association.

1. Apologies for Absence.

Harry Aitken, Ray Austen, George Beckett, Earle Bloomfield, Basil Brambleby, Roger Bucknall, Mike Collins, Tom Cunliffe, Ian Edmond, Charles Greenslade, Alan & Jane Hidden, Robert Holden, Moray MacPhail, Tony Mead, Tom Middlebrook, Mark Miller, Denise Rawlinson, Graham Wadeson, Jonathan Ward Hayne, Fred Winstanley, Bart Wordsworth, Dennis Wright.

2. Approval of the minutes of the AGM held on Saturday 30th November 1996.

These were accepted by the meeting and signed by David Cade.

3. Matters Arising.

- 10.5 F&GP made a one off payment to Heritage Afloat of £200
- 10.5 Membership of CEMHC - the Association Committee has deferred the decision of whether to join as an Associate Member until after a meeting with Heritage Afloat.
- 11.1 F&GP has agreed new stationery.
- 11.2 The time of the AGM will be raised under A.o.B.
- 11.4 OGA letter from Western Australia - see President's Address.
- 11.5 Russell Read, our Auditor, was welcomed to the meeting.

4. President's Address.

The President read his address; a copy is attached.

5. Hon. Secretary's Report.

The Secretary read his report; a copy is attached.

6. Hon Treasurer's Report and Presentation of Accounts.

The Treasurer tabled his report and the accounts. He thanked Moray MacPhail for reorganising the handling of the regalia and making a healthy surplus. David Cade thanked David Godsall for his efforts.

Arthur Keeble asked about area assets. David Godsall explained that he had only received details from two areas. The Association Committee has agreed to require areas to send details of cash in hand to the Treasurer for the AGM. Areas must provide the Treasurer with audited accounts after they have been accepted at the area AGM. The F&GP will write to areas to ask them to do this.

Brian Hammett proposed that the accounts be accepted. This was seconded by Attracta Neeson and agreed nem con.

7. Election of Officers.

Dick Dawson took the chair. He reported that there had only been one nomination for President; that of David Cade. This was put to the meeting and passed nem con. David Cade resumed the chair.

David Cade reported that the only nomination for the post of Membership Secretary was Margaret Mc Nee. When put to the meeting this was passed nem con.

David Cade reported that there was only one nomination for the post of Boat Register Editor; Pat Dawson. This was put to the meeting and passed nem con.

8. Payment of Subscription by Direct Debit.

The Association Committee has agreed that a direct debit system be set up as an alternative way to pay subscriptions. It was explained that members will still be able to pay by cheque. David Cade asked for members' comments. The meeting agreed that the direct debit

system should be put in place. The possibility of payment of subscription by credit card was raised; this would make it much easier for overseas members who do not hold a UK bank account to pay their subscriptions. David Godsall will research this. It was noted that members of the Dublin Bay area had their own special arrangements.

Items 9 and 10.

It was agreed to discuss Northern Ireland's proposal, item 10, first.

10. Rule Changes to Rules 7(ii), 8 and 9 as detailed in Attracta Neeson's Letter.

Alan Aston explained the background to their proposal. An area could get an unsuitable Commodore. No other association or club has a President and Vice President. In Northern Ireland they have 3 Classes in their race and no overall winner. OGA is not just a racing club. The F&GP's proposal is vague as to when the area decides whether the Commodore is raced for or elected. Brian Hammett explained that sailing associations do have Presidents and Vice Presidents; clubs have Commodores. Alan explained that NI has close relationships with NI Clubs and they are confused when the NI Vice President and Commodore go to Club events. After discussion Pat Dawson proposed that rule 9 should be removed in its entirety together with any other reference to area commodores. Under rule 7(iv) each area can make its own decision whether to have a commodore or not. This was seconded by Alan Aston and passed nem con.

The F&GP were asked to look at the use of the OGA swallowtail burgee.

9. F&GP Proposal to Rule 9.

As a result of the decision made over item 10, item 9 was withdrawn.

11. Any other Business.

11.1 Date of the AGM.

After discussion it was agreed that the next AGM should be held on the last Saturday of the London Boat Show in January 1999. The Log will be published at the beginning of December not November.

11.2 Youth Involvement at Portsmouth.

George Jago proposed that we should get sponsorship for several larger boats to carry youth crews to introduce young people to sailing. It was agreed this was a good idea.

11.3 Portsmouth Festival of the Sea 1998.

David Cade reported that he had had several meetings with the organisers and the Association Committee has agreed that the OGA should be involved. The OGA will run races, including a passage race from the East, and be involved with the berthing of the smaller boats. Pat Dawson reported that the Solent Area plans to run their race on the Saturday.

11.4 OGA Boat Insurance.

Peter Lyons raised the point that the cost of the OGA schemes do appear to be significantly more expensive than others on the market. Dick Dawson reported that the schemes that Richard Sparrow run for the OGA do need to be reviewed but the F&GP have not had the time to do this. Anyone who would like to help should contact him.

11.5 Nova Scotia Schooner Association.

Tom Cunliffe has made contact with this association, who were most welcoming to Tom and his family when they were over there recently. They are keen to arrange some sort of affiliation.

11.6 Vote of Thanks.

On behalf of the OGA David proposed a vote of thanks to the Cruising Association for their great hospitality.

The meeting closed at 1945,

Smallest entry and last in was the little lugs' dinghy *Ailsa*. The course had a two stage finish, the first stage finish which every one completed for the overall corrected time order and the second stage which involved an additional circuit for the faster craft. The 12 sq metre Sharpie *Ula* just beat *Flying Cloud* for line honours, who in turn lead *Vendetta*, *Joanne* and *Wanderer*.

The Prize Giving was held at West Mersea Yacht Club, where every skipper was awarded four pints and a picture of his boat by our Sponsors, Fox's of Ipswich. Two formal protests were not able to be resolved on the night, so prizes were awarded as best we could. Again there were problems of identification and, for this reason, some boats were missed off the provisional corrected time list. The final list has now been produced for classes 1 & 2, and been posted to the relevant skippers, with a letter of explanation from the Area Vice President.

Our thanks go to all who helped. West Mersea Yacht Club, Fox's, Dabchicks SC, Brian & Matt as Ood's, Sue our local rep & Open Boat Controller, the committee, Melvin Fox for the film boat and any one else I have not named.

There is a super video of the event, which was previewed at the AGM in Maldon. The 1998 race is on 18 July, again at West Mersea Yacht Club.

The last of this season's **Noggins & Natters** will be held at the Orwell Yacht Club, next to Fox's Marina, Ipswich on the evening of Friday 3 April. Contact Graham Wadeson, tel. 01394 383082 for details.

Crouch Rally, 23-25 May (Spring Bank Holiday Weekend)

To celebrate the centenary of the North Fambridge Yacht Club, one of whose founders was the celebrated Francis B Cooke, a Rally at North Fambridge is being arranged for the Saturday with a supper at the club. A race will start from North Fambridge at about midday on the Sunday, finishing in Quay Reach, River Roach. Participants will then be invited to go ashore on Foulness Island for supper at the George & Dragon.

For full details and entry form, please see the next Eastcoaster.

Southwold Smack and Classic Boat Rally 17-19 June

This is the first rally at this picturesque Suffolk Haven, organised by Harbour Marine Services. There will be OGA type passage races there and back, and the Sole Bay Race on Thursday 18 June. There will be parties at the sailing club, shanty singers at the Harbour Inn and a trip round the Adnams Brewery. Towage is available for engineless boats. Space is limited to about 60 vessels, so do book early with Adele on tel. 01502 724721, E Mail - i.buckley@netcom.co.uk.

Shotley Classic Boat Festival (Cancelled)

It was with great regret we learnt that Shotley Marina can no longer host the Classic Boat Festival. The problem is that the marina has filled its vacant berths, and would have to go to a great deal of trouble to accommodate an event as large as the Classic Boat Festival.

To lose this event after nine years has been a disappointment. Perhaps not always appreciated by those outside the area, Shotley became something of an institution. Superb facilities, entertainment every night, regatta sports and sailing events every day - a unique festival, which did the profile of the OGA a lot of good, both locally and overseas. It will be missed by both boat owner and local community alike.

However, we are not going to give up and some new opportunities have come along. Sail Ipswich 97, the grand finale to last year's Classic Boat Festival, was such a success that Ipswich want it to continue. And if we can work in our **classic boat regatta**, we may be on to something sustainable! So it looks like we have our big raft ups and all the raz-ma-taz of a dockland festival at the weekend, our sailing and cruising in the rivers and estuaries during the week when it's quiet, a stopover in the Walton Backwaters for a couple of nights, and finish at Suffolk Yacht Harbour/Haven Ports Yacht Club at Levington. A moveable festival!

