

JUNE 1997

# Gaffers Log

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



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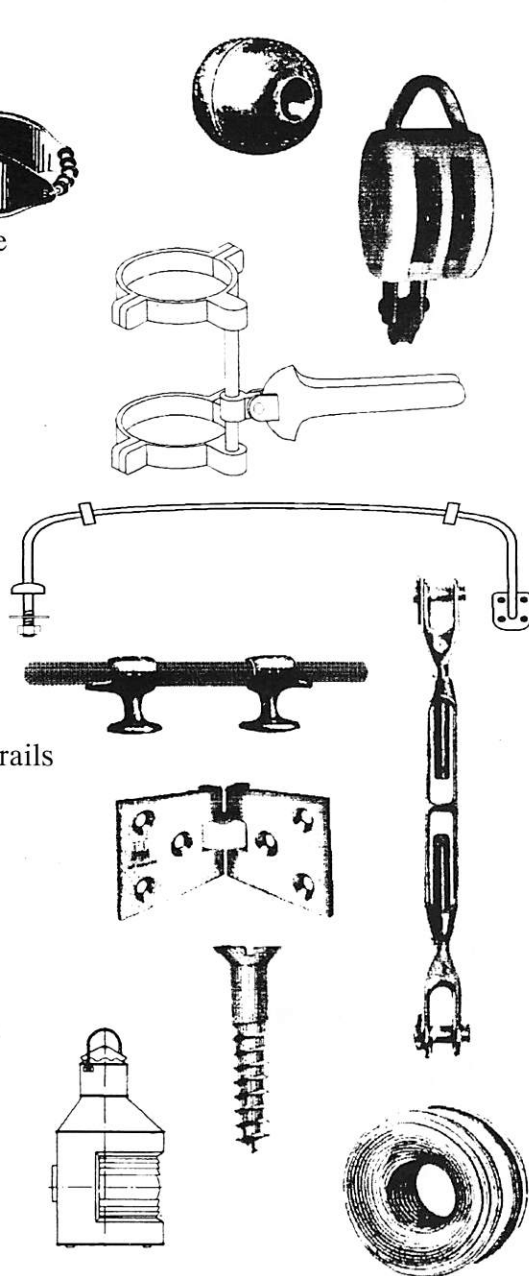
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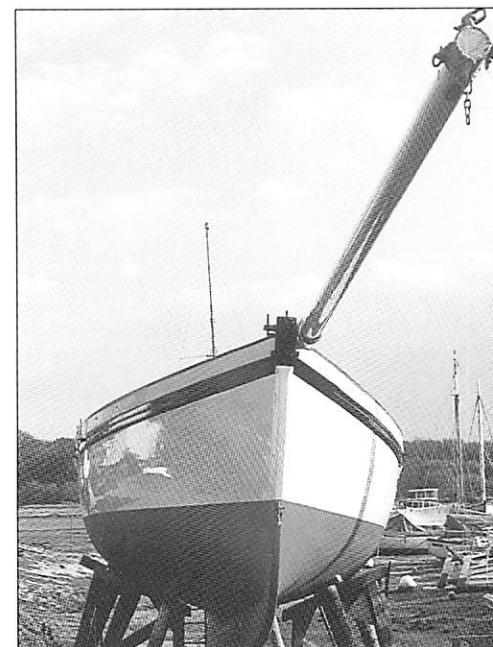
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## RESCUE AND RECOVERY by Frank Mulville - reviewed by George Jago.

Sometimes trips go well and sometimes not so well! This is one of those trips, recounted in Frank Mulville's latest prize-winning style, that did not go so well.

The story starts with head winds in the Channel. This is a niggling start for anyone who is trying to gain open water on their way to Northern Spain. On the return passage, more adverse winds and a leaking bobstay bolt maintain the less than favourable pattern. A diversion into Brest for the 1992 Festival is not without incident. Again, adverse weather conditions are a significant factor in their decision to sail up the west side of the UK. This decision sets in train events which finally come to a disastrous climax on the Isle of Gigha.

When you read any of Frank's books, there are always practical lessons to be learnt. In this one there are two of sailing's most fundamental lessons - don't ever give up, and know, when you are down, how to make and mend. In resolving his troubles, the author demonstrates his own ability and determination to overcome the problems the sea can create for any one of us.

Published by Seafarer Books and available in bookshops price £8.95.

## GALWAY HOOKERS by Richard J. Scott - reviewed by Peter Lyons.

A Galway man got me out of bed a few weeks ago to talk about a certain boat that I parted from some twenty years ago. My poor wife expressed amazement that someone I had never met could be at liberty in society to do this on a Sunday evening. But, gentle reader, you and I know there are quite a number on the loose in different parts of the country. They are in principle, if not in fact, Old Gaffers - of a very particular degree. Thanks to my new friend I can advise you that a treasure of a book is once more available. It is the third edition, larger format with recent colour photographs, celebrating the revival of the Hookers. This is simply essential for anyone who has an interest in these boats.

Published by Ward River Press, Swords, Co. Dublin, Ireland, price £12. If anyone wishes to order a copy I could organise a joint delivery, or contact the author directly: R. J. Scott, 9 St. James Court, Ennis Road, Limerick, Ireland.

## ASSOCIATION STOCK LIST

|                                        | UK                 | Overseas |
|----------------------------------------|--------------------|----------|
| <b>Burgees</b>                         |                    |          |
| 15"                                    | £ 9.00             | £ 9.50   |
| 18"                                    | £ 10.75            | £ 11.25  |
| 24"                                    | £ 12.75            | £ 13.25  |
| 30"                                    | £ 15.00            | £ 15.50  |
| <b>Membership Flags</b>                |                    |          |
| 12"                                    | £ 9.75             | £ 10.25  |
| 15"                                    | £ 11.50            | £ 12.00  |
| 18"                                    | £ 14.00            | £ 14.50  |
| <b>Ties (multi-motif) now in stock</b> | £ 7.50             | £ 8.00   |
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| Small                                  | £ 5.50             | £ 6.00   |
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Sweatshirts are available in Navy, Red, Green, Royal Blue and Burgundy.

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

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

Prices include postage and packing - surface mail for overseas.

Please send orders, with cheque or postal order, payable to **Old Gaffers Association** (overseas members can pay by Eurocheque or by draft on a London bank) and, if possible, a self addressed label to :-

Moray MacPhail, Classic Marine, Lime Kiln Quay, Woodbridge, Suffolk IP12 1BD.

Tel. 01394 380390. Fax. 01394 388380.

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**Front cover :** *Etoile Molene*, from a Galway Hooker, Brest '96, by Nicola Dixon.

**Back cover :** Brest to Douarnenez, July 1996, by Nicola Dixon.

### SITUATION VACANT - MEMBERSHIP SECRETARY

#### YOUR ASSOCIATION NEEDS YOU

We urgently require a member to take on this important position.

Do read the Hon. Secretary's cry for help on page 6 of this Log and his concern for the well-being of our Association.

All Applicants please contact Dick Dawson, Hon. Secretary.

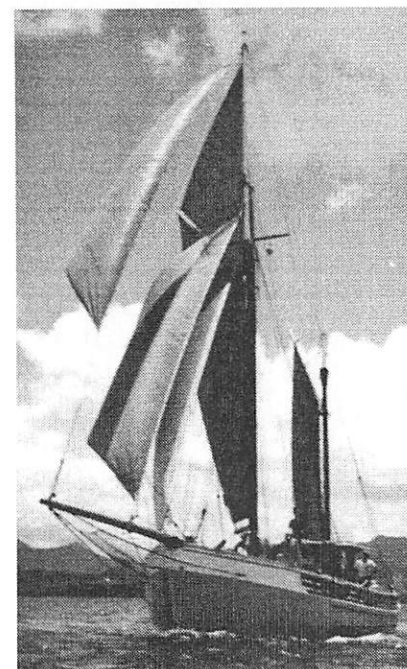
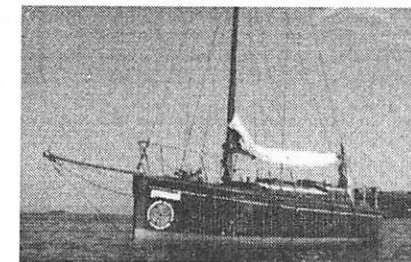
The following abbreviations are sometimes used in the newsletter to denote OGA areas:

|                 |                        |                           |
|-----------------|------------------------|---------------------------|
| EC - East Coast | BC - Bristol Channel   | MNK - Medway & North Kent |
| NW - North West | CP - Cinque Ports      | DB - Dublin Bay           |
| SOL - Solent    | NI - Northern Ireland  | SW - South West           |
| SCO - Scotland  | CWL - Cornwall         | EUL - European Liaison    |
| FR - France     | GER - Germany          | USA - U.S.A.              |
| CAN - Canada    | WA - Western Australia |                           |

### CUTTER "GYPSY"

LOD 30' (plus 7' bowsprit). Built 1913. Crabber type. Total refit. Complete with trailer. Lying Ireland. Price £23,000.

Contact: Henry Smith, tel. Dublin 8436419.



### GAFF KETCH "ANNEBETH"

LOD 53.8', Beam 17.49', Draught 7.74', LOA 69.98'.

Built Frederikshavn, Denmark in 1893 as a sailing fishing vessel. Hull 2.25" oak planks on sawn oak frames. Refitted as yacht in 1972. Full inventory, including accommodation for 6, bath and shower, gas hot water system to bathroom and galley. Comprehensive sail wardrobe including unused main, mizzen and storm jib Duradon heavy weather sails. Cruised Mediterranean and Indian Ocean, present owners bought her Tahiti 1986, now lying Suva, Fiji. Price - any reasonable offer.

**Note:** A three page comprehensive inventory is available from the Editor of Gaffers Log.

Contact the owner: Colin C Dunlop & Associates (Naval Architects), tel. 00 679 362 356, fax. 00 679 361 256, E mail: dunlop@is.com.fj.

## RESTORATION PROJECTS

### GAFF CUTTER "KESTREL"

LOD 27', Beam 8.25', Draught 4.25'.

Built John White, Cowes, 1891. Teak on oak, spars and sails in fair condition.

Interior has been gutted.

Price - any reasonable offer considered.

Contact: Richard Woodman, tel. 01255 503821.

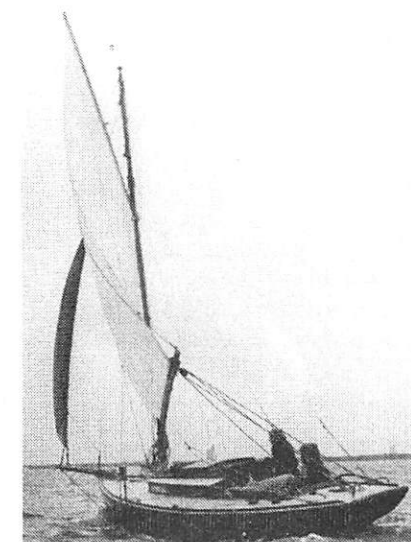
### GAFF CUTTER "DEBORAH ANNE"

LOD 22', Beam 6'10", Draught 3'9".

Built circa 1930. New bowsprit and sampson post, sound gaff and boom, standing rigging, blocks and sails. Needs substantial restoration work, including new stem. Lying Tollesbury, Essex.

**Free to a good home.** New owner to collect.

Contact: Tel. 01621 869741.



# CLASSIC MOTOR YACHT "BRIGID MARY"

LOA 50', Beam 15.7', Draught 5.9'

Built 1946, Tyrell of Arklow. Pilot Boat hull, larch on oak frames, Cummins 220 h.p. diesel, range 1,200 NM, professional rebuild 1993/6. Luxury accommodation, 6 berths, 2 ensuite cabins, large deck saloon/galley, coal stove, central heating. Well equipped bridge, steadying sail. In commission, lying Essex, can deliver.

Go to windward in comfort! Price £84,900.

Contact: John Sadd, tel. 01621 852456.

