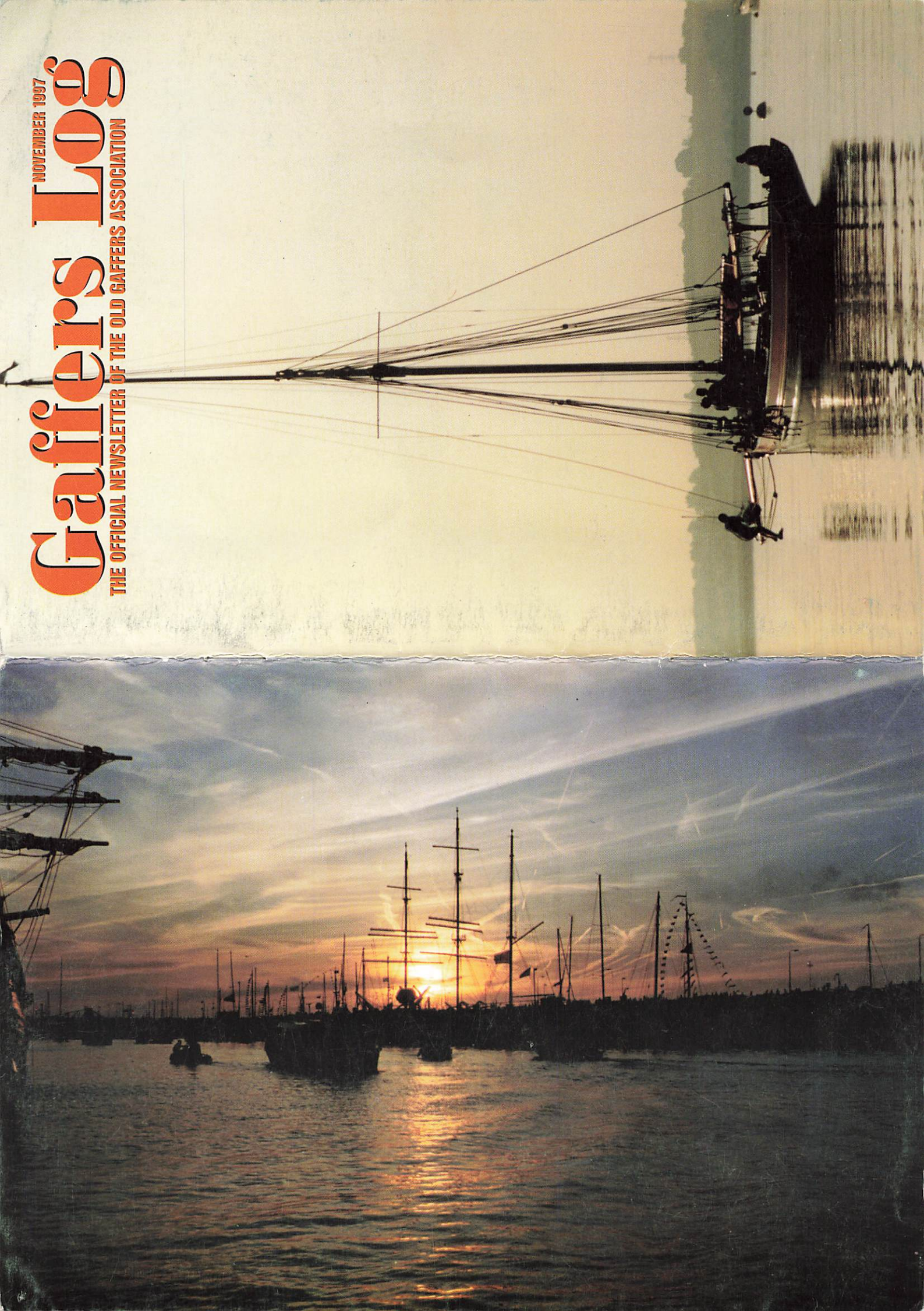


NOVEMBER 1997

Gaffers Log

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



Custom Bronze hardware

Lamps - Oil & Electric

Ash and Teak Blocks

Spunflex Rope

Saddles & Travellers

Inglefield Clips

Cleats & Fairleads

Mainsheet Horses & Pinrails

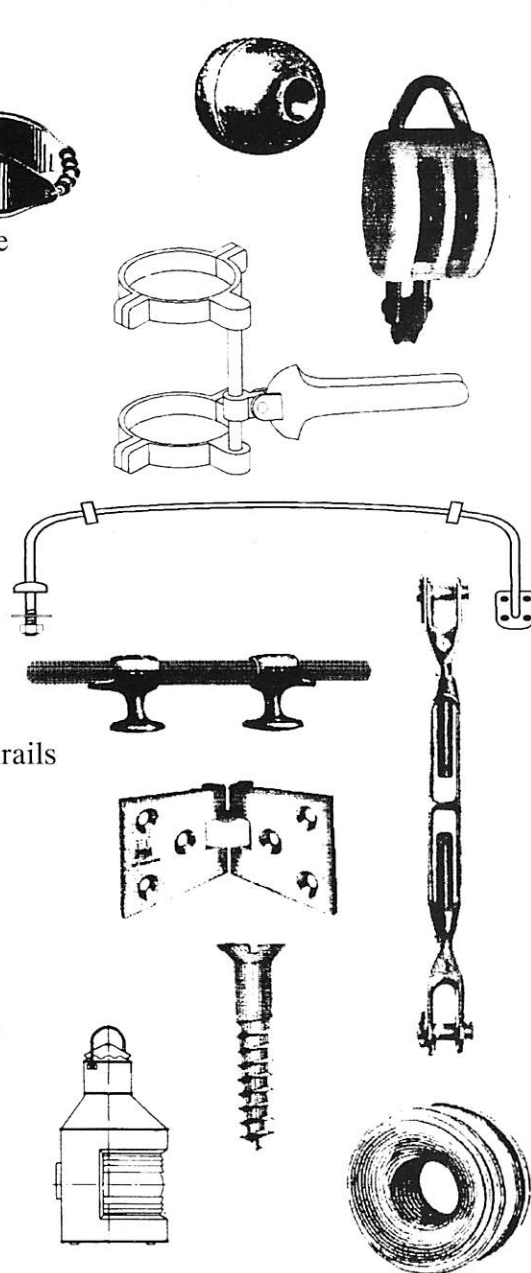
Anchor Equipment

Rigging Screws & Wire

Interior Fittings

Nails and other fasteners

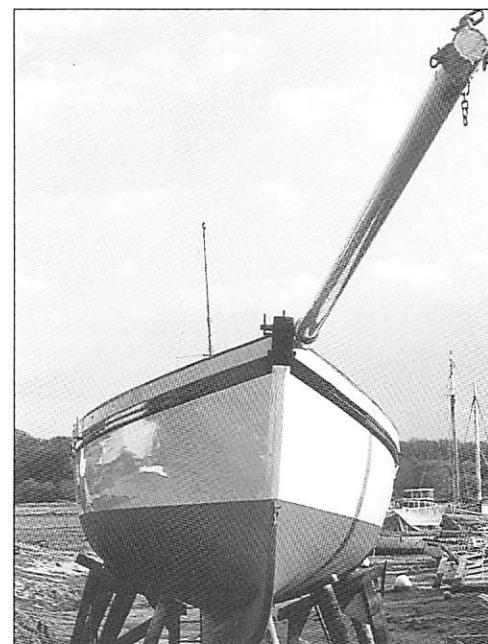
Etc etc etc



Catalogue from: Classic Marine,
Lime Kiln Quay, Woodbridge, Suffolk IP12 1BD
Tel: (01394) 380390, Fax: (01394) 388380

QUALITY RESTORATION & REPAIR OF WOODEN BOATS

All shipwright, joinery, engineering
& electrical services



*We offer advice, detailed estimates and high quality
work to agreed prices and dates.*

Winter storage - 60 Ton slipway
Timber, machining & traditional fastenings

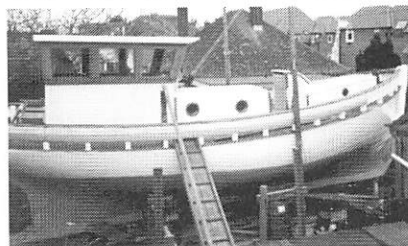
Combes Boatyard
Smugglers Lane, Bosham
West Sussex PO18 8QW
Tel: (01243) 573194 Fax: (01243) 573827

TRADITIONAL DANISH FISHING BOAT "BIRTHE MARIE"

LOA 36ft. Built West coast of Denmark 1934, Rebuilt Barker of Burnham 1991.

Larch on oak frames, new deck house, steering gear, propeller and shaft tanks, galley and separate heads. Sleeps 6. Perkins 6 cylinder diesel engine. Price £12,500 - must sell, although this price does not reflect the costs involved in refurbishment to date. Lying Burnham Marina, Essex.

Contact: Chris Cole, tel. 01621 782036



WANTED

Motor Sailer type or similar boat 35ft or over. Boat share considered in Chichester Harbour area.

Contact: Keith Simmons, tel. 01705 468644.

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

ASSOCIATION STOCK LIST

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

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

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

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

Prices include postage and packing - surface mail for overseas.

Please send orders, with cheque or postal order, payable to **Old Gaffers Association** (overseas members can pay by Eurocheque or by draft on a London bank) 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.

OFFICERS OF THE ASSOCIATION

PRESIDENT:

DAVID CADE
Steps Cottage, Playden, Rye,
Sussex TN31 7NT
Tel: 01797 223040

HON. SECRETARY:

DICK DAWSON
West Tye, Tyes Cross
East Grinstead, West Sussex RH19 4HT
Tel: 01342 810303

HON. TREASURER:

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

NEWSLETTER EDITOR:

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

MEMBERSHIP SECRETARY: (acting)

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

BOAT REGISTER:

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

AREA SECRETARIES AND REPRESENTATIVES

EAST COAST:

JON WAINWRIGHT
Port View, New Road, Mistley,
Manningtree, Essex CO11 2AE
Tel: 01206 393537

MEDWAY & NORTH KENT:

LENA REEKIE
5 Station Road, Faversham,
Kent ME13 8EB
Tel: 01795 534212

CINQUE PORTS:

DAVID CADE
Steps Cottage, Playden, Rye,
Sussex TN31 7NT
Tel: 01797 223040

SOLENT: (Acting Area Secretary)

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

DEVON:

EARLE BLOOMFIELD
Avalon House, Coombe Lane, Weare,
Axbridge, Somerset BS26 2LD
Tel: 01934 732932

CORNWALL:

MIKE COLLINS
Prince Regent House, Perranwell
Truro, Cornwall TR3 6LF
Tel: 01872 863096

FRANCE:

THIERRY EUSTACHE
8 Bel Air,
22490 Plouer, France

USA:

LEONARD G KAVANAGH
6 Prospect Street, Nahant,
MA 01908, USA

WESTERN AUSTRALIA:

ROSE ANNE HAMILTON
6 Baskerville Street
Mundijon 6202, Western Australia

BRISTOL CHANNEL:

BART WORDSWORTH
54 Leopold Road,
Bristol BS6 5BS
Tel: 01179 247076

NORTH WEST:

ROGER BUCKNALL
Moorlands, 364 Telegraph Road,
Heswall, Wirral L60 6RW
Tel: 0151 342 2158

CONWY & NORTH WALES:

SUE FARRER
1 Maple Avenue, Alsager,
Stoke on Trent ST7 2QX
Tel/Fax: 01270 874174

DUBLIN BAY:

MICK BENTHAM
2 Kilfenora Drive,
Raheny, Dublin 13, Eire
Tel: 353 1 8476279

NORTHERN IRELAND:

ATTRACTA NEESON
1c Ardmore Terrace, Holywood,
Co Down BT18 0BH
Tel: 01232 427839

SCOTLAND:

JIM McNIVEN
5 Mirrlees Drive, Kirklee,
Glasgow G12 0SH
Tel: 0141 339 1261

GERMANY:

ALEXANDER NURNBERG
Königsweg 8,
2204 Krempe, Germany

CANADA:

PETER M HEIBERG
2676 W 13th Avenue,
Vancouver BC, Canada V6K 2T3

EUROPEAN LIAISON:

ROSE ANNE HAMILTON
Boomstraat 72c, 1015LD Amsterdam
The Netherlands
Tel: 31 20 6255645. Fax: 31 20 6260929

CONTENTS

	PAGE
EDITORIAL	3
WELCOME ABOARD	4
NOTICES	5
NOTICE OF ANNUAL GENERAL MEETING	6
HON. SECRETARY'S NOTES	7
LETTERS	9
REMEMBERING MAURICE GRIFFITHS	13
ECLIPSE OF THE MOON by Charles Stock	14
TELEGRAPH - Part 2, by Colin Swindale	16
PHOTO CAPTION COMPETITION	18
CHRISTMAS CARDS	19
OGA & OTHER TRADITIONAL EVENTS	20
AREA NOTES	22
ADVERTISEMENTS	38
ASSOCIATION STOCK LIST	40

Front cover : Smack *Ellen*, by James Pratt.