EAST COAST

The 1997 Fox's East Coast Old Gaffers Race broke much new ground, with staggered starts, new course and two stage finishing for the open boats. It was an experimental approach, using many past ideas suggested by the membership. As is often the case with experiments, the changes were not all completely successful.



1997 East Coast Race

Photo: Ben Wood

However, there was good news as well. With a brisk reaching breeze, the staggering of starts into 3 groups did at least help minimise the chances of collision that could have happened with nearly 80 boats going at hull speed for the same spot at the same time. The staggered starts also helped the slower boats avoid tidal gate problems, and most were able to finish within the time limit. From a sailing spectacle point of view it was the best yet, ashore or afloat. There were many vantage points ashore to watch the racing. Afloat, everyone could see all the other boats, on a rectangular course using the Colne and Blackwater estuaries. Whilst a few boats were prevented from turning up by the promise of a Force six, the entry level was well up again. As well as the regulars, we had some interesting new entries.

Leading off from the start was the ferro-smack *Pertwee*, showing an incredible turn of speed, even beating racehorses like the

Sunbeam. The oldest active smack *Boadicea* was also going well in the first group. The second group had Shrimper *Cotehele* on the line at the gun, *Celtic Witch*, *Miranda*, *Good Intent* and *Deva* coming through very close behind at full speed. The hotshots group start was also very close, *Spellbound* appearing to lead with smack *Peace* to leeward.

The fleet thundered up to Mersea No 6 over the flood before running down to Bench Head. Places changed on the run to Colne Bar as the hotshots rounded up for the reach and run up river. *Laura's* bow wave was almost over her stem post as she chased *Spellbound* and *Good Intent*, with Six metre *Asti* not far behind. Sean had ECOD *Nancy* going her best ever, keeping ahead of classmate *Chittabob IV*. The mighty *Noorderzon* ploughed along in the wake of the *Lizzie Annie*.

Beating back from Thirstlet many suffered the meteorological freakishness of the "Bradwell Triangle", where winds blew, died, backed and veered to confuse the most able tacticians. The first "legitimate" boat across the line was *Pertwee*, a magnificent result for the record. She may not be a thoroughbred racer, but she certainly proved herself on this occasion. *Good Intent* led *Spellbound* and *Laura*, who in turn led *Asti* and *Nancy*.

The Open Boats race was well supported, especially by the local winkle brigs. The 20ft Oyster Bumpkin *Vendetta* was very impressive with her massive racing rig, powering through the fleet. The start was now a port tack beat, again with everyone trying to shave past the Nass beacon to get out of the flood tide. The reach back was a magnificent sight with many boats in a near plane condition. All the favourites were there, such as *Flying Cloud*, the little *Jaid*, *Hush*, *Joanne*, *Genesta* etc., but we also had some heavier craft like the *Anna Louise*, an ex Mersey Ferry lifeboat.

INCOME & EXPENDITURE ACCOUNT for the year ended 30th September 1997

	1997	1996
INCOME	£	£
Subscriptions & donations	18,525	13,360
Insurance commission	799	925
Bank interest	409	327
Regalia surplus	718	133
Advertising income	1,240	395
	<u>21,691</u>	<u>15,140</u>
EXPENDITURE		
Gaffers Logs (Newsletters)	8,694	9,025
Membership List	1,245	-
Travel & subsistence	1,176	719
Stationery, post & telephone	1,671	612
Area funding	276	1,190
Gift to ex-officers	65	-
Printing	281	394
Donation - RNLI	250	250
Donation - Heritage Afloat	200	-
Photographic competition prizes	250	250
Hire of rooms	132	113
Insurance	66	5
Liability insurance	99	-
Subscription - RYA	57	57
Subscription - Heritage Afloat	40	40
Bank charges	48	48
Exhibition costs	382	629
Endeavour visit	161	-
Display equipment	-	350
Advertising costs	-	<u>54</u>
	<u>15,093</u>	<u>13,736</u>
Excess of Income over Expenditure	<u>6,598</u>	<u>1,404</u>
	<u>21,691</u>	<u>15,140</u>

BALANCE SHEET AS AT 30TH SEPTEMBER 1997

	1997	1996
CURRENT ASSETS	£	£
Bank Deposit Account	15,505	10,670
Bank Current Accounts	1,069	343
Cheques and cash in hand	300	300
Regalia stocks	1,627	1,611
Debtors	<u>751</u>	<u>352</u>
	19,252	13,276
CURRENT LIABILITIES		
Creditors	359	1,020
Corporation Tax	<u>142</u>	<u>103</u>
(includes £4 underprovided last year)	501	1,123
	18,751	12,153
NET CURRENT ASSETS		
	12,153	10,749
GENERAL FUND		
Balance from previous year	<u>6,598</u>	<u>1,404</u>
Surplus for the year	18,751	12,153

These accounts are those of the Central Committee of the Association and do not incorporate the assets and liabilities of Area Committees.

D J Godsall - Hon. Treasurer

I have examined the financial statements on pages 1 and 2. They are in agreement with the books and vouchers presented to me. In my opinion the financial statements give a true and fair view of the Association's affairs at 30th September 1997 and of its surplus for the year then ended.

W R Read - Hon. Auditor

1997 AGM

This meeting took place on November 30th at the Cruising Association and the minutes are printed elsewhere in this issue. Once again this was poorly attended, although cordial, and the meeting resolved to move the date of the next AGM to coincide with the London Boat Show, in an attempt to increase the attendance. This means that there will be no 1998 AGM, the next taking place on 16th January 1999. There is not room in this Log to publish all the reports from the AGM, but copies of these are available from me on request.

OGA insurance scheme

During the AGM a member highlighted the fact that the OGA boat insurance scheme was in need of review, as other insurance schemes have been introduced to the market in the years since our scheme was first introduced. I had to say that unfortunately, there was nobody on the OGA committee at present with the time available to devote to this task. Perhaps a member with relevant experience who is willing to spend some time reviewing our scheme would like to contact me - your committee and fellow members will be most grateful.

Portsmouth

The International Festival of the Sea at Portsmouth is now moving into gear and David Cade says more in this Log. Amongst other things, the Solent Area annual race (the 40th!) will finish in the Portsmouth area. This is the Solent Area's "donation" to the Festival and the prize giving will take place on the Festival site - in fact we encourage members to congregate at Portsmouth before the race and sail up to Cowes together. We hope that the Solent race will show a bigger turnout than usual, so we can make a serious contribution to the Festival. If you plan to enter the Solent race, please do be sure also to apply to enter the Festival - if you don't, you will not be allowed to remain at the Festival after the Solent race prizegiving. Call the Festival organisers on 01705 725000 for an application form and mark it OGA.

Boat news

Wender, Sam Poole's pretty Prawner yacht, attains her 100th year in 1998. Sam and Sue have covered many miles together in her and their RCC membership marks them out as serious cruising folk. Nevertheless, *Wender* has over the years put in some very fine racing performances and, in a tribute to ex-submariner Sam, does some of it more or less submerged! A suitable birthday celebration is to be held this year. Maybe Sam could write about *Wender* for the Log.....?

Bagheera, you may remember, was the 1931 French-built schooner mentioned in this magazine last year. She was due to be broken up if no new owner could be found. In the end, problems over title resulting from old financial disputes finished her. Sadly, she is no more.

Greg Dalrymple, as many of you know, has put the Memory back into production from his yard on the Hamble. The Memory is a pretty 19-foot open gaff cutter, built in GRP, and Greg's work has recently featured in the yachting press. With the help of Terry Collins, the Memory Owners' Association has been revived, with 27 boats identified so far and more to be found. If you have a Memory, or are just interested, please contact Terry at Malvern, Mill Lane, Romsey, Hants SO51 8EQ, tel.fax 01794 516337.

Nearing completion on the Hamble is a new and as yet unnamed wood epoxy gaff cutter of about 30 feet overall. Designed by Nigel Irens and Ed Burnett, the hull was built by the Elephant Boatyard and is now being finished by her owner. The build quality is superb and she is due to be sailing this season. Out of the same stable as Tom Cunliffe's new *Westernman* and her sister ship *Iris*, she is even more closely related to *Nomad*, a 40 footer recently completed on the Hamble. Irens and Burnett are building an enviable reputation for new gaff-rigged craft.

Dick Dawson

being the owner of the G&L 23 footer *Dear Soul*.

Gaffers and Luggers build boats ranging from 16 to 28ft, the 20, 23 and 28 footers, as well as the new 35, being based upon the lines of the Falmouth Working Boats. These are the craft, the open versions of which, still work the oyster beds of the Fal under sail and oar - the only form of propulsion allowed when working on the beds. All G&L boats, with the exception of the smaller open punts, are rigged as gaff cutters and have gained a solid reputation for seaworthiness and a surprising turn of speed.