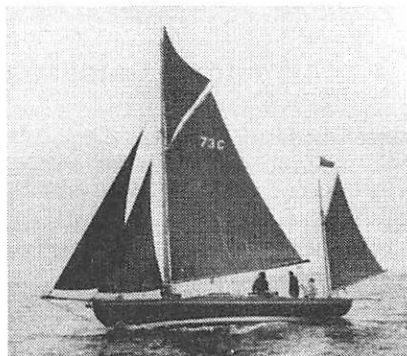


# GAFF YAWL "MACARIA" (OGA No. 73)

LOD 34', LWL 27'6", Beam 9'6", Draught 5'6".

Built 1922, Dickies of Tarbert. Restored over several years to present immaculate condition. Mahogany and pitch pine on oak, new teak deck, new Volvo diesel, new mast, sails and rigging, 6 berths, original mahogany interior. A rare example of an unspoiled classic yacht ready to sail. Price £39,500.

Contact: Gordon Findlay, tel. 0141 427 5993.



# WHILLY BOAT "AILEEN"

Length 14' 6". Boomless standing lug, dagger board, launching trolley, all in good condition. Price £1,500 o.n.o.

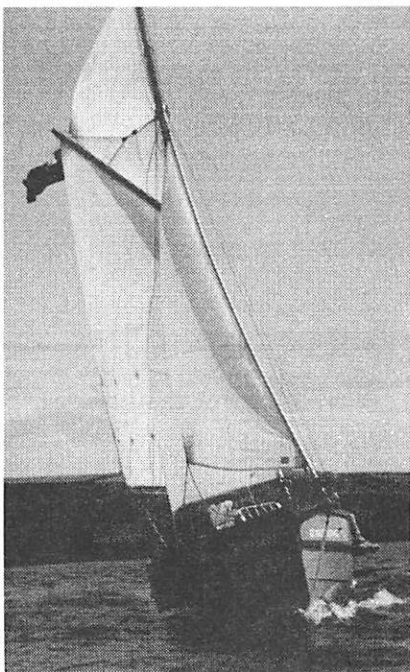
Contact: Robin Ford,  
tel. 01494 727768 (evenings),  
or 0181 948 6444 (working hours).

# CORNISH CRABBER MK1 "RUAILE BUAILE"

LOD 24', Beam 8', Draught 2'5" (plate down 4'8").

GRP hull 1979, Ply deck (re-decked 1993). Sole 11 h.p. diesel. Sails 1992, furling headsails. In excellent condition and well equipped for cruising. Price £12,500.

Contact: John & Ruth Delap, 7 Blackheath Park, Clontarf, Dublin 3, Ireland. Tel. 353 1 8335235 (evenings)



Well that was our first year with the Log! Last year at this time we were filled with great apprehension - now we have even got time to look round and take stock of our Association and its members.

As Rose Ann, our European Liaison Officer said, after thirty years we are considered to be an acceptable organisation. This could be, in my humble opinion, because we are not a tightly knit association, but a loose and open organisation which accommodates many views and opinions, and this is our strength. If you look at the general scene of marinas and moorings, there is usually at best only the odd gaffer to be seen, but then we all get together for our rallies and races and people take notice. Our diversity brings together modern boats, old boats, yachts and working boats, all gaff-rigged. I do not suggest for one minute that this means we are in any way superior - far from it - but we are a unique Association. But diversity does not end there - let us not forget those members who do not sail and those with bermudian rigged boats, whose support helps to keep the pitchfork flying!

On this anniversary, let me first thank all those members who have read our notices and checked their subscription for the year. There are still a number outstanding - do make sure you have paid up - we hate losing people from the Association. May I also draw your attention to the pleas seen elsewhere in this Log for the urgent need of a new Membership Secretary.

A big thank you also to the commercial organisations who advertise in the Log - your patronage is much appreciated. My personal thanks to Reg Firth at the Staithes Heritage Centre for his assistance with the Endeavour project. This Centre is well worth a visit. Thanks again to all those, winners or not, for supporting the Photographic Competition and providing us with our cover pictures; also see Richard Woodman's other reasons for photographs, in his article. Lastly let me thank all those members who have read and used the Log, for whatever purpose.

Good Sailing to you all, be it sunshine or frostbite, in 1997!

Copy date for next issue is **1st AUGUST**.

George Jago - Editor

- CP** M. L. Carlier, 17 rue de Monceau, Paris 75008, France *NELLY MATHILDE*
- DB** Ms O Scully, 45 Tudor Lawns, Foxrock, Dublin 24, Eire
- EC** Mr P Chisnall, 51 St Christophers Gardens, Ascot, Berks SL5 8LZ  
 Mr A Graham, 64 Alleyn Road, London SE21 8AH *ULA*  
 Mr N Hayselden, 16 Kingsway, Cleethorpes, Lincs DN35 *MADAM GASHEE*  
 Mr T Hurst, Elsie's Cottage, Long Row, Dunwich, Suffolk IP17 3DN  
 Mr R Moore, Church Cottage, Stonham Road, Crowfield, Suffolk IP6 9TH *ANNIE*  
 Mr M Norris, Broom Knolls, Lawford, Manningtree, Essex CO11 2LP *COLUMBA*  
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 Mr G Wallis, Kinnettles, Duxford Grange Road, Duxford, Cambs CB2 *A D C*
- MNK** Mr & Mrs D Johnson, 6 Olwall Street, Gillingham, Kent ME7 1EU *DORIS*
- NI** Mr C V MacCorkell, Lisnabreena, 2 Fort Hill, Lisburn, Co Antrim BT28 3BB *SLIPSTREAM*  
 Mr R Robinson, 32 Henly Road, Carrickfergus, Co Antrim BT37 8QH  
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 Mr K Ross, Orchard View, 4 Stuart Road, Haslemere, Surrey GU27 3SB *RED GOOSE*  
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 Mr & Mrs A Tilley, c/o The Jolly Sailor, Lands End Road, Bursledon, Hants *JOLIETTE*

## FOR SALE

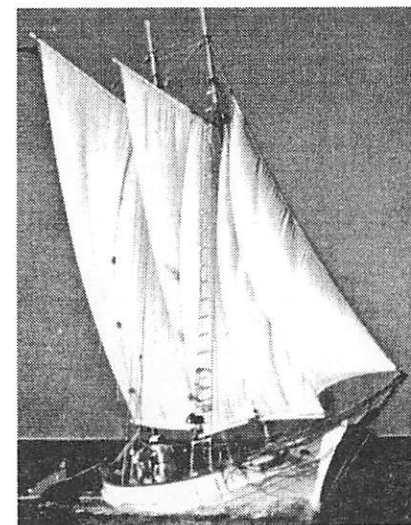
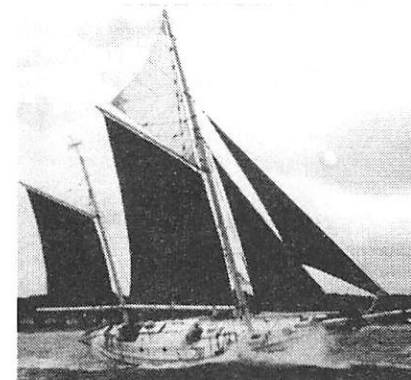
### GAFF KETCH "MOON"

LOD 42', LWL 37'6", Beam 14', Draught 6'3".

Built 1977, Venus Yachts, Bermuda. Massive GRP, Airex foam sandwich construction, 48,000 lbs. displacement. Gardner diesel, fully found, excellent condition, ready for the world. Lying Bermuda or West Indies. Price £80,000.

**Note:** Sister ship to Paul Erling Johnson's "Venus", which won OGA Solent Race 1985.

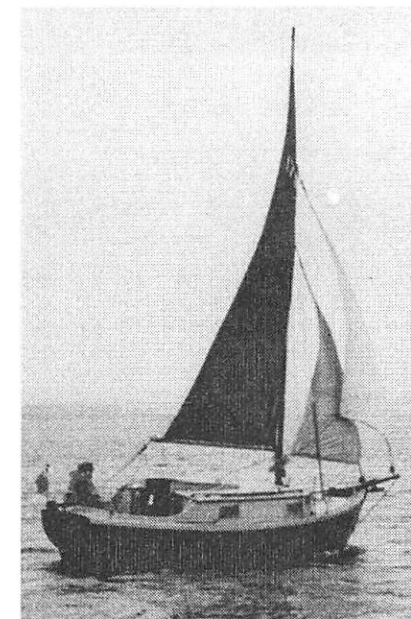
Contact: John Frith, tel. Bermuda 1 441 2348396, or Nevis 1 869 4692474.



### CO-OWN 65' GAFF-RIGGED SCHOONER "YANSA"

Built Brazil in hardwoods 1979. Sleeps 8 in 2 cabins and V-berth. 102 h.p. diesel. Current owners fully maintain as charter boat. Lying Virgin Islands. Opportunity to co-own at £20,000.

Contact: Robert Hainitz, tel. 0181 452 4458, or fax. 0181 450 2464.



### FINESSE 21 GUNTER CUTTER "LIZAN" (OGA No. 1753)

LOD 21', Beam 7'6", Draught 2' plus centreboard.

Designed and built, A F Platt Ltd., Thundersley, Essex, 1968. Clinker built, mahogany on rock elm. Wooden spars, 2/3 berths, new tan mainsail, Stuart Turner 4 h.p. with sailing clutch. Many extras plus rowing dinghy. Price £2,450 o.n.o.

Contact: Tony Doe, tel. 01621 853582.

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

to vessels under 40 feet. The OGA's international contact experience has not gone un-noticed either. Particularly in Scandinavia, there is hope that we can help do some "consciousness raising". The vast majority of Europe's floating heritage is small craft, and yet these vessels are disappearing fast through neglect, and lack of (financial) support. Unfriendly regulations could finish off what's left very quickly: witness the plight of the old fishing fleet in the UK in a mere 4 years.

Unfortunately, the RYA is not speaking for us really at any level. Heritage Afloat needs our informed & specialist voice in the EMH. In this respect, the associate membership of the (UK based) European Steamboat Association has helped to flesh out and reinforce HA's contribution. Each country's "package" of members will be composed differently, according to the situation there.

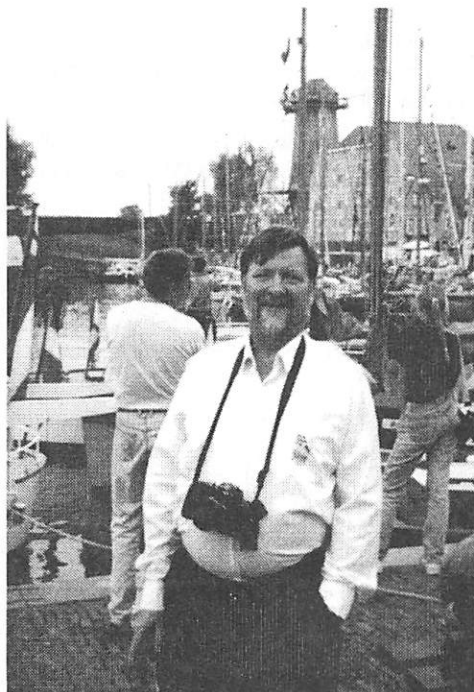
Not to mention that we still all do it for the sheer joy of it. Our Danish hosts provided simple and hearty hospitality on board the lovely galeas "Hjalm" (forget the Brussels gravy train, I'll take pickled herring and beer) as well as a cracking sail on the Øresund, tacking between the Swedish and Danish coasts in a stiff breeze with plenty of sun.

#### DON'T MISS:

Hellevoetsluis, The Netherlands - Dutch Classic Yacht Regatta 24-27 July. There is always a feeder race/rally from the East Coast. This year KotterZeilen have been asked to participate as well, so there will be some very nice workboats of a wide range of types as well as yachts.

Fyn Rundt Race - for Danish ships around Fyn Island, Denmark 20 - 26 July. Open to original Danish built/registered vessels: schooners, galeases, galiots, cutters, etc. If you don't have a Danish ship, but want to join this, contact Danish Schooner Charter + 45 49 16 07 46 to see about a charter berth.

Limfjord Race for Historic Ships - Danish ships race in the Limfjord, north Jutland 10-



East Coast Vice-President en route for Hellevoetsluis Photo: Editor

13 September. Open to Danish original ships, also charter berths available, see above. Contact: Niels Sohn + 45 97 52 82 01

NOTE: a word on "charter berth" in Denmark. You really are part of the working crew, the skippers charter because they enjoy having people on board, and at the same time most of the ships are very cosy and comfortable. Best of both worlds.

