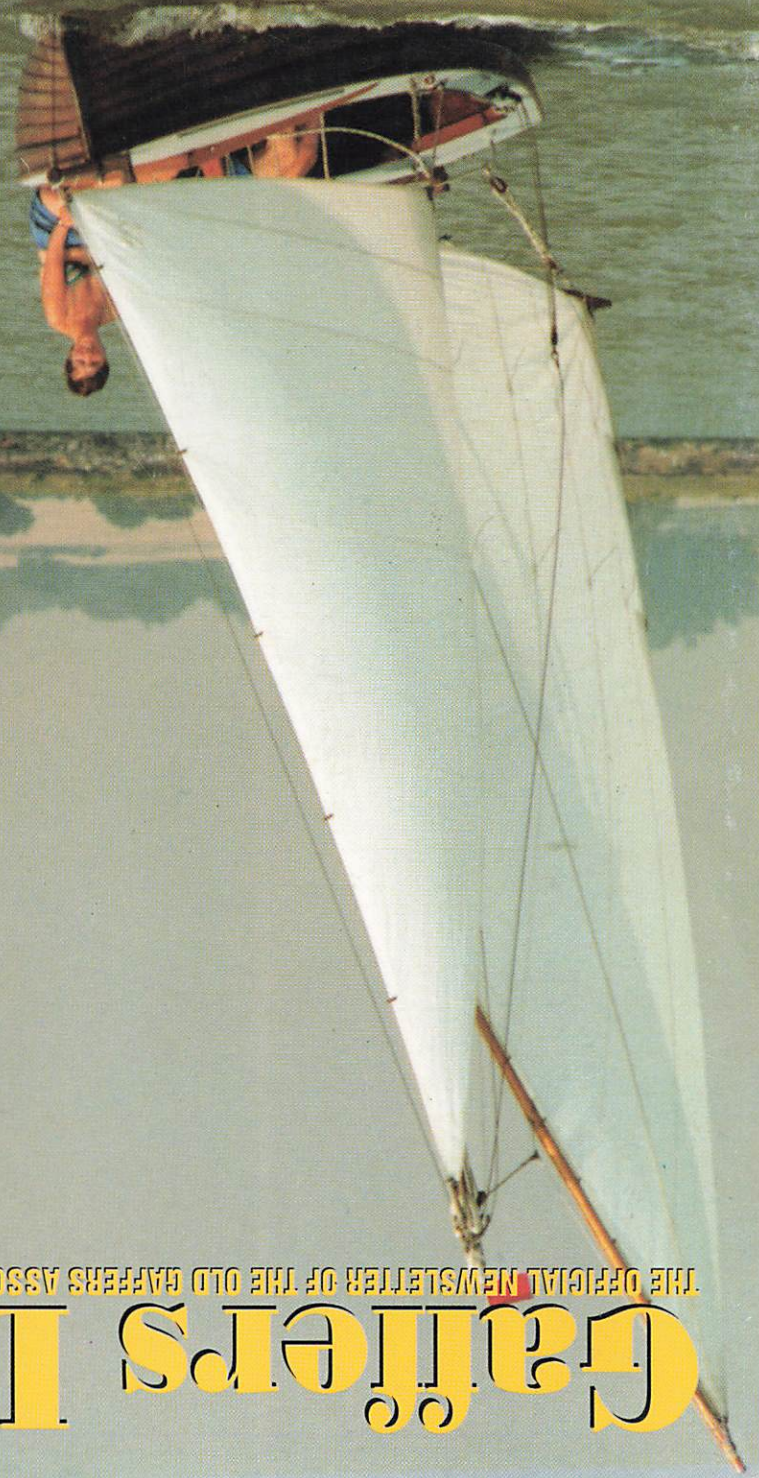
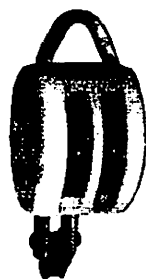




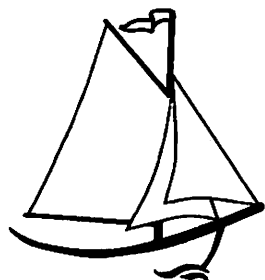
THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION

Gaffers Log

MARCH 1997



Etc etc etc



A black and white line drawing of a boat named "HARMONY POOLE" being worked on in a shipyard. The boat is suspended by a crane, and a man is standing on a platform, working on its hull. The drawing is signed "A.C." in the bottom right corner.