Gavin Davies

We look forward to more GALA owners joining the OGA - see Letters. Editor.

CONWY & NORTH WALES

Pete and I attended our first OGA Annual General Meeting on the 29 November at the Cruising Association in London and found the meeting very interesting. So too was the Association Committee meeting which was held in the afternoon. We thoroughly enjoyed the weekend with members of Dublin Bay and Northern Ireland area providing the craic in the evening. Many thanks also go to Brian and Lorna and the Cruising Association for their hospitality towards us.

Whilst in London, Pete and I visited Ben Wood's photographic exhibition. Ben visited a number of gaffer and classic rallies in 1997 and really wants to get into photographing classic gaff-rigged boats in particularly attractive surroundings. He will certainly be attending Derwentwater 98, which will be over the weekend of 4/7 September 1998, a date not to be missed if you have a trailable gaffer.

We have produced our first area newsletter, "Baggywrinkles", and will produce this on a regular basis to keep members up to date with information. Tom Cunliffe will be giving us a talk at Conwy on Monday 27 July 1998, following the Nobby, Gaffers and Classics Race (please note this is the first weekend



Pete & Sue Farrer's *NYMPH* at Derwentwater 97 Photo: Ben Wood

of the River Festival this year). Contact Tony Mead at Conwy Harbour Office if tickets are required (tel. 01492 596253).

On 1st November, we had a social gathering at the North Wales Cruising Club, Conwy, which was very well attended and a great success, with more application forms to become members being completed. Many ideas were suggested and cruises will be organised during the year by individual members. Another social gathering will be held on 28 February. Notes on this meeting will be in the next issue of Gaffers Log and of course "Baggywrinkles". Pete and I wish all CANWOGA members good and safe sailing in 1998.

Sue Farrer - Area Secretary

CORNWALL

The coming season looks as though it will be an exciting one for the Cornwall Area, the highlight being the Tall Ships Race at Falmouth, along with various other events such as Falmouth Week, Fowey Week and the Plym Classics Rally.

We also have contact with the newly formed Gaffers and Luggers Association, founded by Roger Stephens. This Association has been formed for people owning boats built by Martin Heard at Mylor and is countrywide, if not international, there being many of his boats in Holland, Germany and France.

Our AGM will be held on 21st March when we hope to welcome our new Vice President. Harry Aitken, after many years of service, is retiring abroad and will be missed by us all.

Finally, our Fitting Out Dinner will be held on Friday 24th April. It has been well attended in the past but the more the merrier. Please contact me for details (tel. 01872 863096).

Mike Collins - Area Secretary

First AGM for GALA Owners

Boat owners from as far afield as the Midlands and the North of England gathered in the historic Pandora Inn, near Falmouth, for the first AGM of the association formed last year for owners of boats built by the Gaffers and Luggers yard in Mylor.

A dozen owners attended the meeting, but Chairman George Barras suggested that, with some 350 boats having been produced by the yard since the mid seventies, they could expect rather more next year. Especially as the yard would probably benefit from some measure of further publicity with the launch of the first of its new 35 footers. With a current membership of just 30, it was impressive to find so many prepared to travel to

Cornwall for the AGM, which must bode well for the future of the association. A design for a burgee incorporating the G&L builders plate design was approved, as was the decision to produce the twice annual newsletter in A5 format. The newsletter was seen as critical to the success of the association, both as a medium to attract

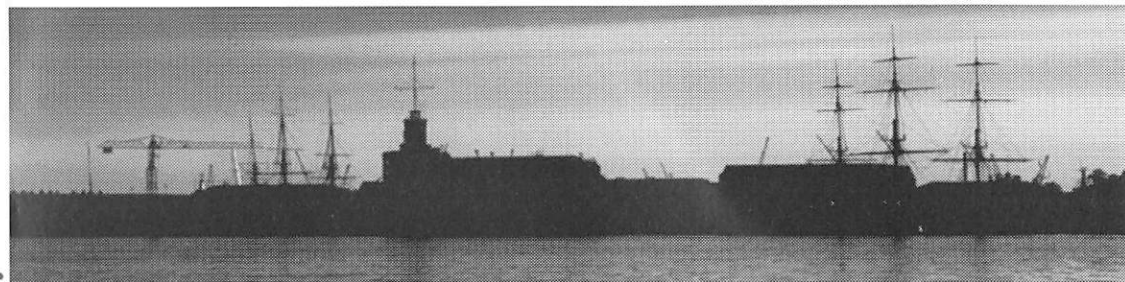


Gavin Davies' Heard 23 JUSTINE

Photo: unknown

new members and also to keep owners informed of new developments at the yard.

By their very nature, no two G&L boats are quite the same and this ensured lively discussions on rigs and layouts amongst those present and with yard owner Martin Heard, who joined the group following the formal meeting. One member was unable to give her full attention to the meeting as she was busy keeping the glasses filled - Helen Hough, landlady of the Pandora Inn



Portsmouth Profile

Photo: Editor

THE INTERNATIONAL FESTIVAL OF THE SEA, PORTSMOUTH

28 - 31 AUGUST 1998

The Old Gaffers Association is taking a major part in the International Festival of the Sea (IFOS) at Portsmouth over the August Bank Holiday Weekend this year.

This is a unique opportunity to promote ourselves to a wider audience internationally in a high profile event, particularly as the Festival promises to be the largest of its kind ever held in Britain. We are partners in the event with the Royal Navy and the IFOS committee and as such have a contractual obligation and commitment.

The area for which we are in sole charge is "On Water Events". Details are not yet finalised but we will be organising sailing for gaffers, classics and open boats, motor boat events, rowing races and parades for all categories.

In order to make a success of this we are looking for volunteers to assist in the organisation and marshalling of these events, some of which will take place on each of the four days. In addition to our main role, we will also be helping with the berthing, movements in the harbour and distribution of information.

Volunteers will be needed from the 25th August, the Tuesday before the start of the Festival and the day boats start to arrive, to the 31st August inclusive. Accommodation and food will be provided and duties will be in watches, which will allow plenty of time to sample the many other activities and delights, including après Fest!

We are anxious to involve members from all our Areas, as we are taking this on as an Association and not as a Solent event. The Solent Area members are nevertheless deeply involved and will be running their Annual Race as part of the Festival.

I personally believe that our involvement, a first in our history, will be a lot of work, very exciting, hugely rewarding and most of all, great fun. Anyone who feels able to volunteer their services, and we shall need quite a number, should ring me for further information, and I look forward to hearing from you.

David Cade - OGA President

Tel: 01797 223040

PHOTO CAPTION COMPETITION

Thank you all for your entries. After much deliberation, we decided that the winning caption was :- 'This month's DIY project is an on-board satellite communications system', sent in by Andrew Conroy from Bury St Edmunds, Suffolk. He received a bottle of his favourite tippie for Christmas.

We decided to give a consolation prize to Colin Swindale of Maldon for the sheer length of this eleventh-hour entry :- 'Rare Fungi Seen - Black Umbrellicus Sapiens Erectus - usually seen in crowded thoroughfares and on city bridges - a rare and rewarding sighting'.

The majority of our entries came from East Anglia - what happened to the rest of the country? The Editor.

The Yacht Skipper as Ship's Master

by Michael Bennett

Two members of the Crouch Mafia made a winter's journey to Greenwich Museum to attend an Open Museum Short Course. Uncertain as to its value beforehand, they left that evening having enjoyed six fascinating lectures. The speakers had been gathered on the initiative of Sir Robin Knox-Johnson, who chaired the final session. It is only possible in this brief note to give but a precis of the lectures and a few short items of interest from each speaker.

Trinity House and the Yacht Skipper - Captain King, an elder brother of Trinity House (constituted by statute in the year 1200, at a time when the church was not unknown to indulge in false lights), spoke on their duties as a Lighthouse Authority. He said, for example, that the maximum down time for a Racon shall not exceed 17.5 hours in one year. He also explained that 10% of the buoyage is a casualty normally caused by collision with vessels. 1998 will see the adoption of Loran C and the existing RDF and Decca stations phased out by the year 2000.

The Role of the Harbourmaster - Captain Peter White, Harbour Master of the Medway Ports was the speaker. I will not say too much on this talk because your editor hopes that he can persuade Captain White to write in a later edition of the Log. However, Captain White emphasised that costs can be saved and better safety maintained if yachtsmen report any failures in their own home port.

Broader Issues for the Yachtmaster - Professor Alistair Couper of the University of Wales spoke on the broader issues and for those who venture into the blue water. He spoke of the increase in piracy since the end of the Cold War. No figures are available for yachts because, as tourists, national authorities try not to frighten off revenue, but in 1995, 170 Merchant ships were attacked. Professor Couper also reviewed research which he is currently working on in relation to fatigue coupled to loss of sleep. Statistics show that 32% of all accidents occur between 04.00 and 07.00 hours. There is a worrying state known as 'living dead' where, with serious fatigue, people can be asleep with their eyes open and appear awake.