Kotter Weekend, Hoorn, The Netherlands - annual event for KotterZeilen - 19 -21 September - always the 3rd weekend in September. The Dutch cutter club has hardly any Dutch vessels, a very open-minded association, complete with incomprehensible race instructions, no-holds-barred music and a handicapping system left largely to the hour. Space usually available for those who've left their hull behind, contact: Elsbeth and Ludo Herinckx + 31 (0)294 285699

Rose Ann Hamilton



Staithe's Trophy Presentation

Photo: Chris Scott-Francis

### ENDEAVOUR 1997 and the OGA

Captain James Cook has a lot to answer for. It is a number of years now since he left on a voyage of exploration and scientific investigation, during which he proved the existence of a Great Southern Continent. For the trip, the Navy provided him with a converted collier, the Earl of Pembroke, re-rigged and renamed HM Bark Endeavour. Now a replica, faithful to the original plans (except for two large diesels and a host of things to tell you where you are) has been built in Australia and sailed here.

Endeavour was built in 1994 in Fremantle, with a considerable input by a number of our Western Australian members, notably Barry Hicks and his son who made most of the blocks and all the hearts and deadeyes in the ship. As a result of this association they sent a letter on Endeavour, posted on by Ship Letter Post from Greenwich when she arrived, from the President of the OGA of Western Australia to the President of the Old Gaffers Association. It sent fraternal greetings from the President, Brian Phillips and all their members, to all members here, and I quote - "We would like to extend our hospitality and a warm West Australian welcome together with good sailing to any of your visiting Old Gaffer members".

All this warranted a visit to the ship and a reply of some small gift to our friends "down under". A group of officers and members of the OGA therefore gathered on Monday 7th April at Greenwich to inspect the ship and make a presentation of our package for 'delivery' to Australia. The gift was duly formally presented to the Officer of the Day, Wally Mounster, for onward delivery and as you will see, photographs were taken to mark the occasion. We were particularly pleased to have John Krejsa with us as it was he who made our gift, which was in the form of a gaff mounted on a plinth with a brass inscription and called "The Staithe's Trophy". This inspired trophy is made from old wood obtained during restoration of the shop in Staithe's, North Yorkshire, where James Cook was apprenticed as a young man. Here I must thank Reg Firth of the Staithe's Heritage Centre who provided the wood for us. It is a great shame that Endeavour will not in fact be carrying it, as she is touring the world, but we understand a large "pigeon" has been located to transport this offering with our very warm greetings.

As to the ship, she is incredible in every sense; superbly built and full of atmosphere and character and a real insight into the conditions of the time. You really have to see her to appreciate the detail and scale of her. It was a genuine privilege for our Association to have been involved with this project and I would particularly thank George and Brenda Jago for their enthusiasm in making our visit and response possible.

David Cade - President OGA

## Hon. Secretary's Notes

### Membership Secretary.... please!

Pat Dawson has been Acting Membership Secretary for some months and it is vital we find someone to relieve her. There is far too much work done on behalf of the OGA in this household, with Hon Secretary, Boat Register Editor and Membership Secretary positions all carried out by Pat and myself. If I were you, I would worry that so much responsibility was concentrated in one place! If you would be prepared to take the job on, or know anyone you can cajole, embarrass or blackmail into the position, please call me - and make it soon.

### What's going on?

The OGA has local Area Committees which are responsible for arranging all the events which you, the members, join the OGA for. We also have a central organisation of other committees and it occurs to me that we don't say too much about what these committees do, so here goes - this is what's going on in 1997:

The F&GP have arranged £2M public liability insurance to cover the Association and all its representatives - particularly useful, for instance, to cover a Race Officer if there is a problem at one of our races. We are also preparing to turn the Association into a Limited Company, so that all who work for the OGA - and don't forget that everyone who involves themselves with any task at any level in the OGA is a volunteer and receives no payment - are protected by the limited liability status. Both these decisions have been forced upon us by the growing tendency for people to find someone to blame and go to Law at the slightest provocation.

Time has also been spent with the Hon Solicitor, as there is a need to explain that boat owners are responsible for the safety of their boats and crews during an OGA race, and not the OGA. The OGA is not trying to duck responsibility, indeed the liability insurance and formation into a limited company described above shows we are acting in a responsible way to protect the Association and individual volunteers. A disclaimer has been prepared which we shall ask all boat owners to sign before they enter an OGA race. This is a reminder of their responsibilities and aims to ensure that all on board understand them. Most clubs that organise races in this country have now done or are in the process of doing the same.

We have produced a new Membership List and are now collecting information in order to produce an updated Boat Archive next year. The Sailing Committee, together with the Association of Dunkirk Little Ships and the Steamboat Association, is working with the National Historic Ships Committee with the aim of producing a National Database. The aim is to include all our vessels which exist today, for the benefit of future generations. See George Ventris's letter on page 25.

The F&GP aim to bring a proposal to the AGM to adopt a variable direct debit system for collecting subscriptions. The trouble experienced updating standing orders each time the subscription is increased is no more fun for us than it is for you. We will also propose a reduced subscription for those who adopt the direct debit system.

As instructed by the last AGM, the Publicity & Publications Committee have been working on a redesign of the OGA "logo" as seen on our letter heading and merchandise. It has been decided to make only cosmetic changes. The intention is to smarten up the image without making changes for the sake of it.

We have been working closely with Heritage Afloat to help them become the body which represents all organisations and individuals in the UK concerned with our Maritime Heritage. Likewise, we have been keeping our eyes on the European scene and have visited the CEMHC - the European Maritime Heritage body - to see how we can best help and influence this organisation.

will celebrate this anniversary with an open day on the Quay and inner harbour water events in which the Old Gaffers Association will be participating.

The first race of the Frostbite Series, sailed at the Mounts Bay Sailing Club, will be held on 8 June.

The Old Gaffers Association has been approached by the Cruising Club of WA to participate in the Rockingham City Centennial celebrations. The format of the visit is yet to be decided but the dates are 26/30 December 1997.

Brian Phillips - President  
Wally Cook - Secretary  
Mike Igglesden - Sailing Master

## FOREIGN PORTS

Hopefully by the time you all are reading this, Spring will finally have come. Mind you, the Dutch Ice Boat Association had a grand season, with the entire IJsselmeer and many other smaller stretches at their disposal. Gaff-riggers all, they look like wee botters, over-canvased, and with skate-loaded outriggers instead of lee-boards. In flight they look like huge graceful milkmaids swanning across the expanse of frozen sea. When you see one gliding along an inland canal behind a snow covered dijk it can be a charmingly reality-boggling experience!

HISWA 97. A host of gaffers were assembled in early March at the Dutch indoor boating event HISWA 97. The centrepiece was the "Zee Historische Paviljoen" (Historical Sea Pavilion), surrounded by about a dozen unique small boats, including a century-old ice boat. Stands were manned by members of Holland's 11 preservation societies, under the umbrella of the FONV (Federation of Old Dutch Sailing Ships). Around the ships were ranged suppliers of everything from traditional rigging gear (including Classic Marine + OGA) to co-operative wharves of charter ship and skippers associations.

As the only association anywhere devoted to the rig rather than age/type/material, the OGA is also the only organisation which

deals with these issues on a day-to-day basis. The FONV were pleased with the OGA presence and have invited us to share their pavilion next year, when hopefully we can pull together some wo/man power and good display materials and make a nice show of it. There certainly is membership to be found in the Netherlands.

CEMHC: a.k.a. EMH. Yes, we've finally got an easier name, or at least we will be using fewer letters! After some discussion at the Helsingør working group meeting in April, the French delegate from "Amerami" clinched the argument by reciting his association's official title. A minute later (and only halfway through the name) all protest collapsed in laughter, and "EMH" is catching on.

A lot more was accomplished than name-calling. Firstly, a beautiful brochure was produced as an introduction and cover for other materials. A covering letter and a simple folder will complete the basic "PR" package. Elements of the design will be incorporated into the newsletter, which will be produced in two issues this year and, budget willing, 4 next year. Dick Dawson will be writing a feature for the first number, Mike Peyton contributing artwork, and of course John Robinson reporting for items from the UK, along with material from all corners of Europe, with something for everyone on European Maritime Heritage.

A "meet maritime heritage" event will take place in Strasbourg in early October, along with a working group meeting, on board the lovely steam tug "Pasteur". This is intended to get MEPs, Eurocrats, and EMH old boat reps together in that wonderfully unifying atmosphere - on board ship. It will be interesting to see how "shovelling coal" gets put on the travel & entertainment budget...you read it here first.

One area which needs attention, and where the OGA could really have an impact, is developing the input from small boat owners. At the moment, the OGA is the only active voice in the working group devoted

## WESTERN AUSTRALIA

The Annual General Meeting of the OGA of WA was held on 19 March 1997. Twenty one members attended. The standing President and Committee were re-elected for another year.

The Albany Maritime Festival trip in April was a great success. Friday was spent driving

on the pier for this event, returning to camp after some sight-seeing for another great "all-in-together" meal. Monday was the day for returning to reality, dismantling our stand and trailering up the boats. The locals were all very friendly and very appreciative of the effort the Gaffers made to attend their Maritime Festival.



KARINA

Photo: Unknown

to Albany and setting up camp. Saturday was a fine sunny day and everybody helped to set up the OGA photographic display. Wally and Shirley Cook's *Karina*, penned at the Town Jetty, Princess Royal Harbour, showed the locals how to do this Boat Festival thing after winning the Perpetual Trophy for the "Best Overall Competitor" at the 1997 South Australian Wooden Boat Festival at Goolwa. On Sunday morning, the arrival of the wind and rain altered our plans of attending the "Blessing of the Fleet" on *Karina*. However, we all braved the weather

CENTENARY of the FREMANTLE PORT INNER HARBOUR CELEBRATIONS - Sunday 4 May 1997. While the history of contact with Dutch explorers (Willem de Vlamingh) predates European settlement by almost two hundred years, Fremantle's role as a port began with the foundation of the colony of Western Australia in 1829. At that time, a rocky bar made it impossible for larger vessels to enter the Swan River, but on 4 May 1897, this bar was cleared enough to allow the first steamer, SS Sultan, to enter the new inner harbour. Fremantle Port

## Organisers sought....

I know this is an old cry, but we can always do with more help. There is hardly a part of the British Isles that has no OGA members, but there are parts where there is no Area Secretary or Committee and consequently no OGA events. Even where committees exist it is sometimes difficult to organise things, perhaps because the members are spread over a wide area or there is no natural point of focus.

In particular, we have no OGA organisers in the Channel Islands and North East England and I wrote to each member in these areas at the end of February. The response was not enormous, but it was enough to show that there are people who would like to have OGA events in these areas. If you are one of the members I wrote to, remember that I sent you a list of all the other members in your area. May I suggest that you try to get in touch with them and arrange a meeting - even if only a get-together in a pub. If you do manage to get something going, please let me know, and we, in turn, will provide you with support from the central organisation.

## ...and found

Paul Vincent is stepping down as South West Area Secretary after three years of keeping the flag waving (principally) on the river Dart. He has put his customary energy and enthusiasm into it but feels he's done his bit and it's time for someone else. Many thanks, Paul, for your much valued support.

Paul's successor is Earle Bloomfield, who is the proud owner of *Freda*, a very original Itchen Ferry which I remember from her time in the Solent OGA fleet. As well as possessing an apparently limitless fund of energy and enthusiasm, Earle has a pretty varied boating career which has included kayaking down the East Coast of Greenland with an Australian expedition. It may be that South West area events could take a bizarre turn.....! Whether they do or not, welcome, Earle and thanks in advance for your help.

## Racing Rules

There has been some serious discussion about a small number of incidents during OGA races which are felt to bring the Association into disrepute. The Sailing Committee is not yet able to offer any recommendations, because in part these events are due to the occasional mistake made under pressure. However, in the meantime I will circulate all Area Secretaries with a copy of the RYA's new Racing Rules of Sailing, which apply from 1997 to 2000, and a commentary on the main changes.