Published by, and copyright of, the Old Gaffers Association, Smugglers Cottage, North Fambridge, Essex CM3 6NA
Typeset and Printed by, School House Graphics, Ferry Road, North Fambridge, Essex CM3 6LS

THE THOUSAND DOLLAR YACHT by Anthony Bailey - reviewed by George Jago

Although now on its fourth reprint, being first published in 1968, this makes the book no less attractive, in fact just the opposite. However, for me to make any original comment about it is difficult. Written by an OGA member, much has already been said by those far more experienced than myself. "Delightful" said Eric Hiscock; "Most enjoyable" J D Sleightholme; "If you find anything written by Bailey on boats, read that too" said Peter Spectre of Wooden Boat. All I feel I can do is endorse their views. In the book, sailing with his friend Peter, Tony discovers the dory. His imagination works on this experience and the result is a 28 foot family cruising dory for the sum of 1,000 dollars. The adventures of the Bailey family in their dory makes easy reading, with many intrinsic anecdotes.

Published by Seafarer Books, 2 Rendlesham Mews, Rendlesham, Suffolk IP12 2SZ, priced at £ 8.95

ASSOCIATION STOCK LIST

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

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

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

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

Prices include postage and packing - surface mail for overseas.

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

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

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Front cover : *Gremlin*, OGA Open Boats Rally, by Trevor Rawlinson

Back cover : *Hardy* leaving Maldon, by Peter Ford

MEMBERSHIP SUBSCRIPTIONS

PLEASE NOTE

This is a reminder that the new rates for ALL members as from 1st January 1997 are as follows -

Single member £15, Family member £18, Junior member £4.50.

All subscriptions were due on 1st January this year.

If you have not updated your subscription, please do so NOW.

For details of your current situation, contact Pat/Dick Dawson, as per page 1 of Log.

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	OSL - Overseas Liaison
FR - France	GER - Germany	USA - U.S.A.
CAN - Canada	WA - Western Australia	

GAFF MAINSAIL , BOOM TO SUIT, AND JIB.

Sails tan terylene, excellent condition, bolt ropes good, leathered clew, tack, etc.

Main: Luff 10ft. 5in., Foot 12ft. 2in., Head 11ft. 9in., Leach 21ft. 1in. Jib: 17ft. 5in. X 8ft. 5in. x 13ft. 5in.

Price £600 or offers.

Contact: Andrew Nahum, tel. 0171 938 8083 (day), 0171 722 1984 (evenings).

CLASSIC BERMUDIAN 50/50 MOTOR SAILER "TANIKA"

LOA 28ft., LOD 26ft., Beam 9ft., Draft 4ft.

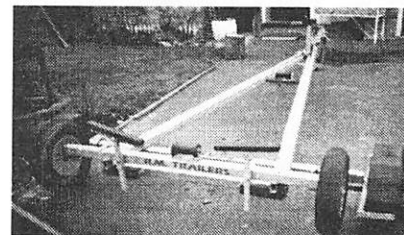
Built 1930's, 4 berths, Thornycroft 18hp diesel, well maintained and ready to sail.

Reluctant sale, asking price around £3,500.

Also **SAILING DINGHY "VAGABOND"** (Gaff rig sail no. 70).

Length 14ft., with new launching trailer, re-rigged and ready to sail. Price £275.

Contact (for both above adverts.): Keith Simmons, tel. 01705 468644.



RM 'COMBI' ROAD TRAILER AND LAUNCHING TROLLEY

Almost new, used only to take dinghy to Brest '96. Suitable boats 13-16ft. and up to 275 kg (600lbs). Includes winch and spare wheel. Cost when new £701. Price £400 or very near offer.

Contact: Erik Johnson, tel. 01202 826603.

WANTED

GAFF MAINSAIL

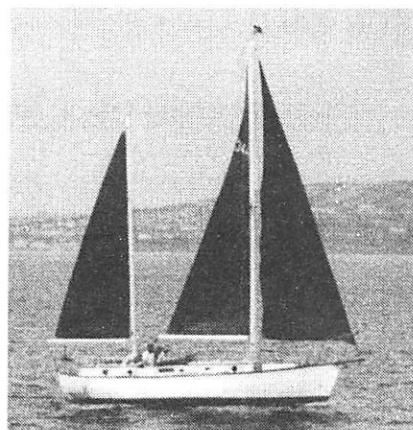
Luff 18ft. 6in., Foot 17ft. 6in., Head 15ft. 6in., Leach 31ft.

Contact: Geoff Skinner, tel. 01489 572427.

8 TON HILLYARD BERMUDAN KETCH "HILARY"

LOA 32', larch on oak, 24 hp Kelvin diesel. Recently restored and refurbished, surveyed 1994. Further details on request. Price £18,500.

Contact: J C Stanley, tel. 01247 460393.



4 TON BERMUDIAN CUTTER "PATSY"

21' x 7' x 3.5'. Built Hillyard 1937. One of only two built completely of teak. New mast and rigging 1995, new Dolphin petrol engine with gear box just fitted, 2 berth, all usual fittings, Avon Redstart.

Unfortunately having to give up sailing, my age has beaten me!