Certification for Larger Sailing and Motor Vessels - Claude Hamilton, from the Marine Safety Agency (MSA) spoke on qualifications at home and abroad for the masters and others who take charge of charter vessels. The word 'megayacht' is a term coined by the MSA for large commercial yachts. We learn that the MSA will become the Marine Safety and Coastguard Agency at 1st April this year. The case was also made for licensing and qualification.

Trouble Free Sailing - Bill Anderson, from the RYA, was to have spoken on trouble free sailing, but what he actually did was to examine the skipper's role in tragic events leading to loss of life at sea. In these accounts, he asked the audience to analyse the cause of disaster under certain headings. I favoured "loss of grip by the skipper", even in one accident where it was unclear just who was the skipper!

Aspects of Insurance and Limitation of Liability - David Johnston, a solicitor specialising in yacht liabilities and yacht insurance, spoke to his brief, and very good it was too. Interesting points for this one-time insurance broker were:

- i) a plain English policy on an All Risks basis was a good thing
- ii) find out who your insurers are; reference to a broker is not enough
- iii) is your insurer British and a member of the insurance ombudsman scheme? Ignore this at your peril and perhaps very great cost.

Fortunately, there are limitations on liability afloat under international agreement, otherwise claims for damages against yacht skippers could be very expensive.

Closing Session - The final session contained several aspects of the day but much discussion was on the need for licensing and registration. By and large, the audience and

DEVON GAFFERS PROGRAMME FOR 1998

Sat 14 March	Commodore's Supper in Dartmouth. Paul Heighway.
Sat/Sun 30/31 May	Brixham Festival (classes 1-7). Tony Knights.
Friday 5 June	Brixham to Salcombe Race - start 0930 hrs. T Knights. Dartmouth to Salcombe Race - start 1100hrs. John Holden.
Fri/Sun 5/7 June	Salcombe Festival. Nick Walker. Fri -Arrival & Reception, Sat -Racing, Concours d'Elegance, meal & prizegiving, Sun -Sail Past through the harbour.
Sun 7 June	Salcombe to Dartmouth Race & BBQ at RDYC - start 1300hrs. N Walker/P Lucas.
Sat 4 July	Start Bay Annual Gaffers Race - start 1100hrs. Mike Lucas/John Bryan. BBQ at RDYC. J Bryan.
Sun 5 July	Gaffer Rally at Dittisham - beach BBQ at Ferry Boat Inn. P Heighway
Fri 31 July/Mon 3 Aug	Plymouth Classics Rally - Dianne Webster. Fri -arrival, Sat -Concours d'Elegance, Sun -race in Plymouth Sound, Mon-BBQ up river.
Wed/Thurs 5/6 Aug	Fowey Classics - liaison Peter Lucas. Tues -Race Plymouth to Fowey, Wed -Reception Gallants SC, Thurs -"Parade of Sail" and Race.
Sat/Sun 8/9 Aug	Falmouth Classics - liaison P Lucas. Fri -Race Fowey to Falmouth & Reception, Sat -Race in Falmouth, Sun -BBQ St Mawes.
Fri/Sat 14/15 Aug	Fowey Regatta - local working boat/gaffer races - liaison P Lucas.
Sat 15 Aug	Dittisham Regatta - "in river" race - start 1200. P Heighway/M Lucas.
Fri/Sun 21/23 Aug	Brixham Regatta - Fri -Pursuit Race, Sat/Sun -4 Races. T Knights.
Wed/Sat 26/29 Aug	Dartmouth Royal Regatta (inc. Wed Passage Race -Brixham to Dartmouth). J Bryan.
Sun 30 Aug	RNLI Gaffer Race , followed by BBQ at RDYC. M Lucas/J Bryan.
Mon 31 Aug	Small Gaffer Rally - Oystermen, Shrimpers, Gypsies, etc followed by BBQ at RDYC from 1800. M Lucas/J Bryan.
Sun 11 Oct	End of Season "in river" Race & Rally - Dittisham to Dartmouth - Start 1100hrs. Finish at Res Nova Restaurant (the barge), followed by lunch and shanty music. M Lucas/J Holden.

CONTACTS

John Bryan	01803 845735	Mike Lucas	01803 212818
Paul Heighway	01803 722287	Peter Lucas	01803 752457
John Holden	01803 833483	Nick Walker	01548 843481
Tony Knights	01803 852484	Diane Webster	01752 406711

DEVON

I have been asked to introduce myself to members of the Association.

My wife Sandy and I have, nowadays, two children still at home, all the others having flown the nest. These two are Edward, aged 17, who races a Laser and Polly, aged 7, who at the moment has adopted the rank of Able Seaman in the best Arthur Ransome fashion.

We have always had boats, ranging from a Canal Narrow Boat and a Mirror when I lived in Oxfordshire, to a 35ft Nicholson with which we planned a circumnavigation, until the arrival of Polly caused us to abandon the "Sydney for Christmas" file. Between times, we have owned a variety of other dinghies, sailing craft and the odd motor cruiser.

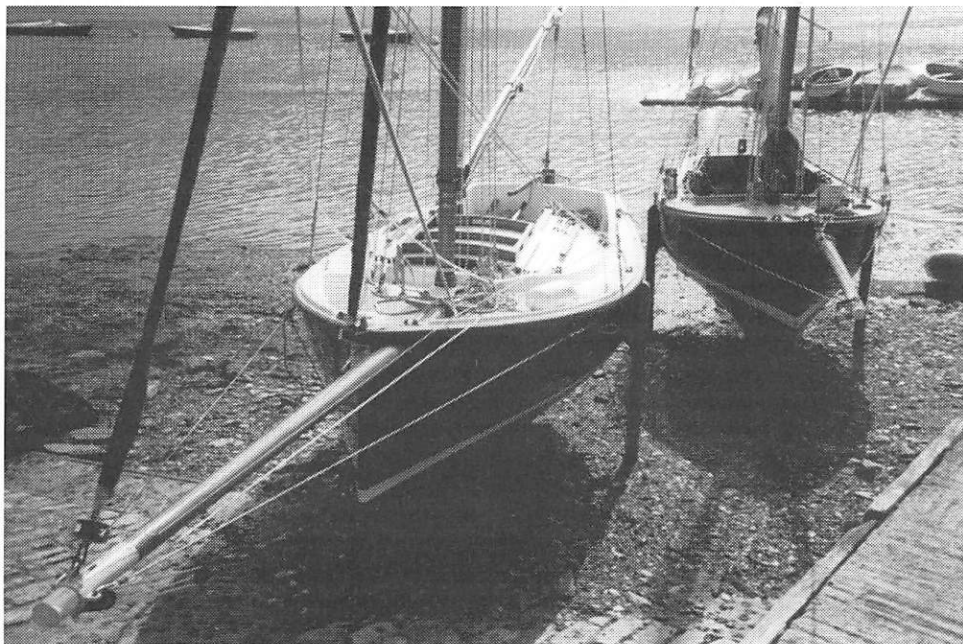
Nowadays, having given up our dreams of ocean cruising, we are the proud owners of a Small Gaffer, an Oysterman, built in 1974 in Falmouth. We purchased her about

a year ago from an OGA member and changed her name from *Speedwell* to *Polly Rose*. She has been completely restored and changed to a cutter rig and now boasts new spars and sails and a new Yanmar diesel engine. She is much admired and is one of an increasing fleet of Oystermen on the Dart.

Having retired from gainful employment several years ago, I spend much of my time messing about in boats. I am Vice Commodore of the Royal Dart Yacht Club and Hon. Sec. of the Dartmouth Royal Regatta. And now, having become a member of the OGA, I find myself Secretary of The Devon Gaffers!

Sandy (who is a very busy Head Teacher), Able Seaman Polly and I are looking forward to some happy sailing with the OGA and look forward to participating in most of our local events.