## Boat Insurance

In the last Log I promised to publish the new premiums for the third party only policy, now that insurance premium tax has been increased. I have arranged for three levels of third party liability cover: £250,000, £500,000 or £1,000,000 and you will see the premiums printed below for third party only policies. Fully Comprehensive Policyholders will be able to nominate the same levels of third party cover, the premium to be set by the insurer depending on the circumstances.

The new premiums for third party only are as follows:

| Limit of liability (£) |         |         |           | Limit of liability (£) |         |         |           |
|------------------------|---------|---------|-----------|------------------------|---------|---------|-----------|
| Length overall         | 250,000 | 500,000 | 1,000,000 | Length overall         | 250,000 | 500,000 | 1,000,000 |
| Up to 25'              | £78     | £104    | £130      | 25' to 30'             | £104    | £130    | £156      |
| 30' to 35'             | £130    | £156    | £182      | 35' to 40'             | £156    | £182    | £208      |
| 40' to 45'             | £182    | £208    | £234      | 45' to 50'             | £208    | £234    | £260      |
| 50' to 55'             | £260    | £286    | £312      | 55' to 60'             | £312    | £338    | £364      |

If you need any more information about the insurance scheme, or would like to apply for cover, please contact your Area Secretary or me.

**Dick Dawson**

## Boat Register Editor's notes

Every member received a copy of the new boat archive form with the March Log. The aim is to make sure that everyone who owns a boat tells us about her - not necessarily an exhaustive history, but certainly the bare details, so we can produce a boat list with the next Membership List. Response has been quite good, with over 250 completed forms received so far. There have been, within the forms returned, a number of letters which require individual answers. Please bear with us, we will answer your letters, but as said earlier, we are rather busy at this time

If you have not yet returned your form, you will find another one with this Log. To keep our records tidy, if you do not have a gaffer, please tick the relevant box and send the form back - then we won't send you another one.

## Boat news

*Constance Mary*, a 35' Colin Archer, built to an original design, has now returned to the Elephant boatyard on the Hamble. Originally built in the '60s for the brother of Roger Pinckney (owner of *Dyarchy*), she was shipped back from Finland where she was building, after a disagreement between the owner and the builder. Rescued by Ben Coulson, he took her to Hillyards in Littlehampton to finish her. In the late 80's Ben put a gaff cutter rig in her whilst at the Elephant boatyard and sailed her away to warmer climes.

Jon Wainwright found a sadly neglected hull at Mistley that would be chopped up if someone didn't save her. Various people had shown interest in *Bagheera*, a lovely sleek old 52' yacht, but went away again when they found she wasn't designed by Nicholson,



Fife or Mylne. Thought to be French built, Dick Dawson contacted some French friends, one of whom visited the yacht and found a registered number carved into the tonnage beam. Contact with the Registry of Ships indicated that she was registered in the Cayman Islands. The Registrar of Ships in Georgetown sent a copy of the entry, which showed *Bagheera* to be a schooner built in Fécamp in 1931. Currently, it is understood that *Bagheera* could be changing hands in a holding operation, which includes paying rent for the storage barge. The final instalment will hopefully be told in the next Log.

Pat Dawson

## Acting Membership Secretary's Notes

We had a very bad start to the year with subscriptions, many members not instructing their banks to increase their standing orders in line with the increase voted by the AGM last November. We sent out nearly 800 subscription reminders with the last Log. Since then, things have improved but at the time of writing, there are still a number of members who have not paid in full.

We have been taken to task for not making it clear that the subscription has increased. Those of you who have still not paid will find a reminder with this issue of the Log, printed on very bright paper so that you can't miss it! Please make the payment and send the banker's order off if you can - otherwise your membership will lapse and you won't receive any more copies of the Log.

To all of you who have paid - thank you.

Pat Dawson



David Still's GREY MERLIN

Photo: David Cade

## SOLENT

Well the AGM has been and gone in its usual fashion. A pleasant social evening with the minimum of formality and the business despatched with expedition. Virtually the same committee with departing members replaced by - a new Treasurer, Russell Read; a new Race Handicapping Officer, Roy Plant; and new Committee Member Bill Rothwell, all of whom we welcome. Since then we have also welcomed Robbie Wilderspin as a Co-opted Member.

I know you have had all these dates before, but in case you didn't read them last time, here we go again

Yarmouth (IOW) Old Gaffers Festival - 27/29 June. This will be the big one! Free mooring (and water taxi if you are moored on the piles or in the Roads). An "Arrival Race" on Friday, a relaxed race in the Western Solent on Saturday (four hostelries have put up trophies and keeper prizes for the four classes), with a Bar-B-Q in the evening and a Jazz Band in the Town Square. The town will be joining in with plenty to see and do for skippers, crew and the family. We are being made welcome by all sorts of people and organisations, so please don't let them

down. Turn up in droves, it will be worth leaving Shotley early! Applications from me, tel. 01987 754000.

**Special note:** Member David Still has kindly commissioned a trophy for the first boat on corrected time from Chichester Harbour to Yarmouth on the weekend of 28 June. The trophy will be called the 'Black Pig Trophy' in memory of *Romilda*, a Channel Island stone carrier built around the turn of the century. It is to be presented each year for the same event, or another if Yarmouth does not continue. He will co-ordinate entries from Chichester. Start in your own time from Chichester Bar Beacon, via the start line of the Island Sailing Club, to the breakwater abeam at Yarmouth. Each yacht to take his/her time at each stage of the race. Further details and entry forms from David Still, tel. 01243 574220.

Marchwood Y C Rally & Race - 19/20 July Rally Friday, short race and Bar-B-Q Saturday. Applications for moorings, Jim Yarrow, Secretary, Marchwood YC, tel. 01703 842139.

39th OGA (Solent) Race & Rally - 29/31 August The same arrangements as last year. Race in the central Solent on Saturday, fetching up at our "spiritual home", the Elephant Boatyard, for high jinks in the evening.

The Centenary Chase at the Royal Solent Y C - 28 September We are again invited, and it is hoped the weather will be kinder this year!

Gaffers Wealth Warning Remember, if you don't support the OGA events, nor will our sponsors next year. Its up to you!

Dave Keller - Area Secretary

ages in July from Iona to Inverness (12-19 July), Inverness to Oban (19-26 July) and Oban back to Ireland, arriving 2 August. The curragh will be under 12 metres in length with a beam of 2.5 metres and built in Dingle by traditional methods. It will be capable of being rowed by 12 crew with a helmsman, as well as being sailed using two lugsails with lee boards. The curragh being built for this project will be similar to one surveyed on the River Bann by Captain Thomas Phillips for Samuel Pepys in 1670 and titled 'A Portable Vessel of Wicker, Ordinarily Used by the Wild Irish'.

Peel Traditional Boat Festival - 14/15 June. Another wonderful weekend in prospect in the Isle of Man

Galway Hookers at Portaferry - 27/29 June. This event is definitely going ahead. Two Viking long-boats are coming from Peel to Ardglass and a race between the Peel Vikings and the newly formed Ardglass Vikings will be held on the Saturday, finishing at Portaferry. Oh dear, more drunks! The Sunday "Race" will be out through the Narrows this year, to suit the tide, with a more civilised start time of around lunch time.

NIOGA DINGHY EVENT at EDYC - 2/3 August

ARDGLASS TRADITIONAL REGATTA - 15/17 August. There has been some talk of who may or who may not attend the Ardglass Traditional Regatta. All Gaffers with gaff-rigged boats and OGA members with Classic wooden boats are cordially invited to attend. There will be a marquee beside the marina in which there will be a bar. In this bar there will be music and craic. On Saturday there will be a "race" or sail in company in the local area with a Ceilidh Supper in the marquee in the evening. Breakfast on Sunday will be at various venues in the town, some sort of a prizegiving in the afternoon and another sail about. Things may or may not happen in this order but there will definitely be an event at Ardglass.

OGA CLOSING WEEKEND, DCC - 30/31 August. As in previous years this will take the form of a barbecue, after a sail in com-

pany around the Lough, possibly with Brian Williams as tour guide.

Peter Lyons & Alan Hidden

## NORTH WEST

THE OGA SMALL BOAT GATHERING at Derwentwater Marina, Cumbria on 5-7 September is an opportunity for owners of small boats to get together for a weekend of sailing, fun & games, eating, drinking and yarn-ing. Everyone is welcome, provided you have a suitable boat (gaff, gunter or lug-rigged) and can launch from a slipway. Camping is available on site or Bed & Breakfast is available within walking distance of the Marina. Lunch and evening meals are served in the Marina Restaurant. If you are interested and/or would like more details please contact Pete & Sue Farrer, tel/fax 01270 874174.

CLASSICS AT CONWY - The Conwy River Festival will take place from 3-10 August this year and, as usual, the closing event will be the NOBBY, GAFFERS & CLASSICS RACE DAY. This is the 5th year of the event, which has grown to become, we believe, the 3rd largest gaffer meeting in the UK. This year, we expect even more Morecambe Bay Prawners (in excess of 20), several Galway Hookers and Manx Nobbies, as well as the usual two or three dozen local gaffers. All gaffers and classics are welcome and the Harbourmaster will provide berths free of charge (for a reasonable period!) for participating boats. Slipway facilities are available in the river for trailed boats. Briefing is at 12.00 on Sunday 10 August; Parade of Sail from the harbour at 13.10; races starting from 14.40. As usual, the prizegiving and evening buffet will be in the Clements Restaurant in Conwy. For more information, please contact the Harbourmaster, Tony Mead, tel 01492 596253.

**Special Notice:** During this week, it is intended to hold the first meeting of the resurrected North Wales Area of the OGA. More details available later from Tony Mead or Sue Farrer, tel 01270 874174.

Peter Farrer



## REPORT ON 1996 PHOTO COMPETITION

I received over 55 entries, the best yet, from only ten members, for the 4th Annual Photograph Competition. In order to try and increase the numbers of entrants next year, I am going to let normal sized pictures be entered.

The competition was judged by Libby Hunter, a local radio and TV personality, and two of the local OGA membership - Ian Wylie and Irene Aston, past winner of the competition. The Royal North of Ireland Yacht Club was the venue where the photographs went on exhibition on Sunday 23 March 1997. Each photo was mounted on coloured card to show them off to the best advantage and each one given a number. They were then put onto large noticeboards in random order so that no preference could be gained by any one photograph over another. It took the judges almost an hour to produce a result and Irene Aston said it was the most difficult task she had ever had to do as all the photographs were so good.

Winning photograph in the 'Best Photograph of a Gaff-rigged Boat' category was taken by Nicola Dixon, from the Isle of Man, with her lovely shot of *Etoile Molene* taken at Brest '96 from one of the Galway Hookers. Second prize was won by Claudia Crickmere, from the East Coast area, with a great picture of *Pen Duick*, again taken at Brest '96. Third prize goes to Matt Reid, from the Dublin Bay area, with a picture of one of the Howth 17's sailing in Dublin Bay.

In the 'General Sailing' category, Nicola Dixon completed a hat trick. Winner was a shot of *Provident*, second was a fabulous shot taken during that memorable sail between Brest and Douarnenez in July '96, and third was a beautifully spectacular sunset taken at Ijmuiden in '95.

Congratulations to Nicola and to the other prize-winners for putting in so many lovely pictures to the competition. The prizes in the two classes were - 1st £65; 2nd £35; 3rd £25, all given in vouchers from Tecno. Thanks to all of the entrants - Joe Pennington from the Isle of Man, Rik Homan from Holland, James Pratt from Ipswich, John Cochrane from Witney, Ron Martin from Glengormley, Bryan Coburn from Downpatrick and Alison Lyons from Bangor.

For the fourth year of this venture, we had the most successful competition yet. We have got a number of very good photographs which will appear as covers on the Gaffers Log during 1997/8, as did all of the winners of last year's competition.

The Photo Competition is going to run again in 1997, so lets have some more people entering. The OGA was formed over 30 years ago to promote gaff rig. We have been extremely successful in this so far, but what better way is there to promote something than by showing pictures. Take some pictures and submit them to me - do not wait - do it now. All sizes of photographs will be permitted this year, so there is no reason why people should be put off entering; it only costs the price of a postage stamp. Judging will again be in March. Full details will follow in another edition of the Gaffers Log.