Back cover : Sunset at Ijmuiden, by Nicola Dixon.

SITUATION VACANT - SOLENT AREA SECRETARY

YOUR OGA AREA NEEDS YOU

We urgently require a member to take on the position of Area Secretary for the Solent Area.

Any Solent Area member who feels he/she could meet this challenge, please contact the Area Vice President, George Beckett, Compton Nursery, Main Rd, Compton, Winchester, Hants. Tel: 01962 713732

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



SPRITSAIL CUTTER DAYBOAT "SIGNE MARIE"

LOA 19ft 2in (5.85m), Beam 6ft 6in (2.0m), Draught 2ft (0.58m)

Ferro -cement hull built under McAllistor-Carvall supervision 1977. Terylene sails, spruce spars, GRP covered plywood deck, pitch pine coaming and rubbing strake, teak benches, oak rail and rudder.

Galvanised steel cradle, anchor and chain. Displacement 11¼ tons (approx.) Lying Keyhaven, Lymington. Price £4,000 ono.

Contact: Martyn Collins, tel. 01590 644955.

GRP ITCHEN FERRY

LOA 22ft + bowsprit. Built George Drummond Marine from an 1895 mould, one of few with gaff cutter rig. Traditional gear, Yanmar engine, 4 wheel trailer. Lying Tyne area. Price £6,950.

Contact: John Bird, tel. 0191 240 1634

ISLE OF MAN NOBBY "VERVINE BLOSSOM"

Built 1908. Total rebuild 1991-92. 120hp diesel.

This vessel has been extensively rebuilt and is tastefully finished inside with up to ten berths. A magnificent sea-boat, she is gaff rigged and looking for a new home. Price on application to serious minded people.

Lying Eire.

Contact: Michael Hunt, tel. +353 1 8390268

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.



FOR SALE



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 Portchester, Hants. Price £4,000 ono.

Also custom combo trailer available, price on application.

Contact: David Cooper, tel. 01252 628250.

SALCOMBE DINGHY "CARIAD"

LOA 14ft 3in, Beam 5ft 3in, with iron centre-plate.

Traditional varnished clinker built by Edgar Cove. Gunter rig. All sails, spars, oars, etc. In need of restoration (as owner !). Offers in the region of £1,200.

Contact: Graham Thompson, tel. 01305 268991.

BERMUDAN RIGGED DEBUTANTE

LOA 21ft 6in

4 Berth, bilge keel, family cruiser. Full suit of sails. Good inventory, including sounder and Seagull outboard. Lying North Fambridge, Essex. Price £995 ono for quick sail.

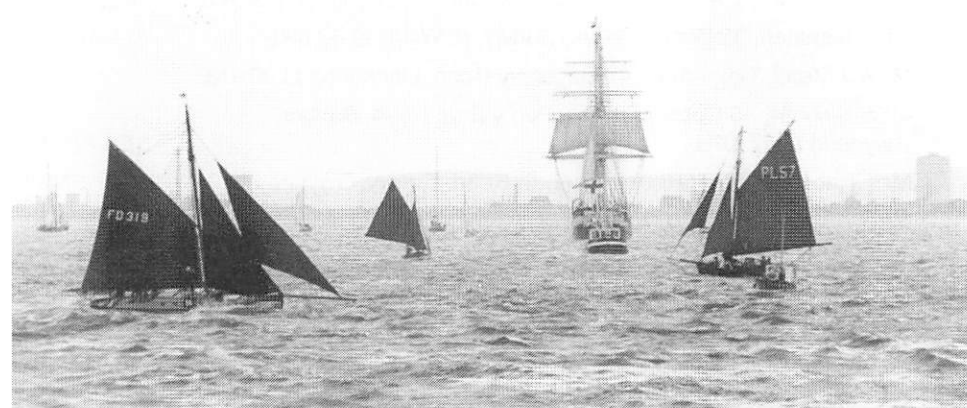
Contact: Harry Lymer, tel. 01621 784006.

ITCHEN FERRY "FREDA" (OGA No. 60)

LOD 18ft 6in, Beam 7ft 6in, Draught 3ft 4in, Footprint 33ft.

An original Dan Hatcher by Fay of Northam, launched 1890. Raced by Capt. Sam Randall and a Solent working boat all her life. Now a race and Concours winner, authentically restored to original racing spec. Probably fastest and oldest authentic Itchen Ferry afloat today. A unique piece of British maritime history. Full history, inventory and album. Price reduced to £8,000 ono.

Contact: Earle, tel. 0117 914 1843 or Email: Icebear@dial.pipex.com



MERSEY RIVER FESTIVAL - June 1997

Photo: Liverpool Daily Post & Echo

This year, we have seen at least two good new developments in the UK. One was in the Solent Area, where the Dave Keller inspired YOGAF Festival at Yarmouth, Isle of Wight, was well received by not only the townspeople, but the general public at large, and looks like becoming an annual event. The second was the restoration of an OGA Area in North Wales, at Conwy, thanks to Tony Mead and Sue and Pete Farrer. We were also invited to participate in international events such as Sail Ipswich and the Chatham Maritime Festival. Another good sign of the health of the Association is in the Area Notes. This issue of the Log contains reports from most of our areas.

Next year it is proposed that we shall play a part in the International Festival of the Sea at Portsmouth. It is worth remembering that about thirty five years ago, when the OGA first began, gaff rig and traditional sail events made very little impact - but fortunately views are changing for the better. Now, almost without exception, these events and our participation in them are good fun and well organised by our members. However, we all know that any event takes time and effort on someone's part. In the Log you will often find requests for help - please see what you can do to help share this valuable load.

I read with interest Wally Cook's plea for boat information from Western Australian members. Likewise, Pat Dawson in the UK makes the same request. Do these two requests, being 12,000 miles apart, make this a global problem? Let me refer you to what George Ventris, Chairman of the Sailing Committee said on this subject on page 16 of the September Log.

About this time last year, I was made aware of the concerns of some older members about the future of boats lovingly maintained for years - if sold on, would they be looked after to the same standard. With some of the younger owners, I know from experience that this is far from a worry. But that said, may I suggest that we, as an Association, should take a more active role in introducing younger people to our various types of interesting boats and the traditional skills to keep them going. Now I know insurance and legislation can and will produce difficulties, but where there is a will there is a way and such a scheme could promote confidence for the future.

Copy date for next issue is **1 February 1998**.

Finally, may I wish you all the very best for 1998, wherever you will be.

George Jago - Editor.

CNW Mr D G Bayliss, 51 Chiltern Drive, Hale, Cheshire WA15 9PN

PRINCESS MARINA

Mr C Goddard, The Mews, Mill Lane, Millthorpe, Dronfield S18 9WL *FELINHELI*

Mr P Marsden, 12 Watkin Street, Conwy, N. Wales LL32 8RL *ALBION*

Mr A J Mead, Timperley, 147 Deganwy Road, Llandudno LL30 1NE

Mr S Nicholls, 16 Coed y Castell, Pen y Bryn Road, Bangor, Gwynedd LL57 1PH *SEA FEVER*

Mr T Price, The Boat House, Benarth Road, Conwy, Gwynedd LL32 8UB *SNIPE*

Mr D A Wright, 5 Pensarn Cottages, Conwy Road, Llandudno Junction, Aberconwy LL31 9NJ *ARTHUR ALEXANDER*

DB Mr K Cruise, 29 Ailesbury Lann, Dundrum, Dublin 16, Eire *DOLPHIN*

Mr P Keogh, 44 Riversdale Road, Clondalkin, Dublin 22, Eire

Mr J O'Brien, 20 Rathdown Crescent, Terenure, Dublin 16, Eire

Mr B O'Neill, 22 Costilla Park, Clontarf, Dublin 3, Eire *ADAGIO*

Mr D O'Neill, 4 Rathoath Estate, Cabra West, Dublin 7, Eire

Dr L M O'Rourke, 5 Gosworth Park, Dalkey, Co Dublin, Eire *BONITA*

DEV Mr I Cornish, 2 Galmpton Farm House, Galmpton Farm Close, Galmpton Brixham TQ5 0NP

EC Mr & Mrs R A R Bradfield, Howe Hall, Littlebury Green, Essex CB11 4XB *ANTARES*

Mr T Gaze, Poplar Farm, Siverleys Green, Cratfield, Halesworth, Suffolk IP19 0QJ *CHIQUITA*

Mr M E Ginns, 6 Daines Close, Thorpe Bay, Essex SS1 3PG *SECRET*

Mr E Husher, 4 Mill Lane, Odell, Beds MK43 7AT *PANACHE*

Mr P Osborne, The Manningtree Gallery, 18-20 High Street, Manningtree, Essex CO11 1AD *ARJA*

Mr B R Parkinson, Whitecroft, School Road, Walpole Highway, Wisbech, Cambs PE14 7QQ *LITTLE GAFFER*

MNK Mr S R Blackman, 6 Holbrook Drive, Ramsgate, Kent CT12 6DY
Mr B J Brambleby, 32 Pilgrims Way, Cuxton, Kent ME2 1LG *NANCY MAY*

Mr P Marchington, 5 Riverview, Queenborough, Kent ME11 5LH *PRINCE OF WALES*

Ms L Roth, 10 Trinity Homes, 28 Acre Lane, London SW2 5SG

NI Mr N J Snell, 36 Clifton Road, Bangor, N. Ireland BT20 5EP *YKNOT*

Now to foreign ports. I have been to Gdansk in September, at the Baltic Sea Tourism Commission Annual Conference and Travel Mart. Quite a mouthful. Did I ever learn a lot. Well, I already knew that the Baltic Sea region is tied together by sea routes, water sports and lots of historic connections over river and lake and sea. Old ships are still around, chartering along their old trading routes, between Kotka and Tallinn, the Åland Isles and Bornholm, Gdansk to Kalmar, and the lakes in Finland and Russia. There are literally hundreds of historic Hansa League towns, many quite intact in their medieval splendour. But I didn't know about the marinas. Oh, the marinas.

Take Gdansk for example. You sail down the bay and channels from the Baltic Sea, past Gdynia and Sopot. Arriving at the 1000 year old quayside, crowned with a 14th century crane, you pass the National Maritime Museum and its collection of ships, tack about 35 metres to port and there is your berth. Romantic? Convenient? Quiet and restful? Yes, this is city living the way it ought to be. You have a better view than the best hotels, the big Old Town Square is a five minute walk over the bridge, and its not even all that expensive. So you have lots left over for the incredible amber shops.

The entire coast is like this all the way from the German border to Russia. Just over the (German) border into Poland on the Baltic coast, is a river archipelago at the mouth of the Szczecinski Bay and the Odra River. Between Swinoujscie and Szczecin to the south, is a paradise of 44 islands and dozens of little harbours, historic towns and wildlife areas.

On the north side of the Baltic Sea are Finland, the Finnish Archipelago, and the Åland Isles. The boat-building trade of the Ålanders has never really died out and Finland is one of the few

places in the world where you can study for a proper University diploma (4 years) as a wooden ship builder. The Gulf of Finland is a bird watchers' paradise and certainly it is one of the loveliest wilderness area in Europe. Again, the coast is lined with charming, and not overcrowded, little harbours. But for the really wild life, go to Russia.

That's where I'm headed next summer, on a classic yacht chartered out of St. Petersburg. The same man who brought the Tall Ships to St. Petersburg has also mastered the art and agony of convincing Russian authorities that skippered yacht charters are okay. They still don't allow bare boat charter, and besides, says Andrey, you sail up into the northern lakes, and they don't even speak Russian! Watch this space, because I'll be heading out early next summer to discover some really exotic places.

And that brings me full circle because you know what? Those poor yacht owners in Russia have to deal with the same bone-headedness from the so-called safety authorities about wooden hulls as the rest of us out west here. I wonder if Andrey is going to be inspired or incredulous after he reads the copy of the CEMHC Newsletter I gave him. We really are in the same boat!

Rose Ann Hamilton - European Liaison



Gaffers at Chatham Maritime Festival

Photo: Robert Holden

Everyone was shocked and saddened to wake on Sunday to the news of Princess Diana's death. The fleet flew their ensigns at half mast as a mark of respect.

Prize Winners Solent Race 1997.