John Bryan - Area Secretary

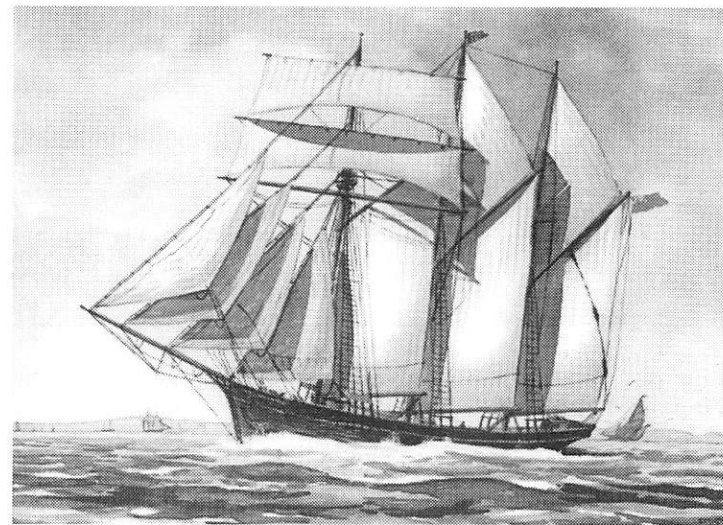


POLLY ROSE (left) having a scrub down with her sister (MARIE LOUISE - Mike Lucas)

Photo: John Bryan

speakers were for the status quo. On another subject, a telling remark was made by Sir Robin speaking as a younger brother of Trinity House. He said "Trinity House is cash-limited, we have to look to the paying customers. Yachtsmen do not pay, so we have to concentrate on lights and navigation aids for those that do!" In the final discussion on safety he made the point when he said "each winter an average of 18 people die on Ben Nevis, which exceeds the deaths each year from yachting"

I am left with one lasting resolve - I will wear a harness when at sea and out of the cockpit! This type of one-day course extends our background knowledge in both an easy and interesting way. It was all good stuff.



KATHLEEN & MAY

from an original painting by Peter J. Stuckey

The KATHLEEN and MAY Preservation Trust

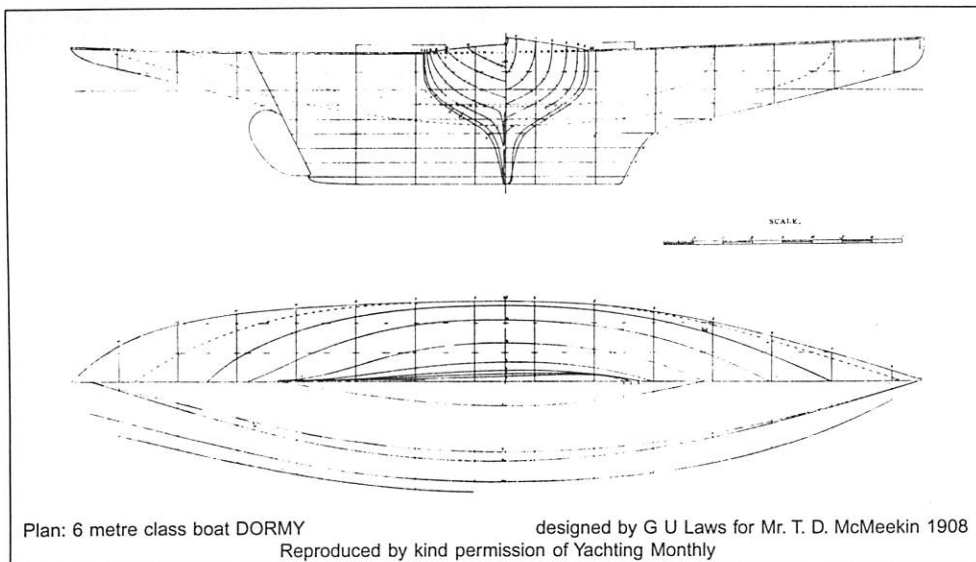
The Kathleen & May Preservation Trust is pleased to announce that the well-known maritime historian, Dr Basil Greenhill CB CMG, has kindly accepted the position of President. Dr Greenhill is widely acknowledged as the leading expert on the history of the schooner trade in the UK and worldwide. The Trust is delighted that Dr Greenhill is on board.

Joining Tony Winter, Chairman of the Trust, is Mike Vale, master mariner, whose career has included extensive seagoing and executive roles in port management. Mike has had a life long interest in commercial sail and the Trust welcome his appointment as a Trustee.

Kathleen & May is Britain's last wooden three masted topsail schooner. Built by Ferguson and Baird at Connahs Quay, Flintshire in 1900. Sailed in the UK coastal trade until 1960. Now to be preserved for the nation by the Kathleen & May Preservation Trust. Restoration can be viewed in Gloucester Docks and is planned to be completed for the ship's centenary in April 2000.

Further information is available from Tony Winter, Chairman of Trustees, The Kathleen & May Preservation Trust, Tregear House, Tregear, Launceston, Cornwall PL15 8RE. Tel. 01566 86555, fax. 01566 86333

Tony Winter and his son Paul are both members of the OGA; Tony owns the originally Barry based Bristol Channel Pilot Cutter "Mascotte", while Paul has been restoring the East Coast smack "Maria" (once owned by Tom Bolton) which he hopes to have sailing this summer. Editor.



GBR Representative, European Classic Yacht Union & European Six Metre Register
Calico Cottage, Bakery Lane, Letcombe Regis, Oxon OX12 9JN
Tel/Fax: 01235 764265

George Jago, Gaffers Log

23 December 1997

Dear George

You are probably aware that the OGA have joined the ECYU; and with my particular interest in the First Rule gaff-rigged 6 metre yachts, I have joined the OGA.

You will also be aware that the ECYU will be bringing "Europe Week" for Classic Yachts to Britain in July 1999 - the first time for Britain to host the event since 1911. For me, it is the culmination of several years of work and I am thrilled that the ECYU board have given me the green light to make the preliminary arrangements.

I approached several clubs around Britain's coasts, to test reaction and gain feedback and comments; all of whom were keen to be involved. I have visited all the potential venues and have made my recommendations to Oslo. The immediate reaction was as follows: "West Mersea seems a most suitable venue; and to combine Europe Week with West Mersea's Centenary celebrations is a wonderful idea - far more relaxed and informal than certain other events".

The following European countries have been invited to participate: Norway, Sweden, Finland, Denmark, Germany, Belgium, Holland, Austria, Italy, France, Spain and Portugal, with hopefully Switzerland. The majority of these countries will be keen to provide Metre Class yachts - in 6, 7, 8, 9, 10, 12 and 15 metre classes

It would be a great favour if, as it seems probable the OGA would be well-involved, you could include this letter in a Gaffers Log. I much admire your publication and how the Association's officers all pull together. More power to your elbows.....

Yours sincerely

Andrew McMeekin

Note: Andrew is the grandson of Mr T D McMeekin (see above). 'Dormy' was the champion 6 metre of the Burnham River and won the class prizes in the Olympic races off Ryde, Isle of Wight. Editor.

East Wall, also designer of the Mermaid Dinghy, of which thousands were built. The boat was commissioned by a Mr Steadman of Bangor, Northern Ireland and when he came to Dublin for the launching and to finalise payment he had not yet decided on a name. Walking through Merchants' Place, Ringsend (no longer in existence), he saw a sign for the Dolphin Rowing Club (now in Island Bridge) and hence the boat was named *Dolphin*.

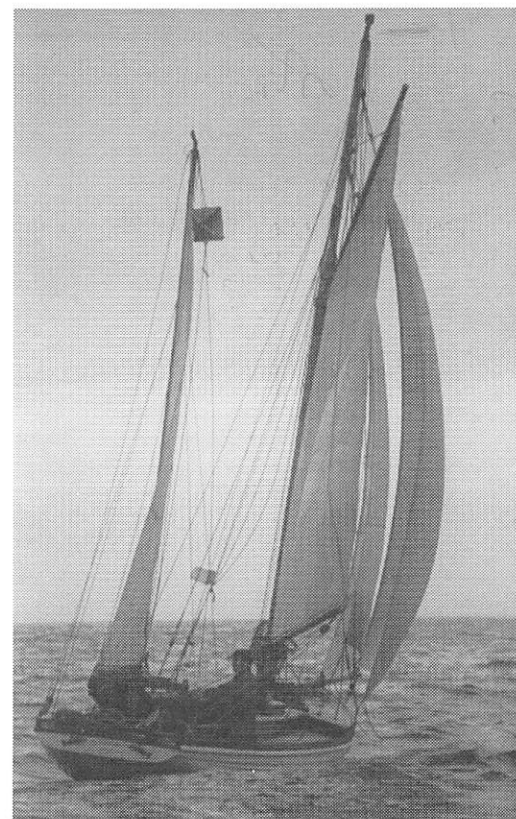
Dolphin sailed to Northern Ireland where it was based for 73 years until rescued by a group of enthusiasts in February 1997. It had lain for 6 years in a Donaghadee farmyard since the death of Davy, the son of the first owner, who received it as a 21st birthday present from his father. Davy was the owner of *Dolphin* for 53 years and sailed

it extensively around the UK, North Sea, Baltic and North Atlantic. Around 200 charts were among the inventory, including passage to Greenland and Iceland. Undeterred by the condition of the boat, lying in a sea of mud, it was towed back from the Donaghadee farmyard to its birthplace in Ringsend. Because of the historic nature of the craft and its Ringsend connection, Rinn Development Initiative Ltd graciously provided covered workshop space for 5 months of intensive refurbishment. *Dolphin* was then surveyed by Joe Murphy, Master Shipwright & Surveyor, grand-nephew of the owner of Murphy's Boat Yard. *Dolphin* got an A1 report and the team was complimented on the quality of the restoration.