Peter Lyons, 4 Knockdene, Bangor, Co. Down, N. Ireland BT20 4UZ

## OGA ARCHIVE - LITTLE SHIPS - GREAT PICTURES

by Richard Woodman

One of the aims of the OGA archive must be to preserve more than the dry-bones of statistics. As I mentioned in the March issue, it is the achievements of our little ships, perhaps more than their measurements, which breathes life into our endeavours. The Gaffers Log has reflected some memorable adventures and we all delight in stories about small boat voyages, both true and embellished. However, as Confucius is alleged to have said, a picture is worth a thousand words and while most of us have pictures of our own boats, these are commonly when she is at anchor or alongside; photos taken for the record, but rating fairly low on the Beken-scale for drama.

During the glorious summer of 1995, I was ambling through the Veersemeer, tacking in a light but friendly breeze. Lunch was cleared away and the crew was below undertaking a long overdue deckhead survey. I had everything set including the flying jib and was utterly contented, beating leisurely to windward on what I knew was my last day of uncomplicated sailing before a North Sea crossing. I was on the starboard tack, heading in for one of the delightful islets with which the meer abounds. Here a British yacht with children on board was anchored. Their lunch was obviously also over, the children were more obviously overboard than inboard, and careworn parents were sunning themselves. Seeing my looming bowsprit, the dominant male disappeared for a moment and resurfaced with the trusty Nikon. This clicked audibly as I approached, went about just short of his merrily splashing children and stood back out across the meer. As I did so we exchanged pleasantries and he asked for my address. 'Trinity House Depot, Harwich', is a succinct enough response which even the Royal Mail could not get wrong and he obligingly waved acknowledgement. The fact that I never received what I suppose must have been one of the best bits of posing I've ever done, still irritates. Of course it could be that the Royal Mail did in fact get it wrong, but I suspect when he finally got his happysnaps, he was back in the hurly-burly of keeping his head above water, and he simply forgot about it. I know, because I have done exactly the same thing.

The point of this laborious story is that most of us take shots of other peoples' boats, particularly in bad weather, or when they catch our eye for looking particularly pretty or impressive.. Such pictures would benefit the owners and - and here gentle reader is the nub - the Old Gaffers archive.

I am not appealing to you to send pictures to the archive, because owners have the greater motivation to do so and it is complimentary to the owner whose little ship you have photographed for the purposes of record, to know about it. But if any owner only ever has splendid photographs of your boat, how else does he obtain good pictures of his own? Okay, he puts the crew in the inflatable and sails round and round, but such things are only feasible on a nice day when the resulting photograph may have nothing in it of note except the tea-towels outboard of the dodgers that the skipper had not been told about. (I have a splendid picture of an old cutter I once owned with a washed nappy on the starboard flag haliard).

So, while we all take photographs of our own boats, it is those we take of other people's that are of great value to us all. Could I therefore appeal to members to photograph other gaffers and forward their results to the appropriate owners through the Membership List? This seems a reasonable request which would really enable the archive to grow to proportions of great splendour and to provide proud owners with the pictures they can never take themselves. There is moreover the added advantage that it is a good way of making new friends, of augmenting the more abstract aims of the Association and who knows - maybe discovering a mutual love of Old Scratcher's Traditionally Brewed to boot!

## MEDWAY &amp; NORTH KENT

Following the success last year of the annual SHIPS OPEN DAY event at the Royal Harbour, Ramsgate, it has now been expanded to cover a weekend. The dates are Saturday 5th and Sunday 6th July. Many new attractions have been introduced this year to cater for a wider audience appeal. Shore based activities around the Harbour include a Boat Jumble, demonstrations of maritime crafts, displays by the Services, trade and private stands, steam vehicles, classic and vintage cars, refreshments and entertainments. Mooring is free both days for those vessels registered for the event and those attending are asked to be dressed overall and open to the public during the operating hours of 1000 to 1800 hrs. Further details and registration forms are available on request from: Diane Chamberlain, East Kent Maritime Trust, Maritime Museum, Clock House, Pier Yard, Royal Harbour, Ramsgate, Kent CT11 8LS or Tel/Fax: 01843 587765.

THE OGA THELMA TROPHY RACE will take place on Saturday 12 July. As usual, this event will be part of the Medway Regatta which is from 9-13 July this year. Details from me.

#### THE SECOND CHATHAM MARITIME FESTIVAL - in support of HERITAGE AFLOAT.

This event is being held on four days over the August Bank Holiday, starting Friday 22 August 1997. The North Kent and East Coast areas of the OGA will be taking part, and additionally, the MNK Annual Race is being deferred from June to Sunday 24 August to be a part of this Festival.

The spectacle of gaffers sailing in this part of the Medway will be one to remember. With a race that will work the tides favourably and largely in sheltered waters, it is hoped to attract more family gaffers and those among us less disposed to racing - even our kind of racing! The usual array of prizes will be available and it is intended that they are presented aboard one of the Thames sailing Barges taking part in the Festival. Addition-

ally, we are planning a Passage race to Chatham, which will have the same format as the Shotley Passage Race, i.e. each participant is given a start time and course from their home port.

This is the premier heritage event of the year with a wide diversity of craft expected to attend. There is also expected to be much going on shoreside and is definitely an event not to be missed. Please contact me for further details.

Robert Holden - Area Vice President

*Please see also 'The Chatham Maritime Festival' on page 11. Editor.*

## NORTHERN IRELAND

The St Patrick Night's Ceilidh at Hollywood yacht Club on 15 March was a night of dancing and drinking and was enjoyed by Gaffers and friends. The John Neilly Band was again just right for the occasion.

Brian Williams gave a very interesting talk on the maritime archaeology around our coast in the Lightship at Down Cruising Club on Friday 21 March. We are now all experts on the fish traps in Strangford Lough.

The Blocked Trophy Quiz at Newtownards S. C. On Friday 18 April was a success for the Gaffers. The two Gaffers teams beat the opposition from NSC to regain the ownership of this prize. Thanks to all the Gaffers who attended and to NSC for hosting the event.

The Irish Boat Jumble at Carrickfergus Sailing Club on Sunday 20 April was a great event with the NIOGA having a stand to sell members jumble and other paraphernalia. It was a beautiful day with large crowds attending and we did well, raising some money for our local funds.

On 9 June 1997, a curragh will leave Derry bound for Iona to mark the 1400th anniversary of the death of Colmcille/Columba. The curragh will have a mixed crew of thirteen who are drawn from various religious background, nationality, and age. The journey to Iona in June will be followed by later voy-



SHOTLEY 1991

Photo: Robert Holden

and less tiring crossing as possible. More Dutch and Belgians will join us at Roompotsluis as we start our inland cruise through the Southern Delta via rallies at Steenberg and Willemstadt to Hellevoetsluis.

Back from Holland we make Chatham Festival of the Sea and the Medway and North Kent annual race our venue for the August Bank Holiday Weekend - 22-25 August. (See MNK Area Notes).

The Open Boats Rally and Race at West Mersea Dabchicks SC will be staged as programmed on 6 September. This is an opportunity for members with small craft from other areas to trail to the East Coast. Details from Sue Taylor on 01206 382843.

The Maldon Anniversary Rally is combined with the Maldon Town Regatta again on September 20/21. It is proposed that there will be a toast to the OGA in the Maldon Little Ship Club, where the Association was

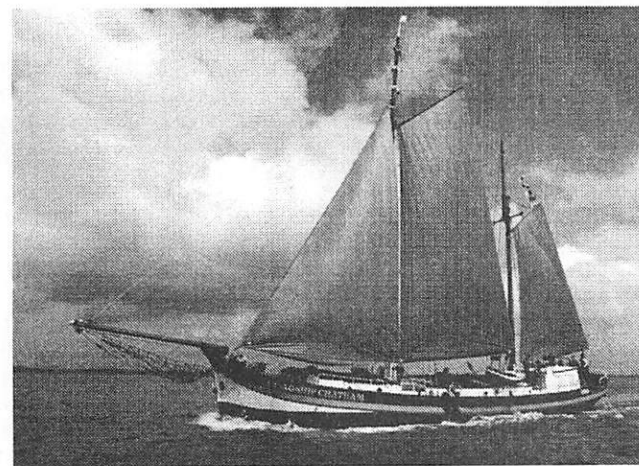
actually formed in 1963. There will be more details published later in the year.

Attention is drawn to the new "Racing Rules of Sailing" 1997-2000. These are a major step forward in seamanship terms, much more akin to the collision regs. It is essential that members entering events make sure they understand them. I have some RYA explanatory notes which I will willingly send on request.

Jon Wainwright -  
East Coast Area Secretary

[1] *Dr Prescott is the Project Manager for St Andrews University, who won the contract to produce the first National Ship Archive on behalf of the National Historic Ships Committee (NHSC). The NHSC is a Government funded body, and the OGA has been invited to participate in exploratory talks with the aim of being part of the National Archive. Editor.*

## THE CHATHAM MARITIME FESTIVAL - 22-25 AUGUST 1997



FLAGSHIP CHATHAM

Plans are on track for the Chatham Maritime Festival; the merger of the Chatham International Maritime Show and the Chatham Maritime Heritage Festival is now complete with the blessing (and financial support) of Rochester City Council and Chatham Maritime's development agency, English Partnerships. What sort of a festival will this be? Well, maritime traditions throughout the ages is the short answer: it is a boat show with an emphasis on entertainment and our nautical past, featuring a collection of traditional and modern vessels that will intrigue seafarers and non-sailors alike.

Over 150 vessels have so far registered, with a diversity in age and type; they range from the Sail Training Association's Schooner 'Winston Churchill' to the fireboat 'Massey Shaw' that took part in the evacuation of Dunkirk in 1940. The 115ft 'Vege sack', a herring drifter (1895) from Bremen, Germany will make up part of an international contingent that includes classic French craft from the Pas de Calais. Steam enthusiasts have not been overlooked and will be delighted by the presence of the coaster 'VIC 56' and tugs 'Portwey' and 'TID 172'. A large local contingent of Thames sailing barges, fishing smacks, bawleys and classic gaffers will round off this gathering.

On shore, a lively mix of displays, demonstrations, musicians and wandering entertainers all embrace the maritime theme, while a modern marine leisure exhibition rubs shoulders with the Heritage Afloat Village. The latter will be dedicated to family entertainment - featuring a steam fair and traditional French food market - promoting our maritime heritage in all its many forms.

Shoreside entertainments encompass displays from the Trafalgar Gun Company's shore battery; the figurehead carver Thomas Burnell and the great rope-making machines of the Historic Dockyard; the Port of London rigging demonstration and the London Knot-Tyers will also entertain the crowds. Music old and new, including 'Ronnie Scott's Rejects' and traditional instrumentalists 'Xiada' from Holland, are but two of the bands

The great Victorian naval basins will bustle with sculling matches, Dragon Boat Races and historic diving demonstrations, which with fireboats' water jets and tugs in steam enliven what promises to be constant entertainment on land and water.

In short, it's full steam ahead for The Chatham Maritime Festival.

Mark Tower - Heritage Afloat

## A GAFF-RIGGED NATIONAL TREASURE IN SYDNEY

by John Robinson

Sharp as the extremities of the Old Gaffers' heraldic pitchfork were the horns of the dilemma which confronted Jack Earl, an impecunious Sydney artist, more than fifty years ago. Having read Ralph Stock's account in his "Cruise of the Dream Ship", of extended voyages in the 1920's in Stock's 14m. Colin Archer ketch *Oeger*, Jack felt determined to accomplish the first world circumnavigation by a yacht under the Australian flag.