1 st to complete the course, Deadeye Trophy	<i>Island Swift</i>	J Richardson
1 st on corrected time 50 years +, Channel Cup	<i>Windhover</i>	S Rowden/E Stephens
1 st on corrected time -50 years, Anchor Trophy	<i>Island Swift</i>	J Richardson
1 st Class 1, Gaffers Eye	<i>Baroque</i>	J Sunderland
1 st Class 1A, Le Havre Plate	<i>Venus</i>	P Johnson
1 st Class 2A, Emsworth Cleat	<i>Little Apple</i>	M Briggs
1 st Class 2B, Channel Plate	<i>Falmouth Bay II</i>	J Fordham
C H Paxton Trophy	<i>Lisa</i>	K Ritchie
Edgar March Memorial Trophy	<i>Little Apple</i>	M Brigg
Jim Rawlings Trophy	<i>Ailsa</i>	M Woodhouse
Pierce Eye Trophy	<i>Tregatreath</i>	R J Hanson
Itchen Ferry Trophy	<i>Young Alert</i>	G Beckett
Laggards Ladle	<i>Snoopy</i>	C Koomen
Pitchfork Trophy	<i>Brilleau</i>	S & M Bayliss
Golden Baguette Trophy	<i>Dirk II</i>	G Benton
Friendship Trophy		Tom Richardson
Pat and Dick Dawson		

FOREIGN PORTS

I have been in some rather interesting ports lately, and they seem to get further and further away. Also, there is a bit to catch up on as far as CEMHC goes.

The CEMHC Newsletter is once again a living, breathing item. The OGA and Heritage Afloat contributions were substantial. Next issue will appear before Christmas and include news of the November working group meeting. That meeting will take place in Strasbourg, France on 18/19 November. Our French hosts are planning a good "do" to attract some of our favourite, and not so favourite, members of European Parliament, Commissioners, and so forth. As this goes to press, so does CEMHC's EU funding application, aimed at improving the financial base line and also underwriting the 1998 Congress in

Helsingor, Denmark. We have a death-defying Executive Committee; they are either hanging around dying of boredom waiting for something to happen or killing themselves to make impossible deadlines. In this case, the EU waited nearly a year and a half to announce the opening of grant applications and guidelines.....and then set the deadline for 21 days later! No gravy train this, it's more like being tied to the railroad tracks.

The Baltic Safety Council has been making headway in getting chartering and regulating folk round the same table. Also, there has been some talk about how to interact with and influence the EU concerning their continuing pressure to create a blanket safety code, which could be the final reef for many traditional vessels.

OS	FRCPM, 23 Rue Gosselet, 59000 Lille, France	<i>CHRIST ROI</i>
SOL	Mr D Allcock, Roseland, The Causeway, Arundel, W. Sussex BN18 9JL	
	Mr C D Foulkes, 8 Kings Road, Kingston upon Thames, Surrey KT2 5HR	<i>MIDSUMMER</i>
	Mr B Hoey, 29 Meadcroft Close, Warsash, Southampton SO31 9GE	<i>STONECHAT</i>
	Mr M Manning, 3 Brookside, Runcton, Chichester, W. Sussex PO20 6PX	<i>TALITHA</i>
	Mr D Mitchell, 12 Downview Road, Barnham, W. Sussex PO22 0EG	<i>LYDIA</i>

NOTICES

Boat Archive

Many thanks to all those members who have returned their boat register forms. Now Margaret McNee has taken over as Acting Membership Secretary, I have been able to start updating the records. I know that most people prefer to sail their boats rather than to fill in boring forms about them, but after circulating all members three times, we have received information on only 361 boats. This means that when we produce the 1998 Membership List early next year, only one in three members will have any boat details against their name. If you see yet another form requesting information about your boat in this magazine, please take the time to fill it in and send it to me - otherwise we may have to delay producing the Membership List.

Pat Dawson, Boat Registrar

Photo Competition

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

"Safety on the Sea" Video

The RYA have sent a copy of the video "Safety on the Sea" for use by the OGA. This video was produced by the RNLI's Sea Safety Liaison Working Group and it provides useful basic safety guidelines and information you should be aware of before going to sea.

If any Area Secretaries, or individual members, would like to borrow this video for winter viewing, either at an OGA meeting or privately, please contact : Robert Holden, 6 Chatham Place, Ramsgate, Kent CT11 7PT, tel. 01843 582997.

International Festival of the Sea, Portsmouth

All OGA members will be receiving in the post, a brochure on the above event. **Please note** that these are being sent out by the OGA - your membership details **have not** been passed to anyone else. The OGA will be involved in part of the organisation of this event and further details will be in the March issue of Gaffers Log.

NOTICE OF ANNUAL GENERAL MEETING

The Association will hold its Annual General Meeting on Saturday 29 November 1997 at 18.00 hours at the Cruising Association, 1 Northey Street, Limehouse Basin, London E14 8BT. CA House has its own car park and free street parking is readily available.

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

AGENDA

1. Apologies for absence.
2. Minutes of the AGM held on 30 November 1996 (published in the March 1997 edition of the Gaffers Log).
3. Matters arising from the minutes.
4. President's address.
5. Hon. Secretary's report.
6. Hon. Treasurer's report and presentation of accounts.
7. Election of Officers : President and Membership Secretary.
8. Association Committee's proposal that a direct debit scheme for subscription payment should be made available to members in place of the existing banker's order scheme and that subscriptions paid by direct debit may attract a discount.
9. Finance and General Purposes Committee's proposal to allow areas not to choose a Commodore each year, in response to suggestions from the Northern Ireland Area.
10. Counter proposal from the Northern Ireland Area to abolish the honorary position of Area Commodore and to change the titles Association President and Vice President to Association Commodore and Area Commodore respectively, together with proposals relating to running of separate races for each class and the award of race prizes.
11. Any other business.

Full details of all business to be put before the meeting will be available in writing to all who attend the meeting.

make up over the increasing wind, worsening sea state and foul tide, and resorted to engine power.

The fleet then sailed or motored up the Hamble to the Elephant Boatyard. As always Tom Richardson found everyone a snug berth for the festivities. Race declarations were handed in and commemorative mugs, sponsored by Wightlink, handed out. A number of members, unable to sail to Cowes due to the weather, arrived by road. Tom Cunliffe had hoped to sail his new boat, *Westernman* from Nova Scotia, but instead arrived with his daughter Hannah, rather soggy after sailing their Lymington Scow *Tern* from Beaulieu. The consequent chaffing about how the boat had shrunk in the wet during her transatlantic voyage was accepted with good grace. In the evening the marquee provided by Hall and Woodhouse with its bar soon became a focal point.

For once the Prize giving started on time.

Vice President George Beckett expertly ran the affair and Mark Woodhouse presented the prizes. None could beat Sam and Maggie Bayliss' distance covered to reach the race and they received the Pitch Fork Trophy. The Friendship Trophy was awarded to Tom Richardson in recognition of years of support and Graham Benton received the Golden Baguette Trophy, awarded at the committee's discretion for the significant achievement of bringing *Dirk II* home well up the finishing order after a mammoth and still incomplete refit.

When the bar finally closed various parties sprang up amongst the moorings, some lasting well into the small hours. Our thanks to our sponsors Hall and Woodhouse and Wightlink and to the Jolly Sailor for sterling efforts in the bar. Thanks also to Chris Waddington for supplying his fine motor yacht *Unicorn of Burnham* as a committee boat and to Tom Richardson and the Elephant Boatyard for their unstinting hospitality.



BAROQUE

Photo: John Cadd

views of the hills and dales were wonderful. Not so wonderful is the experience of fitting a 58ft x7ft x15 ton of boat through a "bridgehole" 8ft 6in wide !

Sue & John Howell - Social Secretaries

SOLENT

AREA RACE & RALLY - 29/30 AUGUST 1997

On Friday the weather was unkind, with strong south to south-westerly winds blowing all day. Those coming from the west had a fast trip but to the east boats found it difficult to get to Cowes, with those in Chichester Harbour having an impossible task to get out over the bar. However, as the evening advanced more and more Gaffers arrived. Soon, new and old faces were to be seen at the bar of our hosts, the Cowes Corinthian Yacht Club. It was good to see Sam and Maggie Bayliss back with *Brilleau* from their transatlantic wanderings. Paul Johnson, was back from the Caribbean with his new ketch, *Venus* and 10-month old son Merlin. And to keep us all on our mettle John and Wendy Richardson were back from the Med. with *Island Swift*.

By the time everyone returned to their boats after the briefing and convivial evening in the club, it was raining hard and still blowing. Saturday dawned still wet and windy, but the clouds lifted giving a bright and breezy start to the race. Some prudently left their reefs in, but the larger boats, revelling in the idea of a decent wind for a change, set full mains and even a few topsails. The largest, *Tangaroa* and *Angele Aline*, set everything in sight. The first mark, Gurnard, was quickly reached with a SW 5 and the beginning of

the ebb. Rounding Gurnard, yachts found themselves on port tack, crossing the track of approaching yachts on starboard, and some spirited calling occurred !

The run to South Ryde Middle took rather longer against a strengthening tide and some, lulled by the increasing sunshine and decreasing breeze, decided to shake out reefs and even set topsails to catch the larger boats. This was not a good move, as once round the mark a rain squall came through with a wind shift to the west and quick sail reductions were necessary. This squall continued to veer and increase throughout the race and to reach Hill Head most had to come hard on the wind. As the wind veered further to the north west the smaller boats had difficulty making the mark.



DIRK II

Photo: John Cadd

A fine sight was *Dirk II* and *Iseult* duelling it out. This was *Dirk's* first outing under gaff rig in 70 years and she showed off her pedigree for all to see. Tacking up into Southampton Water against the tide in what was now a NW 6 to the finish was hard work. Some made life more difficult for themselves - *Unity's* mainsheet man had an involuntary swim, but mercifully held on to the sheet. He was quickly rescued but this did little for the boat's placing. Sadly, some of the smaller boats, after flogging all the way round, found it just too much and could not

Annual General Meeting

The 1997 AGM will be held at the Cruising Association in London on 29th November. The convening notice and Agenda is printed elsewhere in this Log and you will note that two officers are to be elected. Our President, David Cade, will complete his first three-year spell of duty at this meeting and will stand for re-election. The position of Membership Secretary became vacant earlier this year. We are pleased to report that we can now approach the AGM with the name of Margaret McNee as Acting Membership Secretary. Margaret will stand for election to the said position.

Please do your best to attend this meeting. If you have strong views about what the Association is or is not doing, this is your forum.

Areas

It seems to me that in the OGA we have long periods of stability punctuated by occasional bouts of change. This has recently occurred twice, in Devon and North Wales.

Earle Bloomfield took over as Secretary of the South West Area earlier this year, and promised to make sweeping changes. As always, plans take time to come to fruition, but a lot of new ideas have emerged and an enthusiastic committee is planning great things. The most obvious change is the area's new name - the Devon Area. It was felt that the old South West area name was a bit of an anomaly, as we have a Cornwall Area too. Earle and his committee are concentrating on the core of the area, from Salcombe to Torquay, but with links to Plymouth too.



PRESIDENT AND FRIEND AT CONWY

photo: Sue Farrer

A few years ago, the OGA areas of Morecambe Bay and North Wales were combined into the North West Area. It was felt that a single area could be run with less volunteers, important when enthusiastic organisers are hard to find. Now, we again have two areas, North West and Conwy & North Wales. The latter developed from the OGA's participation in the Conwy River Festival. The new Area Vice President, Tony Mead, is also the Conwy

Harbourmaster and is one of the principal organisers of the Conwy Festival. Welcome to the new area and to their Area Secretary, Sue Farrer. Their inaugural meeting was attended by members of the Association Committee, including our President. Please see Conwy & North Wales Area Notes.

By contrast, in the Solent we have the opposite situation. The OGA's second largest Area has failed to produce a new Area Secretary to take Dave Keller's place. This sorry state of affairs has led Pat Dawson, who has just handed over the acting Membership Secretary's job with a sigh of relief, to step into the breach as acting Area Secretary - but certainly only until the Area AGM in February. The Solent Area has been running gaffer races since 1958 - before the OGA was founded - and we really should not let it fall apart. Please, will someone from the Solent with a bit of 'get up and go' stand up and give Pat a rest?

It is an odd thing that some members are put off by the feeling that Areas are run by cliques, who are unfriendly or who do not easily accept new members. The fact is that Areas (just like

the whole Association) are run by groups of people who tirelessly give of their own time, sometimes at personal inconvenience, to the benefit of all members. If you consider your area suffers from a ruling clique, then join the committee - if you are part of it, it will no longer be a clique - will it?