A party to celebrate its launch was held in Poolbeg Yacht and Boat Club. This was attended by Robert Wiltshire, Assistant Harbour-Master and Gerry Killeen, Secretary of Dublin Port & Docks Board, and their wives Maureen and Helen. Thanks were given to all those who kindly helped in so many ways, especially Kevin Crothers, skipper of the ketch *Christina Hunter*. Further extensive work will be carried out before the 1998 relaunch, when Dublin is host to the Cutty Sark Tall Ships Race. *Dolphin* will be on the Liffey for this prestigious event, as the oldest Dublin yacht present. The skipper of *Dolphin*, Kieran Cruise, is Safety Officer for the Dublin visit of the Tall Ships.

Dolphin has already made her appearance at many of the traditional regattas and aroused much interest. The boat has been used this year during James Joyce's Blooms Week on the Liffey and also in the re-enactment of the arrival of John Wesley, Methodist founder, who arrived at City Quay, Dublin, 250 years ago. Now you know what is special about *Dolphin*, which is very much a part of old Ringsend and Dublin's heritage.

Mick Bentham - Area Secretary



DOLPHIN

Photo: Mick Bentham



Part of Ships Open Days 1997, including Dunkirk Little Ships

Photo: R. Holden

MEDWAY & NORTH KENT

I ask if you could kindly circulate details of our Ships Open Days Weekend in one of the Newsletters of the Old Gaffers Association for information to members who may wish to attend.

Following the tremendous success of our increasingly popular annual Ships Open Days event at the Royal Harbour, Ramsgate, we again invite any of your Old Gaffer owners to participate this year on Saturday 4th and Sunday 5th July.

The event was greatly expanded in content to feature and incorporate a steam and vintage festival, with steam lorries and rollers, traction engines and classic and vintage cars. This was augmented by fairground rides, marquees of stalls and displays, trade trailers, refreshments and musical and other entertainments. This new format with the combination of elements worked extremely well to produce a perfect mixture of activities to suit all tastes and ages and I am confident that visitor

numbers will continue to grow.

This event is also a perfect opportunity for a promotional and public relations exercise and I certainly hope some of your members will be able to attend this year for both days with their vessels.

Please do not hesitate to contact me if you need further details.

Yours sincerely

Diane Chamberlain

East Kent Maritime Trust, Clock House, Pier Yard, Royal Harbour, Ramsgate, Kent CT11 8LS Tel/Fax: 01843 587765

DUBLIN BAY

Dolphin - Gaff Yawl

What is special about a 73 year old Gaff Yawl? Well, it was built in Murphy's Yard, Ringsend, by J Kearney and was designed by his brother, the famous J B Kearney from

Gaffers & Luggers Association
4 Trevellan Road, Mylor Bridge
Falmouth, Cornwall TR11 5NE
Tel. 01326 373679

George Jago, OGA Newsletter Editor

5 January 1998

Dear Mr Jago

Members of G.A.L.A. who are also members of the O.G.A. have suggested that I should write to you asking if you would be prepared to print G.A.L.A.'s brief Press Release in your next newsletter. Naturally we wish to do everything we can to further interest in gaff-rigged sail and hope that, by liaising with your organisation, we might in some small way lend support to the aims of the O.G.A.

Yours sincerely

Roger M Stephens, Hon. Secretary

G.A.L.A. have agreed to send OGA membership forms to all their members. Their Press Release appears under Cornwall Area Notes. Editor.

Brent Cottage, Lover
Salisbury SP5 2PW

George Jago

OGA Newsletter Editor

25 January 1998

Dear George

Enclosed, with apologies for its lateness, is my registration paper of *Westernman* for the archive. I think it is a really good thing that the Association is taking the trouble to record all this data.

For a little trouble now, we can do wonders for those who follow us with projects that we cannot yet imagine. Last Monday, for instance, I was working with the technical branch of the National Historic Ships Committee, where specific material about a number of vessels, not all of which can now be conveniently measured, may prove critical to the disposal of Heritage money. I spent the remainder of the week struggling to research pilot cutters operating on the South Coast of England in the nineteenth century, while Ros, my wife, was trying to wrest some hard facts from a mass of information about American pilot schooners. The result will, I hope, be of use to everyone who is interested.

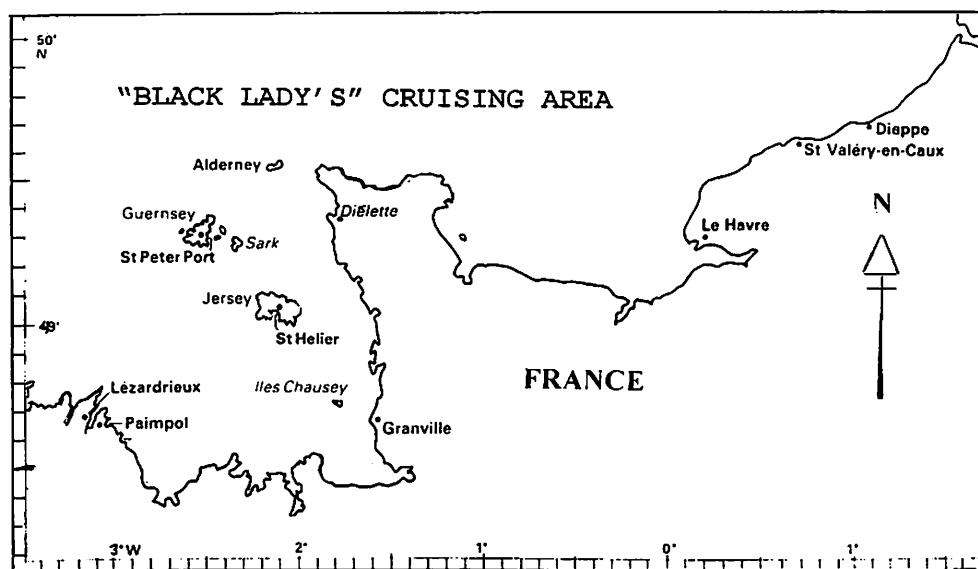
If one or two people a hundred years ago had seized the initiative as the OGA is now doing, my life would be far easier and my work would be more accurate. Some of our members have currently historic craft; the significance of others is waiting for time to write. The recording of both is of equal consequence because the one sure lesson of history is that nobody in the present, be that now or a hundred years ago, can tell what future generations will consider important.

On behalf of fellow enthusiasts yet unborn, thanks and best wishes to the OGA Sailing Committee for their work on the archive.

Tom Cunliffe

BLACK LADY'S DISMASTING IN FRANCE - Part 1

by Andrew Chesshire



This longer than average 1997 cruise for *Black Lady* started with a pleasant and extended weekend at St Valéry en Caux near Dieppe. A gathering of "vieux greements" had been arranged to coincide with a stage stop on the Tour de France cycle race. Most of the participating boats were local, from that part of the French coast or just up the Belgian coast, and as the only British vessel I was looked after extremely well.

Departed 8th July bound back west towards Brittany. This was an uneventful, and largely windless, passage to Le Havre. Wednesday 9th dawned sunny and hot again, with virtually no wind. Set off at lunchtime to catch the tide running to the west, under full mainsail, reaching staysail and jib, the weather forecast being northeasterly 3-4 by the afternoon. Half an hour out the wind had piped up, so took a few rolls in on the main around the boom. By 1430 the wind had increased to what seemed to be somewhat in excess of the predictions, with a generous chop to go with it. Being a little over-pressed, having delayed a visit to the foredeck for too long, I set about reducing sail. Hove-to and first attempted to further reef the main, but for some reason the swivel on the far end of the boom jammed and the mainsheet then tried to wind itself around the boom. Only thing left was to drop the mainsail completely. The rig was now unbalanced so the boat decided to lie broadside to the swell and the staysail began to flog. To make matters worse, a bunt of the furled jib on the Wickham-Martin gear also began to flog. I could not be at the tiller and mast at the same time, and when I was half way between the two there was a loud crack at the top of the mast. Then eleven feet of the mast went over the side. This effectively relieved the boat of wind pressure, and we then started to roll uncomfortably side-on to the swell. A horrible tangle of headsails and rigging led over the lee rail with the masthead and spreaders floating alongside. The break, it turned out later, had been at a scarf joint just below the hounds, at a point where the mast was really too thin. On reflection, I confess that I probably did not handle the situation too well, but in my defence I must say that things did seem to happen a lot quicker than I can write about them! First priority seemed to me to get the debris back on board before it could damage the hull. I

believe. *Golden Nomad* made an appearance at all events and Alan and Irene spent three weeks cruising Donegal. *Blue Chip* made a trip to Skye to sail with a group of Shrimpers, an enjoyable trip by all accounts. [See *Scotland Area Notes*. Editor

The Annual Dinner, on 21 November, was another resounding success. 60 Gaffers and friends had a beautiful meal in the pleasant surroundings of the Royal North. Michael McKee, in his after dinner speech, spoke about his early days cruising *Insects* from Bangor, through his racing days, to more recently sailing his Falmouth Work Boat *Isobel* to France and completing a circumnavigation of Ireland. Michael went on to discuss the subject of anchoring, which invoked a short discussion about 'Chums' and 'Angels' - which does go out on the anchor chain? The following day we had another argument about this question. When Alan Aston said "A Chum is a friend who buys you a drink", he was quickly contradicted by Irene who said "No, that's an Angel!"