Early in the 1930's, a shared interest in sailing had introduced Jack to Kathleen Gillett, the vivacious grand-daughter of a migrant Irish shipwright whose carpentry skills had kept afloat for six days a leaking lifeboat carrying survivors from the emigrant ship *Hibernian*, which caught fire and sank at sea in 1832. Much of Jack's courtship of Kathleen took place under sail in and around Sydney. When they married early in 1933, money was scarce, and their wedding present to each other was the baulk of spotted gum from which Swedish boatbuilder Charlie Larson hewed the keel of a double-ended ketch to an Archer design, in which Jack hoped to achieve his circumnavigation. Jack and Kathleen visited Larson's boatyard every weekend to watch progress as dense hardwood frames were steamed into shape. Every penny that could be spared from household expenses went to Charlie Larson to purchase more materials for the boat, but not until June 1939 was the 13m. gaff ketch ready to be launched. Kathleen launched her with a bottle of champagne, and as a tribute to his wife's love and support throughout six years of construction, Jack chose to call her *Kathleen Gillett*.

When World War 2 broke out, Jack joined the Naval Auxiliary Patrol, and the Earl's dream yacht was employed inspecting the boom nets that protected Sydney Harbour. The excellence of Colin Archer's 'redningskoite' design proved itself repeatedly in severe weather conditions, for Jack was frequently instructed to sail *Kathleen Gillett* up the coast on surveillance missions. When peace came in 1945, Jack and some fellow yachtsmen agreed informally to sail their boats together from Sydney to Hobart. A race developed, and thus was born one of the world's premier blue-water events. *Kathleen Gillett* was placed third in 1945, but the following year Jack sailed as Mate in another yacht and, having resolved to race seriously, he won.

Jack's dilemma was how to achieve the circumnavigation for which *Kathleen Gillett* had been built. Extensive war service had proved the ketch a magnificent sea-keeper; but could her skipper turn his back on his wife and young family, now of school age, to pursue an ambition conceived when he was still a roaming young bachelor? Kathleen talked it over repeatedly with him, then swallowed her anxieties and resolved the problem by giving the trip her blessing. The yacht was heavily sparred, with old wooden blocks inherited from some of the great Sydney yachts when they substituted Bermudan rig for gaff and with no labour-saving winches, Jack knew that a muscular crew would be needed to handle her safely in oceanic conditions. Two old sailing friends agreed to join him, supplemented by two keen youngsters, neither of whom had ever sailed before. Each contributed £100 towards expenses; they stocked up with scarce tinned food and sailed out of Sydney in June 1947.

Kathleen and the children sailed with them as far as the northern tip of Australia. Reluctantly, she left her namesake and took the children back to Brisbane by steamer. Thereafter, Jack wrote and illustrated a detailed log of the voyage, instalments of which he posted back to Kathleen periodically. Family and friends at home clamoured to read these when they reached Sydney; subsequently, Jack's intimate messages for his sorely-missed wife were sent as separate enclosures, not for circulation. The Mate, Mick Morris, also sent back periodic accounts of the voyage to "Seacraft" magazine; these, like the log, were exquisitely illustrated with Jack's drawings and paintings. Twelve such instalments had been sent to Kathleen when Jack and his crew sailed triumphantly back into Sydney in December 1948, having covered 28,700 miles in 18 months.

## EAST COAST

On the East Coast the year has started with some excellent winter meetings. The Mid-winter Meet at the Royal Burnham Yacht Club, held this year on 22 February, has effectively become the Annual Dinner. Our after dinner speaker was Dr Robert Prescott [1], Director of Maritime Studies at the University of St Andrews, Fife. His talk ranged from the maritime archaeology around the UK shores, to his early days on a working Thames sailing barge, to his involvement in the restoration of the Scottish herring drifter *Reaper*.

At the Orwell YC "Noggins and Natters" we have had presentations on liferafts and safety equipment by Suffolk Sailing and a very interesting illustrated talk by Martin Scannell on his voyage to Norway. The final event of the winter was the visit to the sail loft of James Lawrence Sailmakers in Brightlingsea. Mark Butler and three of his staff very kindly stayed on after work to demonstrate their skills. Many thanks to Graham Wadson for organising the programme.

By the time this is published, the Crouch Rally will have been held. This has been largely organised by Trevor and Denise Rawlinson this year, better known as the *Aussie IIs*. With a passage race, food at two locations, plus a gaffers race on one of the busiest rivers on the East Coast, this is no mean task and we thank them!

The East Coast Area stages in 1997 a number of races, rallies and festivals, which are aimed at classic boatmen both sides of the North Sea and other UK areas. Indeed many of them are eligible events for the VKSJ European Challenge Series. This is a points series using the best results from 10 races in European waters, including a North Sea crossing.

The Classic Boat Festival staged at Shotley, has for eight years attracted many visitors from mainland Europe as well as local participants. This year, we join forces with the Ipswich Maritime Trust to produce a 10 day spectacle of traditional and classic sail.

There is a Beer Festival and nightly entertainment laid on by Shotley Marina. The sailing events open with OGA and VKSJ passage races starting on 19 June, culminating with a Parade of Sail up the Orwell on behalf of the Nancy Oldfield Trust for the disabled afloat. This takes the fleet on 27 June through the lock into Ipswich Wet Dock for Sail Ipswich '97. Square Riggers, barges, Dunkirk Little Ships and other vessels will give a good show in the heart of this Suffolk town for the weekend of 27/29 June, whilst Cobbold's dockside brewery will ensure quenched thirsts for all!

The River Blackwater is the home of the OGA's most celebrated race. This year's East Coast Race (now sponsored by Fox's Marina Ipswich) will be on the 19 July. This race last year attracted an entry of over 130 vessels. Visiting boats are very welcome, and there is a special prize, Tarka's Pin, for the boat that has travelled the furthest to reach the event. Fox's Marina's sponsorship has made this event great fun ashore at West Mersea Yacht Club as well as a spectacle afloat. Many thanks to Sue Taylor and the ECR sub-committee for their hard work preparing for this event.

The bond with Hellevoetsluis and the Kvaener Dutch Classic Yacht Regatta begins the next day on 20 July. The Tendring Coast Classic Passage Race starts at West Mersea, then goes along the coast to finish in Harwich Harbour. Gaffers on their way to Hellevoetsluis take part, as do classic bermudan sharp yachts and cruisers, as a VKSJ Challenge event. (It is also open to boats just wishing to sail north to other cruising grounds). The race ends with a reception at Shotley Marina, where we shall meet with other participants for the next event.

The North Sea Classic Passage Race from Harwich to the Roompot is the next challenge, on Monday 21 July. It was staged originally in 1991 for those attending Hellevoetsluis, but now many Dutch yachts sail over just to take part. It is a timed cruise in company as much as a race, with the racing rules adjusted to ensure a seamanlike

## DUBLIN BAY

Well here starts another DBOGA write up of our mundane lives over here. Our Boat Show, from 19-23 March, turned out to be a very fruitful event. Foremost on our minds was the full public launch by "The Asgard I Restoration Project". For the past two years, many members of DBOGA, along with others, have been working away in the background at getting the Irish Government to sign over to us *Asgard*, the 50 foot Colin Archer, built in 1905 as a wedding present from Mr & Mrs Hamilton Osgood of Boston to their son-in-law Erskine Childers, father of the late President of Ireland and author of "Riddle of the Sands".

Used as a gun-runner for the Irish Volunteers at Howth in July 1914, she had a chequered history up to 1961 when purchased on behalf of the Irish Government. In 1969 she was converted into this country's first ever sail training vessel. Now, after languishing in Kilmainham Jail for many years, she is a faded image of what was once one of the finest examples of a Colin Archer gentlemen's yacht ever built. It is interesting to note that Ireland is one of only five countries in the world to possess a classic yacht designed and built by Archer, hence her international importance. Last October we got the backing of The Heritage Council and with one of our members, Tim Magennis, doing slick shows and lectures the word is now out and the project on the Minister's desk. With the Minister's blessing, hopefully in the near future we will have a new Heritage vessel.

Also launched at the Boat Show was our "Sail Challenge to the Isles of Scilly" which is being held over the Whit weekend, with all proceeds going to the Crumlin Childrens Hospital. Tee-shirt sales, sponsor cards and raffle tickets all went down very well - which brings me round to Arthur Hughes, our Vice President. Without his Trojan work in getting the stand in the first place and his usual professional manner in co-ordinating things, it would never have happened, so from DBOGA, Asgard Project, Sail Challenge and



Hooker ST. PATRICK

Photo: Dick Dawson

the Childrens Hospital - "Thank you Arthur".

Our first lift in of boats started the weekend of 5/6 April. Paddy Murphy's I.O.M. Nobby *Aigh Vie* is well into her major rebuild, with work progressing a little slower than he had hoped, but still expecting to have her sailing for the end of the season.

Most clubs from the Isle of Wight, via Lands End to John O'Groats should by now have received entries for our event in Howth over the weekend of July 12/13. Please fill in and return to me ASAP so we can order the Black Stuff - food, music and craic come free, as do the moorings. If you require an entry form please contact me. Looking forward to seeing you in Howth in July.

Mick Bentham - Area Secretary

*Mick also sent news of the Howth to Ardglass Hookers Race on Friday 27 June. Presentation of the Tim Magennis Perpetual Cup will take place on Saturday 28 June, together with a Kipper and Real Ale Breakfast ! Editor.*

His exploit earned him no fortune and Jack had to resume his calling as an artist to pay the bills. Two years later, the Earls decided regretfully, with their children growing up, to sell their floating home and move ashore. A new owner in Melbourne paid £5,000 for *Kathleen Gillett* (her building cost had been £800), but he was unable to manage or sail her properly as a yacht. She went to New Guinea as an inter-island trader, passing through various hands and gradually losing her finest features. Eventually refitted as a cruising yacht in the 1960's, she was caught in a typhoon in Guam in 1976 and severely damaged on a coral reef. Charlie Larson's exceptional workmanship when she was built helped to ensure that *Kathleen Gillett* survived another decade of obscurity and neglect.

Some ten years ago, after an 18-month search all over the Pacific, Australian journalist Bruce Stannard located and recognised her. As a member of council of the Australian Maritime Museum, Bruce appreciated her historic significance, and proposed to the Norwegian Government that this notable example of Norwegian design should be restored as a Bicentennial gift to the Australian people. King Harald and his Privy Council supported this notion and took a keen interest in her return from Guam to Sydney in a steel cradle. At his long-established Norwegian-Australian boatyard on the Hawkesbury River, Carl Halvorsen oversaw her careful restoration, using traditional methods and skills, after which *Kathleen Gillett* was handed over to the Australian National Maritime Museum by the people of Norway.

I got to know Jack Earl through correspondence at about this time, having sailed aboard a similar Archer-designed 'redningskoite' *Larvik* in 1968. I looked forward to meeting this colourful and distinguished seafarer when I visited Sydney in 1994, only to learn on arrival that he had died a few months previously, having been predeceased by his beloved Kathleen. Invited by Museum staff to tread the decks of *Kathleen Gillett* at her berth outside the Maritime Museum, I was delighted to be invited to join her crew on a short outing the following day to help promote the imminent Sydney-Hobart Race. With typical Australian generosity, I was soon invited to take the helm. In one of his memorable letters to me, Jack had mentioned some of her peculiarities of handling; her fine lines aft had been drawn with no thought of an engine being installed. I was fortunate to have the sheltered waters of Sydney Harbour to cultivate the particular flick of the tiller required to carry her through the wind when going about.

June 1997 will mark the 50th anniversary of *Kathleen Gillett's* departure to carry the Australian flag around the world. It also marks the centenary of Colin Archer preparing the drawings from which Charlie Larson built this embodiment of two people's devotion for each other and for the sea. The logs which Jack sent back to Kathleen as they sailed around the world were published in a limited facsimile edition of 200 copies in Australia in 1991 by Weldon, who have also published Bruce Stannard's biography of Jack. Both are a good read, and do visit this venerable gaffer if you ever get to Sydney.



KATHLEEN GILLETT

Photo: Australian Maritime Museum

## SAUNTRESS IN NORWAY

by Martin Scannall



*"Small vessels with local knowledge may....."*

10<sup>th</sup> July 1996.

Forecast NW 4 to 5 occ. 6, backing SW 3.