Legal and financial

We have investigated the possibility of incorporating the OGA, principally to protect members and offices from legal proceedings in this increasingly litigious society. Having taken much advice, we have decided that in practice this form of protection is not necessary if we have adequate third party cover - we have £2,000,000 - and the extra burden it places on already busy officers is best avoided. We will remain as we are. However, we will propose to the AGM that we introduce a direct debit scheme to replace the present standing order scheme. If the AGM approves the proposal, we will be overjoyed if all members use it because of the work it will save us all. It will make subscription collection far simpler and banish forever the dreadful task of reminding people to increase their standing order payments again and again. Please note, this scheme will not be compulsory, so if you still want to pay by cash or cheque you are welcome to do so.

1998 Subscriptions

The subscription remains at £4.50 junior, £15.00 single and £18.00 family. Please help us by making sure that you pay your 1998 subscription by the 1st January, the due date.

Membership

As previously reported in this column, we have had to issue several reminders to people that they should update their bankers' orders so that they pay the right subscription. In previous years, we have lost members as a result of this, although some have rejoined later. It is with great pleasure, therefore, that I can announce a net increase in membership of about 10% (107) this year, bringing us to a paid up membership of over 1,200. This shows that, despite all the other "classic" boat events now being put on, more and more people value their membership of the OGA.

And no wonder, with the long list of successful events put on for our members, by the OGA or by other organisations that invite our participation. As well as old favourites such as the annual area races and regular events such as Shotley, this year we have been treated also to the Conwy River Festival, the Derwentwater Small Boat Gathering, the Beaulieu Classic Boat Festival, the Yarmouth Old Gaffers Festival, the Ardglass Traditional Regatta and the Chatham Maritime Festival - and this list is by no means complete. We also had a stand at the Greenwich Wooden Boat Show, the Southampton Boat Show, the Chatham Maritime Festival and at HISWA in Amsterdam.

Portsmouth Festival of the Sea - 28/31 August 1998

This event, undertaken in co-operation with the Royal Navy, is being billed as bigger and better than Bristol. It will be organised by the same team that produced Bristol '96, and it is proposed that the OGA will have an active role. The Solent Area annual race will be held that weekend and will be an event to attract all-comers (gaff rigged, that is) and will be a major part of the festival. Here is an excellent opportunity for other areas to come to the Solent and show a combined OGA fleet of a size never before seen. There is much yet to be done and the Gaffers Log will keep you up to date with events as they emerge.

Dick Dawson, Hon. Secretary



Pat & Dick Dawson with President at Chatham '97. Photo: Robert Holden

statues or memorials !

Our "gaffer" history in Western Australia cannot be "sculpted in bronze", but as a member of the Old Gaffers Association of Western Australia, you can put pen to paper and write about "your gaffer's history", which we are losing fast. As a member of this Association, I think it is a privilege to be able to own, sail and write the history, etc. about my "gaffer".

Every time you see a statue, war memorial or perhaps Sir John Forrest's mausoleum in Karrakatta Cemetery, you will not only think of the migrant sculptor Pietro Porcelli, but your "gaffer" and the Old Gaffers Association. I delude you not !

Wally Cook - Secretary, OGA of WA

ROCKINGHAM BRANCH

The main topics of our August meeting were the proposed sailing trips to Garden Island and Mandurah. Our first organised Branch outing, on Sunday 28 September, to Garden Island, will include a barbecue and hopefully a "grand Challenge" cricket match against the expected fleet from Fremantle. The Mandurah trip will be held in late October.

Dave Roberts - Branch Secretary

On behalf of the Old Gaffers Association, we would like to thank Barry and Doris Hicks for their warm hospitality and providing such a wonderful venue for our get together on Saturday 30 August. There were approximately 20 members present and a splendid supper was most appreciated by us all. Barry and Doris were the founding members of our Association and it was Barry who arranged the first OGA meeting and is now an Honorary Life Member. Their Museum is a credit to Barry and Doris; it was very informative on the vast array of days-gone-by nautical tools displayed, historical artefacts, wooden blocks, ropework, etc. Son Robin's woodcraft, including ships' wheels, were also viewed. Brian Lemon and friends model boat display completed the evening.

The race held on 10 August, in the Mounts Bay Sailing Club "Frostbite" Series, was complemented by only one Gaffer, therefore first and fastest was duly awarded to *Sunbeam*, a graceful craft of early vintage, helmed by Bruce Prance. The East Fremantle Yacht Club has once again invited the OGA to participate in their 1997-98 Race programme, starting on 28 September.

THE "REVIVAL" OLD GAFFERS ANNUAL REGATTA - Sat. 28 March 1998

A special planning committee has been established for the organisation of this special event in 1998. Mounts Bay Sailing Club has accepted the challenge to act as hosts and also to organise the racing. Courtaulds Coatings have generously agreed to part underwrite the event.

WELCOME HOME TO -

Patrick Reid (*Shenandoah*), who journeyed to the UK to link up with part of his family and also to be part of the crew of *HMB Endeavour*. Following extract from the Captain's Round Britain Voyage Report, *HMB Endeavour*, 10-20 July 1997:-

Many of the volunteer crew that we had on board this trip had associations with Liverpool and the Mersey. However, the most significant was the Reid family. Gavin is the ship's rigger and his father and brother had sailed from Glasgow with *Endeavour* on this voyage to return to the birthplace of Mr Pat Reid (Senior). Pat Reid's father and grandfather had both sailed into Liverpool many times during their lives, so it was fitting that this tradition had been followed by the younger generations, and especially on board *Endeavour*, as the Reid family now resides in Perth, Western Australia, and have been "friends of *Endeavour*" for some time. Signed: Chris Blake - Captain.

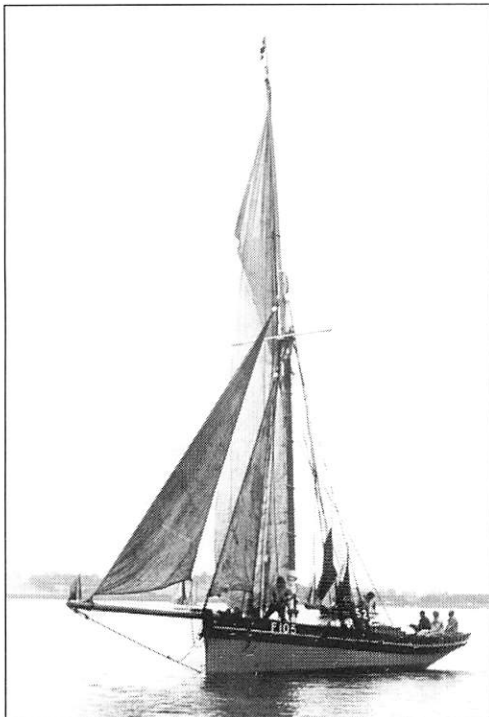
AND -

Mike and Mary Igglesden (*Oriel*), who spent some time in England and Ireland, and wrote home:- All the English countryside is in Spring dress; vivid greens and beautiful wild flowers and the banks of the canals and the

SCOTLAND

A beautiful summer and perfect sailing weather.

OGA member John McNulty (*Provider*) from Ardrishaig arranged a very successful, and last minute, muster on Loch Fyne and the Scottish Mountaineering Club, in true Tilman style, organised our fleet of boats to sail climbers to out of the way mountains. The fleet included Bristol Pilot Cutter *Alpha*, the oyster smack *Rose and Ada* and steam yacht *Carola*.



F105 ROSE AND ADA

Photo: Unknown

The OGA in Scotland, however, is not the hive of activity it might be. Any members who feel they could aid the committee or have ideas to improve our performance, please get in touch.

For instance, is there any support for the idea of dividing the Scottish area into say Clyde, East Clyde and Argyll & the Isles ?

This would make it easier for members to meet without always having to travel to Glasgow and the Clyde, and could ultimately strengthen the Scottish part of the Association.

I look forward to your enthusiastic responses.

Jim MacNiven - Area Secretary

WESTERN AUSTRALIA

PRESERVING AND PROMOTING GAFF RIG

A certain amount of awe emanates from the statue of Charles Yelverton O'Connor, resting on a solid granite plinth outside the Fremantle Port Authority and looking out over Fremantle Harbour. Every time I attend an OGA meeting at "B" Shed, Victoria Quay, or as I sail through the harbour aboard *Karina*, this statue either welcomes or farewells us.

To 99.9% of OGA members, this memorial of O'Connor by an Italian immigrant sculptor does not rate even a passing glance or thought. Pietro Porcelli's monuments and statues have become State landmarks and remain a lasting tribute to the State's early leaders and soldiers. Porcelli's last public work and perhaps his best, was the little known bronze statue "Peace", erected at the Midland railway workshops, commemorating the railway workers who died in World War I.

Though Pietro Porcelli's name is almost unknown, to me, he is a "legend", for he has left us many lasting testimonies of his artistic ability. He died on 8 June 1943, aged 71 years. The memorials to Pietro Porcelli are those he created for others. Nothing else remains to honour WA's first public artist.

LIKE THE SOLDIERS HONOURED ON HIS MEMORIALS, HIS NAME SIMPLY FADED AWAY.

What's this article all about, you may well ask ? Preserving and promoting gaff rig does not remotely have anything to do with

RR#2, St. Andrews
N.B. Canada EOG-2XO

Mailing address: PO Box 1044, Calais
Me, USA, 04619

5 May 1997

Dear Membership Secretary

Our address may be a little confusing to you and to explain - we live in Canada, but very near the USA, and find that mail delivery is much quicker there than in Canada, so we have a mail box there as well !

We owned a gaff topsail sloop for 26 years, built in Nova Scotia, and presently sail a marconi rigged sloop. I have started construction on a 35' gaff topsail cutter. A modified design based on "Sollys", designed by Knut Hanson in the 1950's and presently in California. The boat will be constructed of strip planking and epoxy glue, and fibre-glassed on the outside with epoxy resin. Our estimated time of completion is the year 2000 and we plan a cruise to the Bahamas.

I am interested in finding spares for a Coventry Victor diesel W D 3. In particular, I am looking for a piston to fit a 90mm bore (new or used).

I am looking forward to flying the burgee this summer and promoting the gaff rig in this area. If I can be of any help to any members who would like to cruise our waters - Bay of Fundy, Gulf of Maine and/or St John River, please pass on my name and address

Yours sincerely

Douglas F Brown

Shippen Barton, Doddiscombeleigh
Nr. Exeter, Devon EX6 7PS

The Editor, Gaffers Log

21 July 1997

Dear Editor

I am a student who is training to be a teacher of Design and Technology. As part of my degree I will be designing and making a masthead light with the capability to detect wind speed and direction with a discrete read out in the cabin.

This project is for a specific boat, namely *Wender*, who is lying at Dartmouth. However, if there is anyone out there who has photos or sketches of old lights circa 1900, who would be prepared to lend them to me for a very short time, so that I can get a clearer idea of the sort of shape and size I should be aiming for, I would be very grateful. I would also be very interested to hear if any old gaffers would contemplate purchasing a traditional styled masthead light made out of brass or bronze with glass lenses, combined with a discrete wind speed and direction indicator that could be used at night without a torch. I envisage that the device would cost about £250.

I can be contacted on tel. no. 01647 252268, or Sue and Sam Poole, who sail *Wender* can be reached on 01647 252541.

Thanks in anticipation of your help

Charles Lacey

The Editor, Gaffers Log

102 Sandford Road, Winscombe
N Somerset BS25 1JJ

9 September 1997

Dear Sir

I was very pleased to read about the Kathleen Gillett in the June '97 edition and struck by the superficial similarity between her lines and those of my own boat, a Hartley Coral Sea 39 extended to 43 over the deck.

On the issue of small ships registration and speaking as someone with absolutely no knowledge or experience of running any kind of register, I share your concern that the fee for registration will become like the VHF levy - a form of taxation. I would feel much happier belonging to one register administered by the Old Gaffers Association. My fee would then go to an organisation which I know will act in all our interests.

Yours sincerely

John Laband

On board *New Harmony*, Strasbourg.

The Editor, Gaffers Log

9 September 1997

Dear Mr Jago

Strasbourg may seem an unlikely port of call for a gaffer, but here we are !

Admittedly, the rig has been stowed since our arrival in France at St. Valery-sur-Somme at the end of July, and it had not done us much good on the run up-Channel from Salcombe as there was precious little breeze.

After 35 years sea-going (10 of them with the fine little 1899 Sibbick built *Wilful*) I wondered how I would take to ditch-crawling. In one word - MAGIC!! No tides or forecasting to worry about; no pretentious prats in yellow wellies and designer oilskins; no-one demanding silly money for a night's mooring. In five weeks I have paid for one night, the princely sum of £1.70 which gave me use of a welcome shower. Otherwise one ties up to any convenient tree, or cow, or bollard, or in extremis bangs a peg into the banks. Yes, anchor watches are another thing not to worry about.