Summer Programme - Here is the outline summer programme, though it may change as 1998 develops.

Opening Weekend - 2/4 May - Bangor to Belfast, Groomsport, Copelands and Donaghadee has been suggested.

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 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 at Portaferry - 27/28 June - This is the 12th year running for this event. I hope this year the weather is kinder than last year and some Hookers make it to Portaferry.

Bangor Traditional Sail - 29/31 August - This is a new event on our calendar. We

have joined with Bangor Chamber of Commerce and North Down Borough Council to promote a Traditional Sail event. It will start on the Friday evening with boats rafting up in the harbour. Berthing will be free. Saturday and Sunday will see a race or sail about in Belfast Lough. More details later.

Peter Lyons

SCOTLAND

THE SCOTTISH SHRIMPER RALLY - 12/19 JULY 1997

It was precisely a year ago that the Shrimpers met in Brest for an extravaganza of sailing in the warm waters of Western France (See *November 1996 Gaffers Log*). Bonhomie prevailed throughout and the suggestion of a follow-up expedition was well received by the more mobile and adventurous members of the Shrimper Association.

So it was that seven Shrimpers met in the Kyle of Lochalsh, Skye, under the direction of Martin Howard, who was familiar with the coastline. Martin had prepared an itinerary which would take the Shrimpers around the shores and islands of the Inner Sound, between the mainland and the Isle of Skye.

Participants were as follows:

Golden Cloud - Colin & Frances Johnstone

Tystie - Martin Howard

Bluechip - Leslie & Jessie Hughes

Misty Morn - Roger Tushingham

Annie the Shrimp - John Standing

Lady Isabella - Bryan Gullan

Black Swan - Peter Ward

Leslie Hughes (extracted from the Northern Ireland's "Gaffers Jaw")

the season. This year there was a distinct lack of it and most of the 17 boats attending resorted to the iron topsail to save their tide down to Yarmouth. As always there was a cheerful welcome from the Harbour Staff who did their best to berth us together. Once again the Royal Solent had invited us to join in their Centenary Chase Race on Sunday morning and everyone met in their bar in the early evening for the briefing.

The following morning the briefing seemed academic as there was no wind nor prospect of any. However the Royal Solent had resourcefully come up with a suitable "course". The race was delayed for an hour to enable everyone to motor up or be towed up against the tide to Hampstead Ledge Buoy where the race was started on a committee boat line. The course was to "take the tide down to the club's line". At the start there was a very light breeze from the east but the tide was running fast carrying the fleet away from it. Keeping sails filled was very difficult and most lost steerage way at some stage. Then just when it seemed we'd all be swept outside the outer distance mark on the line, a few zephyrs from the NW filled in. Once again the Gaffers showed the Club's Bermudan yachts the way home, although to be fair some X and Y boats were not far behind. Meanwhile *Kerneth* took her time to win the Secretary's pot; the prize for finishing last within the lime limit.

The tide had run fast so everyone was easily back in the harbour in time to enjoy a few drinks at lunch time in the Royal Solent and thank them for their great hospitality, before sailing for home.

Solent Area Events 1998.

Yarmouth Old Gaffers Festival 5th - 7th June.

Free moorings from 4th - 7th June, a race on Saturday with superb prizes, many activities ashore in the town and a barbecue Saturday evening.

Marchwood Rally 11th - 12th July

Marchwood Yacht Club has once again

invited us up Southampton Water to their moorings and Club House for the weekend. They will be running a race on the Saturday and a barbecue in the evening.

40th Solent Area Race and Rally 28th - 31st August.

The Annual Race will be held on Saturday 29th August to link in with the Portsmouth Festival of the Sea. The rally will begin in Cowes on the Friday evening and the Race will start off Cowes and finish off Portsmouth. The prize giving and social will be held in the Festival of the Sea on the Saturday evening. If you wish to join in the social events at Portsmouth you MUST enter your boat into the Festival of the Sea as soon as possible (Telephone them on 01705 725000). The Solent Area offers a warm welcome to members from other areas to join in their race.

Yarmouth Rally 26th - 27th September.

Our last rally of the season to Yarmouth to join in the Centenary Chase race on Sunday morning.

Pat Dawson - Acting Area Secretary

NORTHERN IRELAND

Hello Gaffers. We set out into 1998 hoping for at least as good a year as we had in 1997. This was a good year over all. From the Opening weekend in May through to the Archaeological weekend in Strangford Lough in August, we saw most of our members boats at one or other of the events we travel to.

Honora was at every event except Portaferry Hooker Weekend. I made the trip on *Vilia* and spent the summer holiday replacing the offending engine. *Madcap* made her first appearance in almost a year at Peel, after an extensive refit. During Adrian's summer cruise he sailed her to the Channel Islands and North Brittany before returning home in mid August. He now has her in Ringhaddy and is planning next summer's trip - to Greenland would you

was not carrying a rigging cutter for 8mm galvanised wire, and my hacksaw would not have been much use in the prevailing conditions. So I decided to reach down over the guardrail and grab the mast top as the boat rolled down towards it. On the next roll attempt to haul it over the wire. All went to plan and there it was on the side deck! Another ten minutes to gather in all the trailing halliards and a quick check over the side before the engine could safely be used. The rolling motion helped in the recovery of the top of the mast which, at the time, did not seem too heavy, though I think that on these occasions one is endowed with extra strength. What was the wind strength and sea state, you may ask? One's feeling about wind strength is liable to exaggeration. However, a visiting British boat equipped with a wind speed indicator arriving at Le Havre later in the day reported it as northeasterly force 6. Engine on, I returned to Le Havre under power, and against the tide, of course. Called up Le Havre port on the hand held VHF on approaching the entrance and asked for immediate permission to enter as boat disabled. The port authorities were most helpful, their patrol launch led us in, then landed first and the crew came along the pontoon to take my lines.



Eleven feet of mast on deck

Photo: Andrew Chesshire

Le Havre did not seem to offer the best prospect for repairs to a wooden boat, though doubtless they appear excellent with steel. The next few days were spent sorting out a jury rig for the remaining length of short mast by transferring the wooden bolsters and cleats from the broken section, etc. When re-rigged and lying on the quay, even this short mast was far heavier than I could lift. With the help of various visiting yacht crews a lifting party was arranged and we resteped it without the use of a crane. The mast being keel stepped it has to be stood upright on the deck before dropping down through the hole on to the keel. I must not forget a German chap who helped with the mast lift. Despite a small and wiry stature he seemed endowed with enormous strength! If he, or any of you, read this, thank you very much gentlemen.

Jury rigged, left port on 11th July to have another go at heading west. The shortened rig was

to me reminiscent of the old pulling and sailing lifeboats, and caused some amusement when I referred to it as my rig for a "coup de vent". Even with a fair tide, a touch of the iron topsail was necessary in order to make any serious progress as I island hopped to the North Brittany coast. On the way I called at Alderney, Guernsey, and Jersey. At St Peter Port I met one of the previous owners of *Black Lady*, who informed me that he had once needed to scarf a piece into the mast while working at Mashfords in Plymouth. Arrival at St Helier coincided with an old boat festival to mark the opening of their new maritime museum.



Jury rig on quay

Photo: Andrew Chesshire

There then passed a pleasant couple of days as guest of the marina.