Crispin had arrived encumbered with a large bright yellow plastic case, which, sadly did not contain provisions, but photographic equipment. Yesterday's brisk little breeze was dying, and it was time to be on our way. Our unambitious destination was a mere 3 miles away. 10.30. With, as it transpired, practically no wind, we cast off, and felt faintly ridiculous completely immobile with full sail and on a mirror calm sea, 100 yards off the pontoon. Airs came of course, and we worked our way down to the narrow passage between the islands, tacking slowly through and out into the sound beyond, taking rather seriously the business of identifying headlands and islets, which abounded. The wind turned into a respectable breeze, and we struck the topsail for the entrance to our chosen anchorage, an inlet identified by Crispin, from the pilot. Heroy. We tacked in between wooded hills until we ran out of water, anchoring in 4 feet at 1300. Charming. No other yachts. Lunch. I snoozed. Crispin walked around the little island which formed the southern arm of our inlet. Drizzle came. The wind sighed in the trees and the visibility started to go. We were entirely snug and safe however.

## CORNWALL

The Cornwall Area AGM was held at Mylor Yacht Club on Saturday 22 March, when the standing committee was re-elected. They are: Harry Aitken (Vice-President), Steve Gore (Hon Treasurer), Mike Collins (Hon Secretary), Iola Aitken, Jeremy Burnett, Frank Argall, Chris Gill.

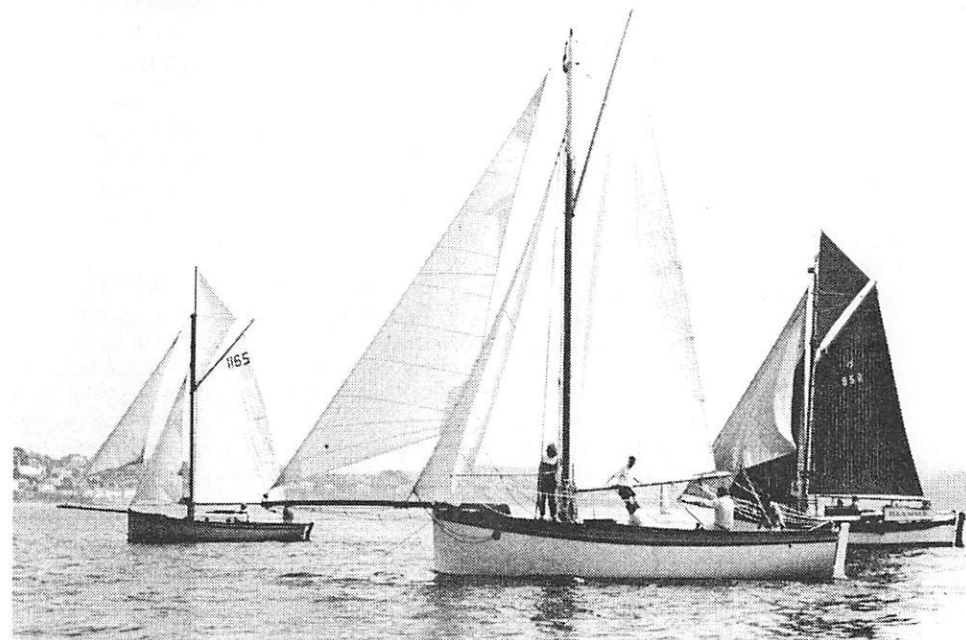
Harry Aitken observed that 1996 had been a better year than usual - ten or eleven boats had turned out for the Area Race, the barbecue and prizegiving were a great success, and it would seem that having the race at the end of the season is a good idea. The Area was also well represented at Brest '96. Harry announced that this will definitely be his last year as Area Vice-President as he is moving to France. Subject to election, Frank Argall has volunteered to take over, though other nominations are welcome. There was general concern about the £6 anchoring charge in St Mawes Harbour. It

was generally agreed that this is unacceptable, as boat owners get nothing for their money and there are no charges in the Carrick area. The Hon. Secretary was asked to write to St Mawes Harbour Authority to clarify this matter. Concern was also expressed about the new sewage outfall at Falmouth, which could cause more pollution in the Falmouth Harbour area and Carrick Roads.

The Annual Dinner was arranged for 19 April at the Greenlawns Hotel, Falmouth. Once again, it was suggested that members should get together when weather permits to arrange a gathering at Helford or Port Navas.

The 1997 Annual Race will be held on Saturday 6 September, start line 1100 hrs at North Bank Buoy, followed by a barbecue at Turnaware Point.

Mike Collins - Area Secretary



Frank Argall's LYONESSE

Photo: Mark Fishwick



speed, however. A 4 man skiff plainly wants to race us through the sound, and nearly beats us. No houses, no traffic, no yachts, just one motorboat. Again we are struck by how deserted everywhere is.

1630. Uskedalen. This is a little village at the foot of green pastures sweeping down from the mountain heights above. There is an anchorage off the village, behind a low headland. We anchor in 10 ft. too close to the rocks, and so row out the fisherman as a second anchor. To seaward a screen of islands provides further protection, but also fluky winds. We make the acquaintance of a Norwegian, and terns. These must be the noisiest birds imaginable, and never sleep. We do, but with some difficulty, in my case at least. We ask the Norwegian, resting on his oars, why there are no yachts. His reply, deadpan, is that the Germans only come in good weather.



13th July

Forecast S v W 6 to gale 8.

*Uskedalen to Kalven.* Our Norwegian visitor had said it would be windy. The pilot was pretty discouraging too, commenting that "the channel is notorious for heavy mountain squalls", but we could hardly sit on our anchorage all day waiting for a gale that might never come. So making a log entry "V nil with squalls" we set off up the sound at 1030. It rained on and off, and Sauntress alternately foamed along in splendid style, lee deck under, or sat motionless waiting for the next squall.

Our chosen anchorage was in a channel between two islands, the entrance to which looked quite tricky. Having eliminated all irrelevant rocks by inspection of the chart we were left with one, in the middle of the fairway, which, by dint of nearly going aground on the south shore we avoided, and brought up in 24 ft at 1350, in charming surroundings.

In the same vein, one member I have spoken to mentioned that his local chandlery had agreed to offer OGA members a discount on all purchases made there; but how would other members know about this? Even if they don't sell thingummy-woggles, a bit off the price of anti-fouling, for example, is always welcome. I suggest that, when making a purchase at their local chandlery, sail loft or whatever, members ask whether they would be willing to offer a discount to our members.

If such discounts did materialise, it would be necessary to publicise them and have someone to maintain a register of them. This could well dovetail in with keeping an ongoing list of Members' Tips and making this available to members, either by being able to telephone the 'Registrar' or by distributing a list to members, perhaps every two years, or both?

I hope the foregoing will produce some interesting comments, feedback and maybe even volunteers!

Yours sincerely

Graham Wadeson

**NB** Do get any discount offers in writing. Here are two for the list Graham -

(1) Ratsey & Laphorn are offering a 10% discount on sail quotes to all OGA members.

(2) Classic Boat magazine are offering a reduced rate of £28 per year to any OGA member wishing to take out or renew a subscription (contact Nick Hopkinson, Publishing Director). Editor.

12 Moat End  
Thorpe Bay  
Essex SS1 3QA

16 April 1997

Dear Editor

The following explanation sets out our aims and the legal status of the information gathered by the OGA for the Boat Register under the Data Protection Act. The Act governs the holding of personal information on data-bases and the purpose for which this is held is important.

We hold a Register of boat information for the purposes of administration of the OGA. Legally however, there is no obstacle to changing our purpose in the terms of the Act to something that would allow us, for instance, to disclose information outside the organisation - which we may wish to do as keepers of an archive.

As an aside, it is possible to argue that, under our existing registration, not all of the information we hold is 'personal information' as determined by the act. However we propose to treat all information we hold as personal information, with disclosure being subject to the consent of the members concerned. Hence it must be said there could be distinct commercial advantages to the Association to change the registration as indicated above in the future.

On the other hand, there are real fears by some members about any form of disclosure. In particular, the publication of information which could lead to the pursuit of members by the Inland Revenue or the Child Support Agency have been two examples quoted. It is clear that although perhaps generally exaggerated, there could be a few instances where these concerns are far from being academic. In the future we will be separating boat particulars from ownership and having two separate lists of members and members' boats.

Confidentiality is a subject being actively considered by the National Historic Ships Committee (NHSC) with whom we may be working to produce our archive. The OGA membership can be assured that any future association with NHSC database will not lead automatically to any disclosure of members personal details as feared.

The Sailing Committee will proceed on the basis of compiling separate membership and boat records, and only if members concerned are willing in each and every instance to consent to disclosure, will we



returns later with mussels for supper. We decide to stay put for the night. Distance run 8 miles.

16<sup>th</sup> July

Forecast NW 5-6 decreasing 4.

*Akresvag to Kobbevik and Sild.* 0945 tack out through northern channel bound for Sundal in the Mauresfjord. This is a village half way up the fjord from which Crispin hopes to make his ascent to the alleged glacier. The pilot has dire things to say about this fjord - Sundal unsafe as an anchorage, there is a danger of rock falls, and the risk of violent squalls: indeed it looks a bit like Valhalla as we tiptoe in on a failing wind. By 1245 it is clear we are not going to make Sundal in time for climbing mountains, and reverse course, in search of a place to anchor for lunch. First however Crispin photographs an impressive waterfall which has been thundering all morning. 1445 drift into the anchorage in Kobbevik for a late lunch. We have to scull to reach it. The chart is wrong. This seems hard to believe but is true. A skerry in the entrance is not charted at all. 1545. Not a pleasant anchorage and we tack out with difficulty, having to scull the stern around to get Sauntress through the wind before she goes ashore. Outside a smart breeze has arisen and we have wet decks again as we tack down to another anchorage on the east side of the tiny island of Sild. At anchor at 1700 in 10 ft. Crispin ashore as usual. No other yachts. Not only does this island possess a beautiful secure and peaceful anchorage but a walk ashore reveals tiny flowers of all kinds, perhaps they are alpiners, buttercup yellow, white and purple, growing in a bed of springy and vividly green moss. One of the prettiest places I have ever visited.

17<sup>th</sup> July.

Forecast. NW 3 to 4 occ. 5 at first.

*Sild to Jondal.* 0915. Mirror calm. Crispin sculls us out to await the breeze. All morning is spent ghosting along. Absolutely peaceful, not a sound to be heard, and not a boat to be seen, or almost not. A hydrofoil ferry rushes by, leaving us wallowing in its wake. 1100. Crispin spots the elusive glacier. His skipper remarks tartly that it looks rather dirty. Crispin offended, though only mildly so, asks what would one expect after a few thousand years. 1200. Absolutely all sail, big jib, topsail and ghoster, all of which gives us steerage way but little else. A better sail in the afternoon gets us to Jondal by 1715, where we anchor in 34 foot. This place at the bottom of an inlet is a ferry terminal, has shops, a shower, and rather ugly commercial buildings along the quay. We have come in case it is a suitable place to leave Sauntress. It is not.

18<sup>th</sup> July.

Forecast W becoming variable 3 to 4.

*Jondal to Norheimsund.* We wake to "blue skies and white fluffy clouds" and initially a flat calm which quickly becomes a respectable breeze. Away at 0905. "perfect sailing" reads the log entry, which tempts fate. At 1230 there is a slight current against us, a headland to pass, and again, no wind. Although sitting immobile in the sunshine listening to the distant chimes of cowbells is pleasant enough, we need to make a little progress, so nothing loath, Crispin decides to tow us round in the dinghy, rowing, which proves effective. We ghost, slowly and hotly to Norheimsund which we reach at 1545 and bring up on the town quay. Here we will leave Sauntress for George to collect and bring home.

Wylo II, New Zealand

January 1997

Dear Editor

The June and September Gaffers Logs have at last caught up with me, which I have thoroughly enjoyed down here. Good to hear of the 'Wootton Mafia' maintaining their reputation too!

*Wylo II* has covered a few miles since leaving the UK a little over a year ago. We had a rough trip from Falmouth to the Algarve in Portugal in October '95 - late again - with 5 gales in 19 days (1000 miles) all on the nose. Hence the slow trip, with quite a lot of time spent hove to. At Culatra, where we beached to antifoul in the lagoon, we saw *Dunlin*, a 28' Quay punt yacht built by Camper & Nicholson in 1890, sailed and restored by Phil Kerin. She is currently heading south, as is *Sarah Louise*, a 26' multi-chine ply gaff cutter designed and built by Chris Rees in 1992 at Millbrook, Cornwall, where the gaff ketch *Walkabout* is berthed. Chris has already sailed *Sarah Louise* to the Azores and back, almost to Greenland, to Iceland, Scotland and Ireland, before turning south, all without an engine.