NEW HARMONY at FISHGUARD

Photo: J. Ward-Hayne

Challenge Cup Bronze Medallist *Deva*, fresh from her Classics victory, by a full 3 minutes. Said Brian Hammett (27), it really was incredible." That evening, many gaffers joined with the French contingent from Nord Pas de Calais aboard *Christ Roi*, partying till late.

Sunday was Medway & North Kent's Annual Race day, rescheduled from its usual June slot to coincide with this festival. For the third day running we had clear skies and S Westerly winds, force 3-4. OGA President David Cade agreed to act as OOD and was duly dispatched aboard the committee boat. First over the line was *Asti V*, a position she was to retain for the entire race. *Linnea*, mindful of the squally wind at Gillingham, put in a reef at the start. With *Asti V* and

Chittabob out of sight, thoughts turned to tussles with neighbouring craft - *Nelle* versus *Linnea*, *Thistle of Rochester* versus *Deva* and *Emanuel*. The beat back up river with the tide brought out the best in all participants. *Asti V* and *Chittabob* pointed extremely well, sneaking up the Northern shore. *Chittabob* misjudged the depth sufficiently to take up an unscheduled bit of ploughing. *Deva* recorded a similar problem in trying to follow *Thistle of Rochester*, clearly unaware of *Thistle's* ability to walk on water. *Linnea* had a problem with her mainsail lacing to the gaff, which came completely adrift. Prize-giving that evening, lubricated with generous quantities of punch, was at the OGA Festival stand and results were as follows:-

1st home, any class	<i>Asti V</i>	Mowlem Cup
Last home, any class	<i>Linnea</i>	Davey's Tail Trophy
Longest distance to take part	<i>Christ Roi</i>	Petronella Pot
Honesty Prize	<i>Christ Roi</i>	Engine Trophy

Class I - Smacks, Bawleys and Replicas

1st Elapsed Time/Corrected Time	<i>Thistle of Rochester</i>	Class I Platter/Winters Cup
2nd Corrected Time	<i>Nelle</i>	Tyrrell & Young Trophy
3rd Corrected Time	<i>Thistle (of Faversham)</i>	Joseph George Trophy

Class II - Gaffers over 28ft.

1st Elapsed Time	<i>Chittabob</i>	Class II Platter
1st Corrected Time	<i>Asti V</i>	George Beckett Trophy
2nd Corrected Time	<i>Chittabob</i>	Owen Aisher Memorial Trophy
3rd Corrected Time	<i>Emanuel</i>	Young Alert Salver

Class III - Gaffers under 28ft.

1st Elapsed Time/Corrected Time	<i>Deva</i>	Class III Platter/Beckett Rankine
2nd Corrected Time	<i>Linnea</i>	Mannering Mug
3rd Corrected Time	<i>Dido of London</i>	Faversham Cup

Class IV - Open Boats (Saturday's Race)

1st Corrected Time	<i>Nadine</i>	Lilley James Trophy
2nd Corrected Time	<i>Amazon</i>	Viking Trophy

Robert Holden - Area Vice President

Sunday morning was a rest period with the prize-giving being held at 12.00hrs. Each boat received a brass replica of a local nobby, made by Stephen Clarkson, and various other prizes were given out. We left at 13.45hrs to head for Bangor and the sight of 17 other Gaffers leaving Ardglass all at the same time was lovely. The wind had again come on to its favourite spot, the nose of the boats.

Bill Laverty, the Marina Manager, deserves thanks for the work he put in to making this event so enjoyable and to the good folk of Ardglass for having us. I look forward to the next time I go to Ardglass.

Peter Lyons

MEDWAY & NORTH KENT

CHATHAM MARITIME FESTIVAL and MNK ANNUAL RACE

The second Chatham Maritime Festival, held in support of Heritage Afloat, took place over the August Bank Holiday weekend, 22 - 25 August 1997. Although nearly a hundred vessels attended, a goodly percentage from the OGA, the sheer size of the basins at Chatham gave the impression of fewer craft.

Another complication was the isolation of the Western basin, boats being separated from the main basin by a sunken caisson, thus preventing through traffic. This stopped small boat events, demos of gaff sailing, etc. from taking place in front of the main audience.

Saturday was the day for small boat events, with good support from other attending organisations such as the Wilsonian Sailing Club and The Shaftesbury Society. Mark and Fiona Jones (*Thistle of Rochester*) bravely volunteered to organise the racing. First was a sculling race, ostensibly for "smack's boats" but anything with a notch cut in the transom qualified. At the end, participants enjoyed some cans of beer, presented by Fiona from

her "raft" in the middle of the basin. Results: *Mayfly* 1st, 2nd *Jolie Brise* (ship's boat to *Christ Roi*, over from France), ably sculled by crewman Sebastien, and 3rd was Robert Holden in *Thistle of Rochester's* boat. The sailing race for Open Boats followed next. The course set was two lengths of the basin rounding two buoys and the "committee boat" raft. The wind, fresh at times, fell away to practically nothing, causing consternation to the fleet of six boats. After some unique feats of seamanship the race finished in light airs.

Also on Saturday was the Passage Race to Chatham, ably organised by East Coast Secretary Jon Wainwright. For good practical reasons, engines are allowed in this race, but a penalty is applied. The use of engines rule has never been pushed to the limit, however, by this means *Avola*, ably "driven" by EC Vice President Brian Hammett, not only got in first but also won the race on handicap! "*Avola's Shock Win*" was recorded in a recent issue of *Eastcoaster* (East Coast Area Newsletter), we quote: "The world's yachting press were dumbfounded on the August Bank Holiday weekend, following *Avola's* remarkable victory in the Harwich - Sheerness Passage Race. She beat Britain's VKSJ European



CHRIST ROI at CHATHAM

Photo: Robert Holden

Crossing France on the canals, one is much more likely to meet Dutch, Belgian, German, Scandawegian, Italian, Portuguese or even French boatmen than Brits. I have seen two Australian flags and two Stars & Stripes en route. Night stops can be a great opportunity for enlarging one's view of the world and its inhabitants.

Needless to say, the trip affords unlimited opportunities to eat well and to drink more than the Government recommended number of units, whatever they may be. What was a good year for red units - can anyone tell me? With the current strong pound I have spent no more on the inner man than I would have done in Devon.

Though built for entirely different purposes - fishing and coastal cruising off Cornwall - *New Harmony* has proved ideal for the job. Her pair of Kelvin P2's burn all of a gallon a day between them, running 6-7 hours at 6-8 kmph speed limit. Easy to handle when I am single handed, she affords plenty of space when two of us are aboard. She was the last boat Nigel Warrington-Smyth designed for himself and had his brother build for him at Falmouth Boat Construction in 1968/9. Near fishing-boat scantlings executed in yacht quality materials (pitch-pine on oak, copper fastened, with teak decks) make an unusual but totally satisfactory combination for conditions where the occasional bump in a lock is inevitable. I like to think that N. W-S may be sitting on his cloud, harp in hand, regarding my progress with benevolent surprise.

While waiting to slide down the impressive 135ft drop into Alsace on the Arzwiller ship-lift (one of the strangest experiences of my boating life) an elderly man with typically Breton features accosted me with the words "I didn't come all the way here on holiday to see yet another Breton fishing boat" and then jumped up and down with pleasure at the incongruity. Many lock-keepers tell me I am wasting my time if I am trying to catch lobsters in the canal, so *New Harmony's* influences in design are not only obvious to me.

From Strasbourg, a couple of days will take us the odd 120 miles down the Rhine to Frankfurt, where winter quarters await. Next year, after a Spring exploration of the Rivers Lahn and Mosel, the main objective is Berlin and the Mecklenburg Lakes. Maybe up the Elbe to Prague.

The photo afloat is at Fishguard, first stop on the way down from Aberystwyth where I bought her. The one dried out is in the Scillies, where I was stuck for ten days with Easterly 6-7s. Who needs it!



NEW HARMONY in The SCILLIES

Photo: J. Ward-Hayne

All the best to OGA friends

Jonathan Ward-Hayne

c/o U. Grafen, Kaulbachstrasse 48, D-60596 Frankfurt/Main, Germany.

Tel. (+49) 69 62 01 64

11 Nelson Street, King's Lynn
Norfolk PE30 5DY

16 September 1997

Dear Sir

I look forward to Colin Swindale's next account of *Telegraph* since I knew the Norfolk brothers and have a dinghy built by Bill, who died a few years ago just after his 100th birthday. There is a link too between that article and the account of Lubeck by Erik Johnson, as I write in a house just 50 yards from the Hansa warehouse built in this town in 1475 by men from Lubeck.



LADY OF LYNN

Photo: Lynn News

The Norfolk brothers built, in '76-'77, *Lady of Lynn*, on the lines of a North Norfolk beach boat, like the OGA *Amity*, but added a low coach roof and slightly deeper keel as her owner intended sailing her across to Newfoundland when he took up a new post. I don't know whether Prof. Huntsman ever joined the Old Gaffers but the boat did get to St John's and in time was sailed back to King's Lynn. She has undergone some repairs by Vic Pratt and Neville Skipp, and Prof. Huntsman's son and a friend intend sailing once again across the Atlantic, but this time through the Panama Canal and on to Vancouver, British Columbia.

I enclose the Lynn News picture of her leaving the town last week.

Yours truly

Geoffrey Bolt

(OGA member since 1966)

Cornish Crabber *Sixpincer* for making it round. He won the Block Trophy, whilst *Asti V* won the OGA Ind Coope Anniversary Trophy. *Linette* won the Maldon Chamber of Commerce Shield, whilst ECOD *Wizard* won the Downs Road Trophy. In the smacks' Freight Race, *Lizzie Annie* and *Boadicea* took the F H Bright Trophy, and there was a draw for second place between the *Good Intent*/ *Hyacinth* and *Phantom*/ *Fly* teams.

The fleet reassembled off Osea for a Race/ Parade of Sail up to Maldon. This way there was a good spectacle for those watching off the Hythe Quay. First in the Parade was *Lizzie Annie*, who won the 1956 Town Cup, followed by *Fly* winning the Maldon Borough Arms. Those who had not won a trophy were awarded mugs for taking part. On shore there was a good crowd to watch the boats arrive, and local folk bands were playing too, to welcome both the fleet and the visitors.

Most of us took advantage of the meal on offer at MLSC, prepared by the Maldon Regatta committee in two sittings. The prizes were presented by the OGA President David Cade, one of the founders of the OGA at Maldon LSC back in September 1963. As a packed house at Maldon Little Ship Club drank a toast to the OGA, I had to reflect that, whilst the OGA played a major role in the revival of the traditional sail that this rally celebrated, only a proportion of those present were actual members.

In the Queens Head there was a rock band, in the MLSC first floor we had folk singing, very much on a communal basis, professional and amateurs taking in turn on individual renditions. This carried on after the bar had shut, as we sea shantied the night away on *Merlin*. A bacon butty later the tide was in, and time to cast off for the passage back to Mistley.

The OGA thanks Mike Emmett and his Town Regatta Committee for all their work in making the event a success. We also thank Brights (Solicitors) in Maldon for sponsoring the OGA mugs, and Maldon LSC for the use of their premises. It's all on for next year,

the enthusiastic committee is up and running already, so watch this space!

EAST COAST NOTES

The East Coast Old Gaffers Race, held on 19 July, will feature in the March issue of the Log. There is marvellous video footage of the event, so either come along to the AGM in Maldon on 6 December to buy one for Christmas, or contact Ron & Di Davis, 4 Chamberlains Gardens, Leighton Buzzard, Beds LU7 8AP, tel. 01525 376335 for mail order.

A programme of Winter talks / Noggins & Natters is being arranged. There were some excellent evenings last Winter, do come along and enjoy yourselves. Contact me for details.

Jon Wainwright - Area Secretary

NORTHERN IRELAND

ARDGLASS TRADITIONAL REGATTA - 15/17 AUGUST

The first Gaffers event organised at the new marina at Ardglass was very successful, with about 35 boats in attendance. I sailed down against the wind in company with *Rohan Bahn* and *Espanola*, both of whom turned up at Bangor the night before and were hijacked to Ardglass. As we closed on Ardglass I must have seen about 10 boats going in before me and as I rafted onto *Dolphin*, we filled the last berth in the marina.

Saturday dawned a lovely day but with lots of wind, so the proposed parade of sail was called off and we went on a guided tour of the 9 castles of Ardglass. After lunch we participated in a 'yard of ale' competition in the marquee that the marina had erected for the occasion. This was won by the local lad, Harry, and the ladies competition was won by that well-known "drouth" Irene Aston. Lots of fun was had at this particular nonsense and it was well received. The evening finished off with a ceilidh band playing in the marquee.