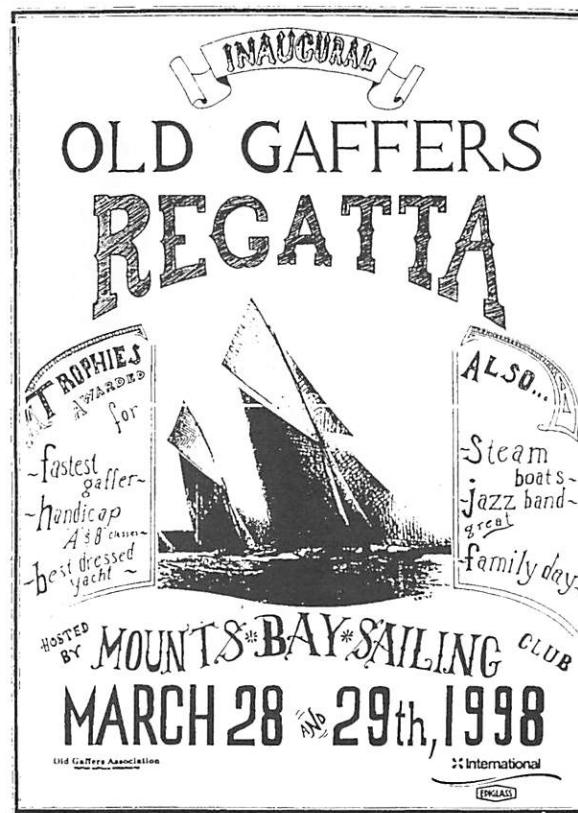
To be continued

RYA LIAISON - by Robert Holden

Chart Size - For some time we have known that the International Series of Admiralty Charts will be published on A0 paper and folded once to produce A1 size. It has now been decided that at some future date, possibly within 5 years, all Admiralty Charts will be printed on this size paper. So if you are planning a new chart table, make allowance for A1 sized charts and the storage facilities to go with it.

Red Diesel - Regarding the threat to use of red (duty free) diesel for private pleasure craft. The RYA will make a strong representation on behalf of members on the grounds of cost, safety, likely unavailability of fuel and the difficulties of enforcing a two-tier system.

European Inland Waterways - The CEVNI rules declare 20 metres as the length of "small craft", which must not impede commercial vessels. Attempts by some countries to reduce this to 15 metres failed, but they succeeded in having an addition stating that countries may make legislation for vessels of 15 metres in length. This is what Holland, Germany, Belgium and France do now. It is now proposed by Holland that the Rhinepatent, needed in Germany, is to be extended to the Rhine in Holland for vessels longer than 15 metres or faster than 20 kph. Furthermore, the Rhine is to be divided into five segments, each requiring its own Rhinepatent, which is only obtainable by someone who has navigated that segment 8 times



WESTERN AUSTRALIA

It is gratifying to see the membership of the OGA in Western Australia growing rapidly. This recent growth is due mainly to the Rockingham Branch starting up just a few months ago.

I think it is appropriate to mention that it is the 40th year since launching of *Roamarick* and the 50th for *Endeavour*. The use and preservation of gaff rigged craft is on the increase and this includes any 4 sided fore and aft sail. We also have in our midst some classic craft with Marconi rig.

One of the highlights of the Rockingham Branch was the launching, after seven and a half years ashore, of the 21ft gaff cutter *Sara Jane II*. She was originally brought ashore for a scrape, repaint and the installation of a few sister ribs. Eventually

she was totally rebuilt except for the stem, keelson and garboards. The weather was absolutely perfect for her re-launch and the surprisingly large crowd enjoyed a champagne breakfast whilst admiring *Sara Jane II* floating high in the Indian Ocean.

Sam and Maggie Bayliss from the UK are visiting relatives in Western Australia. Sam has been a past Secretary and past Vice President of the Solent Area. They will be joining us as guests for the 100th opening of the Perth Flying Squadron Yacht Club. Festivities commence with a barbecue, followed by the opening of the event by the Governor of Western Australia. A special trophy has been offered for the Gaffers Race.

The Annual General Meeting, on 18th March, is almost upon us, so we now call for nominations for office bearers. The Secretary's position will become vacant at this meeting. Mike Igglesden has

recently stepped down as Sailing Master, this position being filled by Chris Bowman.

Arrangements for the Old Gaffers Regatta at Mounts Bay Sailing Club on 28/29 March 1998 are all going well with the committee working hard to get this regatta up and running for many years to come. A major sponsor has been found and a budget set out.

Brian Phillips - President
Wally Cook - Secretary
Dave Roberts - Secretary,
Rockingham Branch

SOLENT

Solent Area Rally to Yarmouth September 27th - 28th 1997.

The last 2 years have provided plenty if not too much wind for this last sailing event of

- 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. Colin Edmond, tel. 01621 853506.
- July 11/12 OGA RALLY, Marchwood Y C, Southampton. Pat Dawson, tel. 01342 810303.
- July 18 EAST COAST OLD GAFFERS RACE, West Mersea, River Blackwater. Jon Wainwright, tel. 01206 393537.
- July 21/23 Glandore Classic Boat Summer School, theme: "Where the Land Meets the Sea" and
- 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 25 Tollesbury Smack Race, Tollesbury, Essex. Chris Peet, Tollesbury Sailing Club.
- July 26 CONWY NOBBY & GAFFERS RACE, Conwy, N. Wales. 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 Blackwater Barge & Smack Race, Maldon, Essex. Peter/Pat Boss, tel. 01621 851147.
- Aug 22 Tall Ships in Dublin Bay, Ireland.
- 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. Pat Dawson, tel. 01342 810303.
- 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 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. Pat Dawson, tel. 01342 810303.

in each direction in the last 3 years, i.e. a local or a professional riverman. While one can see the need for this on the treacherous higher reaches, it is difficult to understand the justification for the Rhine in Holland, except for the volume of commercial traffic not wanting to have to cope with pleasure craft and for a job creation scheme for rivermen plying as certificated pilots. In addition, it appears that a lesser licence will be needed to cross the Rhine from tributary to tributary or canal. This is not good news for inland water cruisers.

OBITUARY - Frank Mulville 1924-1997



Frank Mulville sailing *ISKRA*

Photo: Wendy Mulville

It is with the deepest regret that I have to report the death, last November, of Frank Mulville. Frank joined the OGA way back in 1967. This well-known East Coast member was, in all respects, a professional sailor.

To meet him one got the impression of a very quiet and modest man, not perhaps what you would expect when you think of all he has done and achieved. Frank was a true long distance sailor, a prize-winning writer and an adventurer in the full meaning of the word, who met many maritime challenges and dealt with them quietly and successfully. Two of his books which tell the most about this man are "North Sea to Southern Cross" and his last book "Rescue and Recovery".

The Old Gaffers Association would like to offer its respects to his wife Wendy and son Adrian.

Adrian has asked me to tell members of the OGA that Frank's 30' gaff cutter *Iskra* will require a new caring owner. Built in 1930 by Hillyards, of pitch-pine on oak, she has proved herself a very capable cruising yacht and recent extensive refits mean she is in very sound condition. A new engine was fitted in 1994. Any enquiries, please call Adrian Mulville on tel. 01621 858772 or 0410 512664.

George Jago

1998 OGA & OTHER TRADITIONAL EVENTS

- May 2/4 N. IRELAND OGA AREA OPENING WEEKEND. Bangor to Belfast, Groomsport, Copelands and Donaghadee. Peter Lyons, tel. 01247 453099.
- May 23/25 OGA CROUCH RALLY, including visit to North Farnbridge Y C who are celebrating their centenary. Denise & Trevor Rawlinson, tel. 01621 783969.
- May 25/30 Brixham Heritage Festival, Brixham, Devon. Tony Knights, tel. 01803 852484.
- June 5/7 YOGAFF 1998, Yarmouth, Isle of Wight. Pat Dawson, tel. 01342 810303.
- June 5/7 Salcombe Festival 98. A free festival of traditional boats, music & street entertainment. Tony Watson, tel. 01548 843580.
- 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 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.

continued on page 22

David Cox M.Sc.

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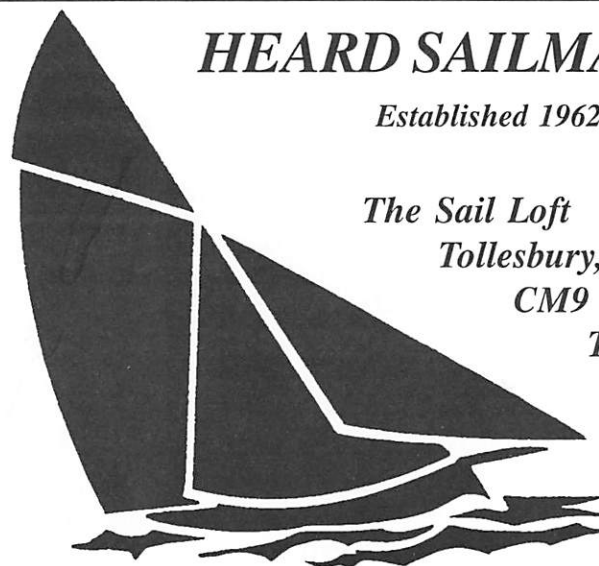
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