A 32 day passage direct to Barbados (3300 miles) from Portugal, starting the end of November, was a mixture of fair winds and foul, including a short SW gale half way across. *Wylo II* was soon joined by her sister ship *Brilleau* in the turquoise waters of Carlisle Bay - she was 19 days out from the Cape Verdes. Cruising gaffers are not common in the West Indies, with the exception of several Norwegian Colin Archers, often in company, and the lovely Cornish schooner *Mary Bryant*, so ably skippered by Anna Stratton.

In Carriacou we saw cutters and schooners still being built on the beach without power tools, entirely by hand, and a few still trading under sail alone, though mostly now bermudan rigged. There was a schooner at least 80' on deck just about ready to be launched.

From there we made Panama in 9 days (1200 miles) and from the Pacific side of the canal arrived at Easter Island after 50 days at sea, 43 of them close hauled (3500 miles sailed). This was fairly wild, being midwinter, and we lost 2 anchors and parted the 5/16" chain at a joining shackle. Fortunately I could still rustle up 43 fathoms of chain after losing 16, as we then had to anchor in 14 fathoms. With winds up to force 9 and the swell up to 20 feet, it was no picnic, but the few times we got ashore made it all worthwhile.

After 12 days, we headed NW, back to the SE Trades, taking a long sweep North of the Tuamotus, then SW to Aitutaki in the Cook Islands, 30 days for 3200 miles, under all fair winds. Here an Atkin 'Ingrid' gaff ketch *Bryanna* came in, her tan sails such a pleasant change from the almost universal white triangles.

Moving on to Tonga, it was sad to realise that the local gaff trading sloops, about 30' and engineless, that I saw here 20 years ago are no more. Now outboards and diesels rule, but in Vava'u there is some excellent cruising and good anchorages.

*Wylo II* made Aitutaki to Tonga in 8 days (800 miles) and from there to New Zealand in 18 days (1200 miles) by late November in variable winds, but luckily without a full gale. She is now beached on legs and I am welding up a new foredeck bollard to replace the one sheared off at Easter Island, as well as other odd jobs. She has now completed her second circumnavigation, all with the same Ebbeo standard sextant, and her Duradon lowers, after once round, look good for many miles yet.

Here in New Zealand there are new gaffers being built from scratch, and not only Wylo's. Gary Underwood's *Bootstrap* is 41' LOA, flat bottom with centre or leeboards, built in multi-chine wood with several skins and epoxy. *Marie Tomasia* is a new 50' gaff ketch of double chine steel, with alloy mast and with the main, gaff and topsail all running on slides, which seems very successful, and at Whangarei, near here, an ex-Cornishman is building a sister ship to *Wylo II*. Also noticeable are the much lower secondhand prices compared with England.

Wishing you fair winds and fine weather for 1997.

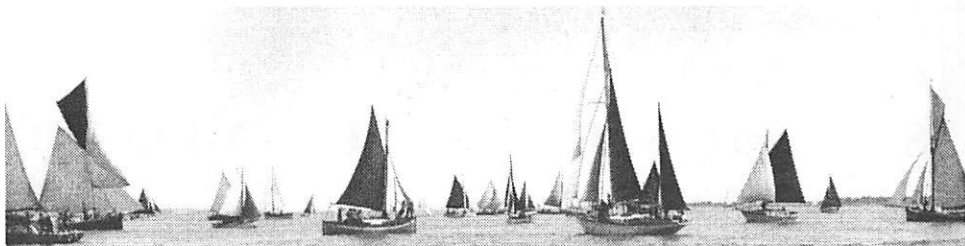
Yours

Nick Skeates

c/o 21 The Avenue, Brockham, Betchworth, Surrey RH3 7EN, UK.

*Editor's Note: Wylo II is a steel Wylo II class yacht, LOA 32', LWL 28', Beam 10', Draft 3.25', designed and built by Nick Skeates in 1980. Her sister ship, Brilleau, is owned by Sam and Maggie Bayliss.*

- July 12 OGA THELMA TROPHY RACE, part of Medway Regatta. Rob Holden, tel. 01843 582997
- July 12 Thames Sailing Barge Match. Tel. 01920 823200/1683.
- July 19 EAST COAST OLD GAFFERS RACE, West Mersea, River Blackwater, Essex.
- July 20 TENDRING COAST PASSAGE RACE, The Nass to Harwich.
- July 21 NORTH SEA PASSAGE RACE, Harwich - Roompot, for participants in the DCYR. }  
Contact Jon Wainwright, tel. 01206 393537 for all three events.
- July 19/20 OGA RALLY & RACE, Marchwood Y C, Southampton. Dave Keller, tel. 01983 754000.
- July 24/27 Dutch Classic Yacht Regatta, Hellevoetsluis, Holland.  
Harm Ploeger, tel. 20 6713893 or Brenda Jago, tel. 01621 741595.
- July 26 Swale Match, River Swale, Kent. Lena Reekie, tel. 01795 534212.
- Aug 2/3 Plymouth Classic Boat Rally. Diane Webster, tel. 01752 406711
- Aug 2/10 Conwy River Festival, Conwy, N. Wales, incl. Nobby, Gaffers & Classics Race. Tony Mead, tel. 01492 596253
- Aug 5/7 Fowey Classics, Cornwall. Lynn Carter, tel. 01726 833768
- Aug 9 Harwich Sea Festival, Harwich Harbour, Essex. Peter Goodwin, tel. 01255 886004
- Aug 9/10 Falmouth Classics. Write to Falmouth Classics, Falmouth, Cornwall.
- Aug 9/10 Fete de la Mer, St. Valéry en Caux, France. Bruno Carton, as above.
- Aug 15/17 ARDGLASS TRADITIONAL REGATTA, Ardglass, Co. Down, N. Ireland. Alan Aston, tel. 01232 426497.
- Aug 15/17 Paimpol Sea Shanty Festival/Classic ships gathering, Paimpol, N. Brittany, France  
Fête du Chant de Marin de Paimpol, Péniche Grand Large, Port-Rhu, 29100 Douarnenez.
- Aug 22/24 Brixham Regatta, incl. Gaffer races in Torbay, Devon. Tony Knights, tel. 01803 85484
- Aug 22/25 CHATHAM MARITIME FESTIVAL, Chatham Dock, River Medway, Kent. Incl. MNK Race & OGA Rally. Rob Holden, tel. 01843 582997.
- Aug 28/31 Dartmouth Regatta, Devon, including Gaffer Races in Start Bay. Mike Lucas, tel. 01803 212818
- Aug 29/31 SOLENT OGA (39th) RACE & RALLY. Start Cowes, finish Elephant Boatyard. Dave Keller, tel. 01983 754000.
- Sept 5/7 OGA SMALL BOAT GATHERING, Derwentwater, Lake District. Pete & Sue Farrer, tel./fax 01270 874174.
- Sept 6 CORNWALL AREA OGA RACE. Start North Bank Buoy, River Fal. Mike Collins, tel. 01872 863096.
- Sept 6 OGA OPEN BOATS RALLY, West Mersea, River Blackwater, Essex. Sue Taylor, tel. 01206 382843.
- Sept 20/21 ANNIVERSARY RALLY & Maldon Town Regatta. Jon Wainwright (as above)
- Sept 28 Centenary Chase, Royal Solent YC, Yarmouth, Isle of Wight. David Keller, tel. 01983 754000.



Start of 1969 E.C. Race

Norheimsund proves an agreeable and interesting little town, complete with a high street and town square. It is also the home of the "Hardanger Fartoyvernssenter", which is a government sponsored centre for the restoration of wooden boats. Several large and immaculately restored craft lie off the quays, and a large part completed vessel stands on the ways. It is evident that a lot of money is spent on this enterprise. Lastly there is the question of a meal ashore. We go to the Sandven hotel, which is a Swiss chalet style building dating from the 1850's. The dining room is wood panelled, with stencilled fleur de lys decoration under the dado, and 19th century landscapes on the walls. The view is over the fjord. In these rather formal surroundings we have a memorable meal, a creamed fish soup with mussels, roast reindeer with timbale of vegetables in a delicious sauce, and "Norwegian strawberries" all served by a demure waitress in a waisted green outfit with Swiss overtones. The meal cooked, we were told, by a 22 year old woman chef from Bergen. She must have been trained in the best classical tradition. It was superb, and a fitting end to our cruise.



Crispin decides to tow us round in the dinghy, rowing . . .

The sort of cruising described here would not be to all tastes, but it was most definitely to mine, and for unadulterated romanticism unbeatable, like Swallows and Amazons come to life. The lack of an engine only added to the enjoyment and we could revel in Sauntress' abilities to make use of the faintest breath of wind and to respond so readily to the helm, which make her such a delight to sail. One had however to be content with passages of 3, 8 or 10 miles, sometimes more, as conditions permitted, enjoy the peace when ghosting along and not worry about all those other fjords waiting to be visited.

If a log could have a dedication it would be to the late Col. K J Whitehead, a cruising man par excellence, who spent the last 20 years of his life cruising in the Balearics, Corsica, Italy, Greece, Yugoslavia and Turkey, and took me along with him to all those places summer after summer. It was he who taught me the art of cruising and especially of those magic words "small vessels with local knowledge may....."

## 1997 OGA AND OTHER TRADITIONAL SAILING EVENTS

- June 7/8 Looe Luggers Regatta, Looe, Cornwall. Paul Greenwood, tel. 01503 265380
- June 14 Blackwater Barge & Smack Race, Maldon, Essex. Pat Boss, tel. 01621 851147.
- June 14 Stichting Herdenking Zeeslag op Schoneveld, Breskens, Zeeland, Holland.  
Mr A Peters, Postbox 94, NL - 4510 AB, Breskens. Tel. 31 117 383220.
- June 14/15 Classic Boat Festival, Beaulieu, Hants. Tel. 01590 612445.
- June 14/15 Peel Traditional Boat Festival, Isle of Man. Peter Lyons, tel. 01247 453099
- June 14/15 Salcombe Festival, Devon. Chris Millward, tel. 01548 843586
- June 18/22 Golowan, Penzance, Cornwall. Geoff Nicholas, tel. 01736 332617.
- June 19/29 SHOTLEY CLASSIC BOAT FESTIVAL & SAIL IPSWICH, Suffolk.  
Tel. 01473 788982 for entry forms or 01206 393537 for eligibility.
- June 21 Sailing Barge Passage Race, Thames to Harwich, Essex.  
Julian Ackland, tel. 01473 780424.
- June 22 OGA RALLY & BBQ, Newfoundland Cove, Start Bay, Devon.  
John Holden, tel. 01803 833483
- June 27/28 Howth to Ardglass Hookers Race, in association with Seafest '97.  
Mick Bentham, tel. 1 8476279.
- June 27/29 YARMOUTH OGA FESTIVAL (YOGA), Yarmouth, Isle of Wight.  
Dave Keller, tel. 01983 754000.
- June 27/29 Galway Hooker Rally, Portaferry, N. Ireland. Peter Lyons, tel. 01247 453099
- June 28 SW AREA OGA RACE, Start Bay, Devon, with Gaffer Rally at Dittisham on 29th.  
Mike Lucas, tel. 01803 212818
- June 28 Pin Mill Barge Match, River Orwell, Suffolk. Julian Ackland, tel. 01473 780424.
- July 4/8 Traditional Boats Rally/overnight stop of Tour de France, St. Valéry en Caux.  
Bruno Carton, Résidence les Vallées, 46 Rue de la Prairie, 60280 Margny les  
Compiègne, France.
- July 5/6 Ships Open Days, Royal Harbour, Ramsgate. Diane Chamberlain, tel. 01843 587765.
- July 11/13 HOWTH REGATTA, incl. Dublin Bay OGA Race. Mick Bentham, tel. 1 8476279.

Continued on page 22 . . .

**David Cox M.Sc.**

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