By Sunday the wind was up again, giving another good days sailing. *Deva* won the race by ten minutes, but had to concede the series to *Mary Ritchie*, whose second place gave her all the points she needed.

The social side of the regatta was very well organised, with good bands, cheap beer and a very good atmosphere. They do it better than Shotley now, and full credit must go to the DCYR organization who put the OGA to shame by comparison with the numbers of volunteer helpers they field. As is now traditional, Brian Hammett made a speech in Dutch, which caused great mirth amongst our hosts, apologising for the British yachts taking so many prizes, even under the VKSJ system !

Jon Wainwright - Area Secretary

OPEN BOATS RALLY, WEST MERSEA - 6 September

After much soul searching, it was decided to run the Open Boats Race at West Mersea on the 6 September, but not until the afternoon. An additional gun was fired one minute prior to the ten minute warning signal and for this period skippers had been requested to scandalise their mainsails, by



DIPPER

Photo: Jon Wainwright

dipping their gaffs, as a mark of respect for the late Diana, Princess of Wales. The sum of £116 was collected for the Princess Diana Trust.

The fleet of 23 boats enjoyed an interesting course round the creeks and islands in a fine sailing breeze, starting and finishing at the Dabchicks Sailing Club. *Dipper* was the overall winner, sailed by Nick Greville, followed by *Polly* (M Green) and *Albert Harry* (G Ekstein). *Jade* won the U12's again whilst *Uigse Beatha* took the plodders pot. Usually there is a 'fun' pursuit race but this was cancelled. The prize-giving took place at the Dabchicks S. C. followed by supper and social, when members and friends mulled over the day's events.

Sue Taylor

MALDON REGATTA AND OGA ANNIVERSARY RALLY - 20 SEPTEMBER 1997

Last year's experiment of combining the Maldon Town Regatta and the Old Gaffers Anniversary Rally was repeated with great success. Although sponsorship limitations meant we could not have a marquee, there were other compensations, enabling all to have a good time!

The sailing started at West Mersea on the River Blackwater at 10.00hrs, with a brisk easterly. Yachts sailed a conventional race to Osea Island, round Thirstlet then back to Osea. Smacks and smack yachts had a relay or "freight" race along the same course, a throwback to the times when the fishing companies used to keep fleets of trawlers fishing the grounds for weeks at a time, using fish carrier vessels to take catches back to land. In the interests of conservation, fish baskets were replaced with hundredweight sacks of anything, which had to be transferred between vessels at Osea.

After Osea, the course presented special challenges for the smaller boats, having to beat against wind and tide in the shallows through Goldhanger up to Thirstlet Spit. Full marks were given to Terry Taylor in the

North Bank House
128 Pleckgate Road
Blackburn BB1 8PN

The Editor, Gaffers Log

1 October 1997

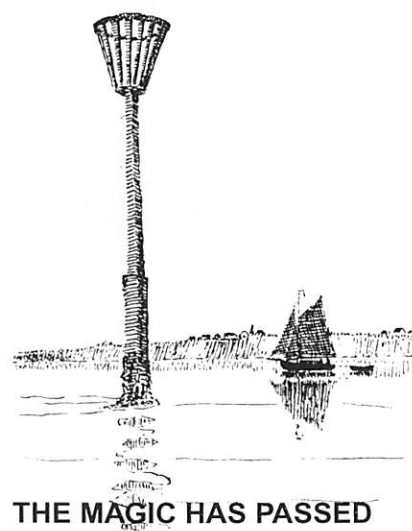
Dear Editor

I am writing to publicly express our appreciation of the effort Sue and Pete Farrer put into organising the small boat gathering at Derwentwater.

The venue was superb - launching, clubhouse, beer, and excellent chef-cooked food.

It blew quite hard on Saturday, with rain to match (no rain - no lakes !), but Sunday's race and picnic on the island was great fun. The sponsorship for prizes was generous and if Pete and Sue are good enough to repeat the event, anyone who has a trailable boat would be daft to miss such a good 'do' in such a beautiful setting.

Fred and Angela Winstanley (*Frejala*)



The Old Margate Hook Beacon

by
Maurice Griffiths

THE MAGIC HAS PASSED

It is with great sadness that I have to report the death of Maurice Griffiths, on Saturday 11 October, age 97 years. He had lived at West Mersea, on the East coast of England, for the latter part of his life.

MG, as he was known, will be best remembered for his Editorship of "Yachting Monthly", his books and his designs. Through these books and designs he introduced many people from all walks of life into what he once wrote about as "Everyman's Yachting". His writing could convey so much to the reader - as when he once wrote in "Magic of the Swathways" about what he called the Magic Hour.

With his passing we have now lost his special magic and that will leave a great gap for many of us.

The Editor.

Note: The above sketch is from "The Magician of the Swathways" - a biography of Maurice Griffiths - and is reproduced by kind permission of the author, Dick Durham.

ECLIPSE OF THE MOON - 16 September 1997

by Charles Stock

I didn't even know about it until the local weather forecast early on Monday the 15th, but I knew where to go to watch it; the little creek that runs in from the North Sea towards the tiny church built around 675 AD on the eastern fringe of the Dengie Hundred.



ST. PETER'S CHAPEL

Photo: John Binfield

The ten miles of sea wall between the rivers Crouch and Blackwater is one of the loneliest parts of England. Even the farms cower a mile or so inland, and shipping is kept at bay by miles of drying sand flats. It has seen busier days. The Romans built a fort on the slightly higher ground at the northern end for the Count of the Saxon Shore and Bishop Cedd used some of the materials to build his tiny chapel in the western gateway. Over the years, sea walls were built to enclose the extensive saltings and, in the more recent past, the Linnet family built a small cottage at the head of the creek, from which at least three generations earned a meagre living by fishing and wildfowling. By this time, the chapel was a barn to shelter cattle feeding on the marsh, but still a useful mark for small craft navigating this area. The log of the *Duck*, which cruised this area from 1691 to 1701, mentions that in transit with Danbury Hill, fifteen miles inland, it can be used to determine the position of the Eadle (now Eagle) Bank off Colne Point.

Things livened up when the Americans built an airfield there during the second World War. They had a new machine called a bulldozer and the local farmer persuaded them to clear away the last ruins of the castle! The area went back to sleep when peace came in 1945, until the floods of 1953. The sea walls were breached in many places, but at least this vast flooded area took the top off the tides and protected inhabited areas up river, such as Maldon and Heybridge. It shot into the papers again when Walter Linnet found a parcel containing part of the body of murder victim Stanley Setty.

Shoal Waters sits on the mud at Heybridge for six hours out of every twelve. I walked out over the mud on the morning of Tuesday 16 September with a bucket of grub and got ready to leave the moment she floated. Fortunately, the wind was westerly 3-4 and I decided not to reef as I had ten miles to sail over a Spring flood tide. I hugged the southern shore, passing

Scottish Islands this year. By the time you read this they will have become parents for the first time, so congratulations to the pair of them. On a much sadder note, the OGA wishes Michael Hunt (*Vervine Blossom*) all our sympathy after the death of his father Dominick at the beginning of October. (Please see 'Boats for Sale').

The annual Galway Hooker gathering was held in Poolbeg Yacht & Motor Boat Club in September. Along with five other classes of boats, a fabulous weekend's sailing was had by all and with ESE 5-6 winds, the bigger boats really got a move on around the cans in Dublin Bay.

Our annual dinner-dance this year is being held on Saturday 8 November in Howth Sea Angling Club.

Mick Bentham - Area Secretary

EAST COAST

NORTH SEA CLASSIC PASSAGE RACE - 21 July 1997

Excellent conditions for most of the course made this fourth North Sea Classic Passage Race the most pleasurable yet. Twelve gaffers and classics crossed the start line on a light northerly breeze on 21 July. The tidal set took many of the fleet to the south, although *Vashti* picked up a private breeze at South Cork that took her over the horizon! A light NNW breeze sprang up over lunch and wise skippers used the opportunity to draw up to the north of the Galloper before the wind developed into a spanking 4/5 Nor'nor'easter on a beam reach.

Vashti held her line position till the end, finishing just minutes ahead of Dutch yacht *White Haze*. 30 Square *Korybant*, *Sea Scamp* and *Stormmeeuw* followed within the next 45 minutes, but they were not far ahead of the much smaller *Mary Ritchie*, *Snippet* and *Deva*, who not surprisingly won hands down on handicap.

Having entered the East Scheldt, the fleet were joined by others from Belgium and

Holland, and sailed by river and canal up to Steenberg, where they were treated to a civic reception.

DUTCH CLASSIC YACHT REGATTA, HELLEVOETSLUIS - 23/25 July

For those who take part, Hellevoetsluis is the grand finale to a super 8 days of sailing, which started with the East Coast Race, followed by Tendring Coast and the North Sea Classics. These, together with associated rallies at Roompot, Steenberg, Gouda and Willemstad have made this probably as good a gaffer/classic boat occasion as anywhere in Europe.

After Willemstad, where the old harbour was cleared for us, the 120 strong fleet made its way to the Haringvliet for the Willemstad - Hellevoetsluis Passage race. At the Civic Reception at the Council Offices, as well as the Mayoral welcome, there was as much Pilsner and Dutch Gin on offer as could be drunk in 90 mins!



DEVA

Photo: Robert Holden

Friday's racing was cancelled because of strong winds and there were subsequent alterations to the stated Saturday programme. When the race did start, it was *Mary Ritchie* and *Snippet* who showed the locals how to do it, taking first and second places, with *Deva* third.

The Aaveq Tusks, a fine set of walrus tusks brought back from a sailing expedition to the north-west coast of Greenland; and Freda's Flame, a magnificent trophy comprising of a fully mounted copper masthead light. All have been put together or finished off by Devon shipwrights John Holden and Pete Nash. The Orca Plate will be awarded to the best female skipper of the season; The Aaveq Tusks will go to the best junior skipper for the season; and Freda's Flame will be presented for the best all round traditional boat handling skills. All will be presented at the annual dinner.

In order to encourage participation by owners of modern gaffers, in whatever build material, we plan to create appropriate new sections in race events and special trophies.

Mike Lucas has gone a long way to implementing the OGA rating system and creating fairer racing conditions. Most of the local boats are now properly measured and handicapped and all new or visiting boats can be dealt with by the deft flick of a few computer buttons. For this we are indebted to Dick Dawson's support. Ahead lies the task of creating courses at the various ports specifically designed to suit gaff rig racing. Also, the job of devising skill-specific obstacle and test courses for the proposed non-racing events.

With these initiatives it is hoped that considerable new life and relevance will be injected into the OGA movement and that our successful management principles and developments can later be made available for the benefit of other OGA areas, thus strengthening the Association overall.

Earle Bloomfield - Area Secretary

DUBLIN BAY

With sailing events going on all over the Irish Sea, it has been a very busy season over here.

Our Howth Classic Sail was a roaring success, with the most travelled boat coming from Inverness and with OGA visitors from

our Australian branch present (Hi Mike!). We managed a weekend of fair sailing, good food, hospitality and lots of drink. With seven different classes of boats out racing on the Saturday, I will not go into all of the results, but Tim Magennis, in his beautifully restored 1896 gaff sloop *Marguerite* is now our commodore for the year. We should like to thank Electroweld for the trophies, Wrights of Howth for their generous sponsorship and all our other sponsors.



NAOMH CRONAN

We now have a new Galway Hooker in our fleet with the launch of *Naomh Cronan*, the boat built by the gang of lads who crew on the Hookers. She sailed over from Poolbeg to make her grand entrance to our Howth event. Hearty thanks to all who helped.

The Hookers *An Lady Mor* and *Morning Star* returned from their extended visit to the Pan Celtic Traditional Festival at Lorient in Brittany, looking tanned and refreshed. I met up with Cian and Barbara de Buitlear of "The Last Galway Hooker" fame and they told me they had a marvellous time cruising the

inside Pewit Island at Bradwell and noted that a larger craft in midstream showed no signs of gaining on me. I reached the sunken lighters which form a wave break off Sales Point, still covered although the ebb had set in. Beyond them I would lose the lee of the land so I have to take down a reef. Under way once more, I hauled the sheets and got my sounding cane going as I cut the corner as tight as possible. The dominating silhouette of the power station moved towards the little chapel and when in transit I tacked and shot into the little creek and dropped the anchor. Watching the tide drop while the saltings and mudflats appear never fails to please me and that afternoon was as near perfection as I have ever known. Once the boat dried, I walked the saltings, watching the wildfowl spread out over the mud.



SHOAL WATERS OFF BRADWELL

Photo: A. C. Stock

Back on board, a meal and a nap and it was time to start watching. The eclipse was due to start as the moon rose at 1915hrs, but cloud obscured the eastern horizon. It was 1955hrs when I saw a blood orange/ red orb dominating the sky. I know it was an illusion, but it looked ten times as large as normal. It seemed a lighter colour at the base and half an hour later the edge at '7 o'clock' suddenly brightened as it came out of the earth's shadow. This bright area grew rapidly, but after it had covered a quarter of the moon, cloud rolled in. When it cleared, half the moon was clear and so bright that the rest of it did not show up at all. So into my sack. I was faced with a choice of moving out to deep water after midnight or at noon on Wednesday. Just after midnight, I was awoken by the world's most delightful alarm clock, the returning tide, to sail out into brilliant moonlight up river until HW and anchor for the rest of the night off Stone, ready to pick up my mooring on Wednesday's afternoon tide.

TELEGRAPH - Part 2

by Colin Swindale

Telegraph lay semi-derelict in Fisher Fleet until Roger Warr of Feltham found her and had her towed first to Wells-next-the-Sea, then to Harwich and finally to Woodbridge. Robert Simper recorded in "Sea Breezes" that she had been sold for restoration. *Telegraph* lay off Whisstock's yard half sinking until they hauled her out and Roger Warr completely stripped the hull of all fittings, removing the AEC diesel, then all the rails and cappings, most of the stern, 50% of the deck and hatches, every vestige of internal accommodation and fittings and finally the stem, where upon he gave up. *Telegraph* then languished ashore for about 2 years and Whisstock's were desperate to rid themselves of this eyesore. They had considered skinning her in polythene and dumping her down river and had even offered her to the American Air Force as a bombing target in Wainfleet Haven - the Americans' replying "Sure, you get it there, we'll bomb it".

In August 1979, shipwright Colin Swindale found her, green, with caulking hanging out in great loops. He was immediately attracted to both her powerful shape and her fine underwater lines, despite her woeful condition. When he learnt that the yard had quoted the owner £2500 to break her up and that this would happen by September, he decided to 'stick his neck out' and save her, as nobody else was going to do anything positive.

He purchased the hulk from the yard for £1 "and other considerations", namely that she was removed from the yard, one way or another, either as firewood or as a boat, within six weeks, and that she left the Deben River never to return, the yard being so terrified of any potential liability. Despite Eric Stringer's warnings to him about *Telegraph* "bringing him trouble", Colin worked 14 hours a day, 7 days a week, totally renailing, recaulking and stopping the hull, and 6 weeks and 1 day later *Telegraph* was relaunched. Much to everyone's amazement, including Colin's, she did not leak or even weep when she regained the water. Colin spent the next month making *Telegraph* fit to tow to Tollesbury, Essex, where he lived and in late October 1979, she arrived for the start of a four year rebuild.



TELEGRAPH at Shotley 1995

Photo: R. Homan

CORNWALL

Once again the Falmouth Classics was a great success both ashore and afloat. Some 200 plus boats attended. The weather was beautiful but there was little wind which, at one time, resulted in a massive 'raft up' in the middle of the Carrick Roads.

The OGA Area Race was again well attended, with ten entries. This considering the mass of other events which have taken place this season and the last minute change of date. Once again, it seems that holding the race later in the summer brings a better turn out. The overall winner was *Satin Doll*, part owned by Kevin Webber, who will be the Commodore for the coming year. The Class I winner was *George Glasson* (Pat Crockford) and Class II was *Lyoness* (Frank Argall). We should like to thank Steve Gore for once again manning the Committee boat.

During the summer we were represented in Brittany by *Chantrio*, *Emily Grace* and *Morag* at the Concarneau Rally, and *Mary Bryant* and *Chantrio* at the Paimpol Sea Shanty gathering.

As announced in the June Log, Harry Aitken will be retiring next year and is moving to France. He has been our Vice President for many years and has been the backbone of the Cornwall Area as well as a fountain of knowledge. We shall be sorry to see him go and wish Harry and Lola all the best in the future. Frank Argall has offered his services and (subject to election) will take over.

We have received a letter from the St. Mawes Harbour-master stating that in future locally registered craft will not be charged for anchoring in the Harbour area. A step in the right direction !

Mike Collins - Area Secretary

DEVON

One could not in all honesty crack open the Krug to celebrate a ripping good season this year. Only one classic event, Brixham

Heritage, produced really good sailing conditions. It poured in Plymouth and Fowey was fogbound. The passage races cried out for the iron topsail. Although there seemed fewer boats than last year, the live music afloat of John Kimble's leaping fiddle and the haunting pipes of the mysterious Scotsman introduced a welcome new dimension. Hospitality was excellent everywhere and none more so than at the Gallants in Fowey, where even a serious bread roll attack failed to deflect the BBQ chef from his duty. No complaints regarding poor suntans have been recorded.

In 1588, one or two Spanish officers were heard to marvel at how small things Devonian, could produce such large and interesting results. Hopefully, 409 years on, it still applies. The former South West area of the Old Gaffers Association is undergoing, dare I say it, a thoroughly modern transmogrification. Behold, the **Devon Gaffers**: a new crew with fresh ideas to strengthen this area of the OGA. For years, most of the SWOGA action has focussed on the Dart. Now, events will spread across the four ports of Plymouth, Salcombe, Dartmouth and Brixham. We are keen to increase the sailing season and introduce a range of events aimed at developing and testing many of the largely forgotten traditional sailing and boat handling skills, to complement the existing racing itinerary. In trying to flush out potential workers to implement these plans, I have found many gaff rig owners who not only are not members of the OGA, but who have never even heard of the OGA. Truth is stranger than fiction. Our aim to double current membership levels here within a year are therefore looking quite realistic.

Our plans also include widening the appeal of the OGA to a full cross section of the family. To this end, three beautiful and unusual new trophies have been created for next year's calendar. The Orca Plate, a signature edition collector plate in gold edged porcelain produced by Brooks & Bentley for The Pacific Whale Foundation;

SMALL BOAT GATHERING, DERWENTWATER , 5-7 September 1997

What a weekend, in more ways than one. We had planned to start our racing at midday on Saturday, but due to the circumstances, we respected the wishes of the country and started our race after 2.00 p.m.

The weather was not kind to us, with winds gusting westerly 6 with no shortage of rain. Five boats started with two others not attempting due to the very gusty winds. Pete took our two photographers, Ben and Richard, on a small inflatable, which in hindsight was an error. Sue went on *Nymph*, with Phil and Lynn, and decided to spend the afternoon in the water instead of on top, having capsized *Nymph* !

The race was to St. Herbert's Island, around Scarf Stones and Rampsol, back around St. Herbert's and return to the Marina. However, two boats retired and we awarded prizes to the three boats to finish, on handicap, i.e. Roger Tushingham with the Shrimper *Misty Morn* – one year's subscription to Classic Boat Magazine, Nigel Fransham with *Kittiwake II* – Epoxy Repair Kit and Fred Winstanley with *Frejala* – one ditty bag.

A few more boats arrived during the course of the afternoon and evening, some people in fact pitching tents in the pouring rain. Must be keen! David and Vanessa were going to put up a boom tent on *Green Ginger* and sleep on board, but decided that a nice warm soft bed in Penrith would be a better bet. In spite of the bad weather, all who arrived on Saturday really enjoyed themselves and we had a very pleasant evening eating and drinking in the Chartroom bar that night, where the prizes were awarded.

Sunday proved a much better day with the sun shining and the winds a little lighter. Roger suggested perhaps going to one of the islands for a picnic and after discussions it was decided to have a short race to Rampsol Island, picnic and then a general sail back to the Marina. This proved very successful with 11 boats racing. It was also nice to see the Cornish Cormorant *Dipper*

which was based at Derwentwater, joining in the racing and the picnic.

Nymph took line honours at Rampsol, but was beaten on handicap by *Frejala*. 3rd was *Kittiwake II*, followed by; *Misty Morn*, *Green Ginger*, *Sanderling*, *Dove*, *Peerie Maa*, and *Alicia*.



ALICIA, Derwentwater

Photo: Ben Wood

All in all the weekend was very successful. We should like to thank all our sponsors; Classic Boat, Practical Boat Owner, Wooden Boat, and Tall Ships Magazines, Sadolin Paints, Peter Chesworth, Mariners Supply Co, Phil Budworth, Derwentwater Marina and International Paints Ltd. Their support helped to make the weekend a great success.

Shall we do another one – well let's wait and see

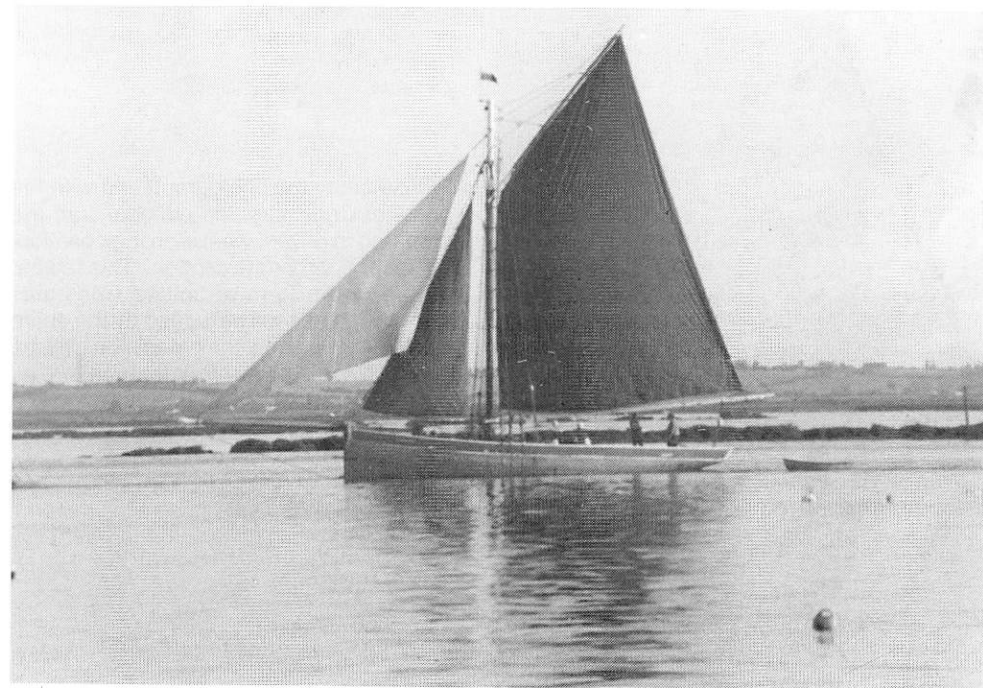
Pete & Sue Farrer

NW Area readers see also 'Welcome Home to.....', W. Australia Area Notes. Editor.

Colin had earlier rebuilt a 56ft teak ex-steam yacht and from the sale of this he funded most of the restoration back to original sailing condition. The rebuild entailed a complete new stern including the sternpost, rudder trunking, rudder and replanking the port quarter; and forward a new oak 8" x 5" stem and outer apron. On deck, 800ft run of 4" x 2" Oregon Pine was laid in the chain sawn holes, two new deck beams, 16 oak bulwark stanchions, new bulwarks and new port and starboard bitt heads. Also, a totally rebuilt original windlass, found in a ditch in the back of a semi-derelect boatyard in Boston, possibly from the *Pam*. All new metal deck and hull fittings were in the style of the original, the style and shape being gleaned from old photographs and the study of three wrecks at Heacham, Norfolk, where they had lain since the 1920s. A complete set of sails, spars, standing and running rigging were also required, the sail plan being designed using *Jane and Eliza's* photograph as the definitive article, the mainsail alone being 1200 sq ft, the normal working bowsprit jib being 50ft in the hoist and 500 sq ft area, the total working sail area being around 2400 sq ft. Colin had purchased a new 50hp diesel for her, but this was never fitted and *Telegraph* still sails without an engine today.

The first sail - and her first under pure sail for 64 years - was in September 1983. Whilst *Telegraph* performed quite well it became apparent that all her sailing ballast must have been removed during the 1946 rebuild and a concrete skim of 2 or 3 tons only put in the bilge to keep her clean. Colin purchased 13 tons of pig iron, which was installed in the next few days throughout the bilge, about 3 or 4 tons finishing up as a small mountain in the middle of the fish hold.

The following year, Colin added a topmast and *Telegraph* took part in several events, including the Colne Match that year. In "Yachts & Yachting", Robert Simper wrote "A squall hit some of the fleet off the Mersea shore and *Telegraph* was laid right down" - and so she was, with the



TELEGRAPH in the Blackwater

Photo: Unknown

starboard spreader end ploughing a furrow through the waves. Amazingly, she did not stop but just kept ploughing along on her side. I suppose 38 tons took a lot of stopping. One of the crew remarked afterwards how the mainsail had formed itself to the shape of the wave pattern.

Colin reluctantly had to part with *Telegraph* in 1986 and she finished up lying derelict at Heybridge Basin for 9 years. All her spars were ashore, rotting in the nettles, all the bulwarks and rails had been torn off, and some of the hatches and covering boards, leaving her open to the weather. Some of her former crew found her, half sunk, and were horrified at her condition and how she had deteriorated in a few years. Eventually, she was towed to Maldon by *Ostrea Rose* and a second restoration commenced. This consisted of all new covering boards, bulwarks and rail cappings, plus 14 new stanchions forward, a new hollow 37 ft spruce boom and running rigging.

Sailing again in 1995, visiting Shotley Classic Boat Festival and being featured in "Classic Boat" magazine, in all she was underway 32 times that year and in 1996 a new topsail of some 600ft was added to the sail wardrobe. It is hoped that in the future *Telegraph* will have many a full season of events and festivals.

PHOTO CAPTION COMPETITION



Please study the photograph and, with the onset of Christmas, the editorial staff are prepared to reward what is, in their opinion, the most appropriate caption. This reward will be in the form of bottled Christmas fayre. All entries will be judged by the entire editorial team and their decision will be final. **Note:** a warning to locals - all attempts at bribery will be treated in the manner they deserve.

Closing date 12 December 1997

NORTH WEST

Photo: Liverpool Daily Post & Echo



LIVERPOOL NOBBY RACE - 8 JUNE 1997

After discussion with Gayle Heard, this report from a crew member on "Laura", is reproduced by kind permission of Tollesbury Sailing Club, Tollesbury, Essex. Supporting information from Roger Bucknall and photographs kindly donated by the 'Liverpool Post'. Editor.

The GPS navigator shows still 180 nm to the Bench Head, aerially stunned by the Mersey's flying spray. The soy-brown four knot flood, stirred into a stiff grey chop by the southerly 6, had inundated the side decks, frequently grabbing festoons of mainsheet. The violent liquid was not so salty as soy, or the River Blackwater, we all found.

The race was to be on Sunday. Wednesday was for launching and rigging. Thursday, Friday and Saturday were for practise. With an eight and a half metre Spring range and access to the lock restricted to two hours each side of high, we were assured of five and a half metres over datum and no depth problem over the course. This did not stop it getting extremely bumpy over the "Devils Bank". The wind stayed in the South, increasing daily, until finally moderating and veering halfway through the race itself. This made for a small difficulty re-entering the lock, as the wind was up our chuff, we

needed speed because of the cross tide, but our screw folds up if asked to go astern. So we deployed our drogue, to the vast amusement of the natives.

Race day was grey and unfriendly, the wind gusting down the river against the tide. Some bright spark had arranged a "parade of sail" to

pass the wrong way through the start line and we had a ten-minute postponement. Twelve seconds short of ten minutes, as it turned out. The starter went 'poop', the mainsheet shouted go-go-go and the helm enthusiastically set off in the direction of the first mark off Garston. Unfortunately, the start line buoy went past on the wrong side and after a brief discussion we did a full circle and set off again, fourth or fifth instead of first, gybing "all sitting" as the mainsheet had tied himself to the root of the tiller, having been momentarily airborne on the previous day. By halfway down the first leg we were clear, the boat astern easing off as she was taking water over the top. As we crossed the river to Eastam the wind decreased and veered and the leg back to the finish was in a soldier's breeze. Shaking out the third reef, put in before the start, and changing up the staysail to the big green one, we won by eight minutes in eighty, setting a course record in this seventeen year old Nobby Race.

There were 15 starters in this race and the results were as follows:-

1st	<i>Laura</i> (East Coast)	Gayle Heard
2nd	<i>Hannah Hambleton</i> (Liverpool)	Jim Roddick
3rd	<i>Albion</i> (Conwy)	Peter Marsden

CONWY & NORTH WALES

INAUGURAL MEETING - CONWY & NORTH WALES AREA

A meeting was held on Saturday, 9 August 1997 to form/resurrect the North Wales area of the Association. This meeting was very well received, with over 20 people attending, five of whom actually joined the OGA on the night. It was agreed to call the branch the Conwy and North Wales Area in order to distinguish it from the North West Area. David Cade, the OGA President, gave an address and explained in brief what the aims of the Association were about. He then welcomed the new area, saying he was very impressed by the enthusiasm and thought it had excellent potential.

Appointed Officers are: Vice President - Tony Mead; Hon. Secretary - Sue Farrer; Hon. Treasurer - Pete Farrer. Thanks go to the North Wales Cruising Club for hosting the inaugural meeting.



L to R - HANNAH HAMBLETON, GEORGE PILKINGTON & ALBION
Photo: Sue Farrer

NOBBY, GAFFERS & CLASSICS RACE - Sunday, 10 August 1997

The weather could not have been better - beautifully sunny and winds no more than Force 4. The event commenced with a spectacular parade of sail out of the river and with the weather being so perfect all the vessels looked great.

The race was in three classes, all sailing the

same triangular course in the Conwy River estuary. Total number of participants was 44, being 17 Nobbies, 11 Gaffers and 16 Classics. There were also a large number of spectator boats, this being the highlight on the final day of the week-long Conwy Festival.

The Officers of the Day were David Cade and George & Brenda Jago. Thanks go to Terry & Dot Worthington for the use of their boat as the Committee boat and also for their very generous hospitality towards the OOD's.

The winners of the races were as follows: -

Nobbies

First Overall	Albion Peter Marsden
First Over Line	George Pilkington Roger Bucknall
Small Nobby under 34 ft.	Arthur Alexander Dennis Wright
"Screw You" trophy	Lucy Anne
Best Turned Out	Spray
Seamanship	Ethel Don Griffiths

Gaffers

First Overall	Nymph Pete & Sue Farrer
First Over Line	Tasma Scott Metcalfe
Second Overall	Eider Duck Richard Wilkinson
Third Overall	Tasma

Classics

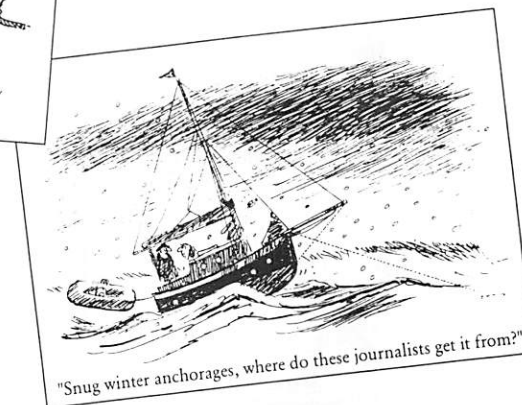
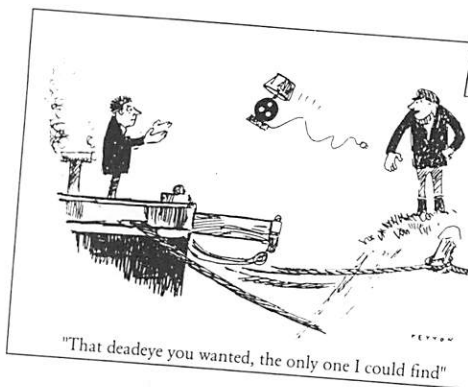
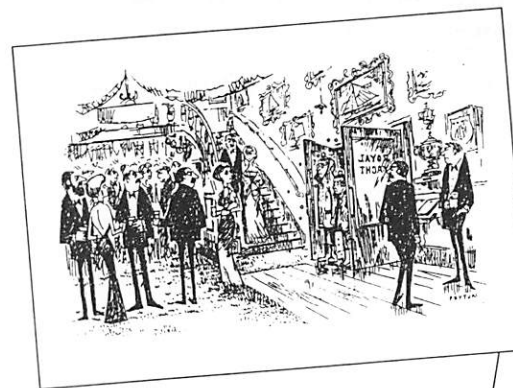
First Overall	Bluebird Gareth Williams
Second Overall	Sarafina Jeremy Byrom
Third Overall	Emeritus John Kilburn

Thanks go to all the sponsors - too numerous to mention all of them individually, but special thanks to Welsh Water and Murray Taylor Jewellers.

Sue Farrer - Area Secretary

CHRISTMAS CARDS

Please help OGA funds by buying our Christmas Cards, specially drawn for us by the well-known cartoonist (and OGA member) Mike Peyton.



There are 4 designs, black/white, size 7" (178mm) x 4.5" (114mm) and they are available in packs of four cards, one of each design, + envelopes. Cost is £1 per pack, plus postage & packing as follows:- 1 pack 50p, 2-4 packs £1, 5-7 packs £1.50. Please send cheques, payable to OGA, with order to:- Brenda Jago, Smugglers Cottage, North Fambridge, Essex CM3 6NA.

OGA & OTHER TRADITIONAL EVENTS

1997

Nov 6/8 Classical Ships '97, Spakenburg, The Netherlands. Professional Exhibition & Conference on management, preservation & maintenance of Traditional Vessels. N M Gautier, The Hague. Tel/Fax: 31 70 3244055. Email: n.gautier@pi.net

Nov 29 OLD GAFFERS ASSOCIATION ANNUAL GENERAL MEETING, CA House, Limehouse Basin, London. Please see notice on page 6 of this Log.

Dec 6 EAST COAST AREA AGM & SOCIAL, Maldon Little Ship Club, Maldon, Essex. Jon Wainwright, tel. 01206 393537.

1998

Feb 7 OGA MIDWINTER MEET, Royal Burnham Yacht Club, Burnham on Crouch, Essex. Brenda Jago, tel. 01621 741595

Feb 21 SOLENT AREA AGM & SOCIAL, Warsash Sailing Club, Southampton. Pat Dawson, tel. 01342 810303.

March 28 "REVIVAL" OLD GAFFERS ANNUAL REGATTA, Mounts Bay S. C. W. Australia.

May 23/25 OGA CROUCH RALLY. Details to be announced.

June 5/7 YOGAFF 1998. Details to be announced.

June 20/21 MNK AREA RACE & RALLY, latter at St. Katherines Yacht Haven, London. Lena Reekie, tel. 01795 534212.

Jun 27/Jul 5 SHOTLEY CLASSIC BOAT FESTIVAL, Shotley Marina, Suffolk. Jon Wainwright, tel. 01206 393537.

July 18 EAST COAST OLD GAFFERS RACE, West Mersea, River Blackwater. Jon Wainwright, tel. 01206 393537.

July 25 Harwich Sea Festival, The Quay, Harwich, Essex. Proceeds to RNLI. Peter Goodwin, tel. 01255 886004.

Aug 1 Swale Match, Hollowshore, Kent. Lena Reekie, tel. 01795 534212.

Aug 7/9 Escale au Port, Etaples, N. France. Contact: Musée de la Marine d'Etaples, B.P.104, 62630 Etaples, France. Tel/Fax: (33) 03 21 09 77 21

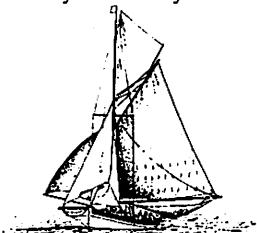
Aug 13/16 Douarnenez '98. Dz 98, Peniche Grand Large, Quai du Port-Rhu, 29100 Douarnenez, France. Tel. 33 (0)2 98 92 95 96. Fax. 33 (0)2 98 92 66 00.

Aug 28/31 INTERNATIONAL FESTIVAL OF THE SEA, Portsmouth. Details will be sent to all OGA members.

For dates of events not listed, please ring Brenda Jago, tel. 01621 741595.

MARINE MINIATURES

Highly detailed watercolours of traditional boats
by Claudia Myatt



CHRISTMAS EXHIBITION

Paintings, prints, crafts and more
21st - 23rd November 1997

at
"Sea Reach", 21 Western Road, Burnham on Crouch, Essex
Phone 01621 783130 for details

SURVEYS & CONSULTANCY ON TRADITIONAL CRAFT



CHRIS TEMPLE

M.A.(Cantab), I.Eng.
Associater Member R.I.N.A.
Member Y.B.D.S.A.

NAVAL ARCHITECT
& SURVEYOR

8 ALMA PLACE, SOUTH STREET
YARMOUTH, I.W. PO41 0QQ
TEL. (01983) 760947

COLIN FRAKE AT STANDARD

QUAY

*Blockmaker and manufacturer of
The Faversham Stove, Mast Hoops,
Deadeyes, Traditional Iron and
Bronze work, Custom made fittings
and General Chandlery.*

OTHER FACILITIES INCLUDE

Moorings

Dry Docking

Repair Services

FOR FURTHER DETAILS CONTACT:

COLIN FRAKE

STANDARD QUAY, FAVERSHAM, KENT ME13 7BB

tel/fax 01795 531493