Would make a good conversion to gaff rig. Price **reduced** to £4,000.

Contact: C A Robins, tel. 01797 222150.

BERMUDIAN CUTTER (originally gaff) "FRANCES LOUISE"

LOD 32ft., Beam 10ft., Draft 5.25ft.

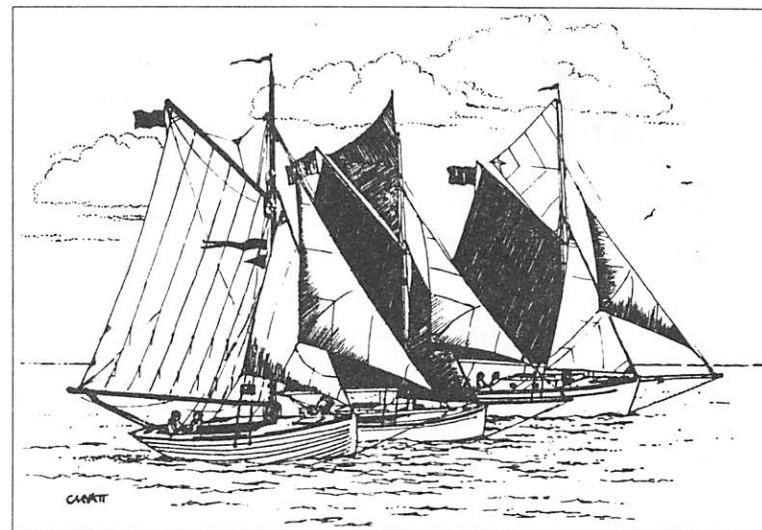
Built Crosfields of Arnside 1938, completed 1948. Pitch pine on oak, laid deck. 5 berths, 2 burner gas stove and grill, Decca, VHF, sounder, liferaft, etc. Engine BMC 45hp diesel. Well maintained condition, recent survey. Good offshore cruiser, lying Fleetwood. Price **reduced** to £12,500.

Contact: Bob Holden, tel. 01253 875322.

WINKLE BRIG "TRINITY"

17' x 5'3" x 10". Built circa 1894. Professional rebuild 1996, replacing 90% planks and transom. Traditional and terylene sets of sails - lug and jib. New galvanised trailer and launcher. Price £3,800.

Contact: Mike King, tel. 01702 558770.



SAILING BY

drawing by Claudia Myatt

Welcome to the first Log of 1997, and if you live in the northern hemisphere, the front cover of this issue hints at what I hope is in store for us in the months ahead.

What we get out of sailing or just pottering in boats is personal to each of us. Just to be sailing is satisfaction to me and probably the quickest way to inner contentment. Sailing with other like-minded people, as in the sketch above, is maybe something that we members get out of the Association, as well as the satisfaction of just belonging. Who knows - it's fun hearing all the different opinions.

These days, we are a noted and established organisation for gaff rig. People have said 'Why keep the Association going when there are now so many events for the rig around the country?' In response, let me suggest that unknown future legislation seems to be the flavour of the day just now (see Enkhuizen under 'Foreign Ports'), but the OGA, with over a thousand members to support Heritage Afloat, are a stronger lobby than, say, an organisation with just a hundred members. I feel quite protective about my way of sailing - you think about yours!

In brief : The Association AGM was not so well attended as other years but the atmosphere made up for it in its spirit of participation. Consumers of the "Black Stuff" were well represented, coming from Dublin, Northern Ireland, London and Holland ! Sadly, some areas were not represented at all. The F&GP is sorting out a number of matters which, for good behind the scenes management, needed doing. The Sailing Committee is getting into its stride in tackling the Boat Archive (see page 12) and in that respect, remember, what is a new boat today is tomorrow's history. There will be a response to the kind gesture from Australia via the replica *Endeavour* (see last issue). Photographic competition - see the special notice on page 23. More on these subjects in the next Log - copy date 1 MAY.

This Association is on the up.....and let me wish you one and all a good sailing season this year.

George Jago

- DB** Mr J Banim, 48 Caney Road, Dublin 14, Eire.
Mr D Bentham, 2 Kilfenora Drive, The Donahies, Raheny, Dublin 13, Eire.
Ms A Malkin, Flat 2, 643 South Circular, Kilmainham, Dublin 8, Eire.
Mr P Murphy, 138 The Coppice, Woodfarm Acres, Palmerston, Dublin 20, Eire.
Mr M Reid, 165 Kildare Road, Crumlin, Dublin 12, Eire.
- EC** Mr R Barth, 2 The Dingle, Ballast Quay Road, Fingringhoe, Essex CO5 7DB
Mr P Bourner, 30 St. Peter's Road, West Mersea, Essex CO5 8LJ
Mr & Mrs A Bright, 1 Winchcombe Drive, Worcester WR4 9XA
Mr J M Crossman, The Old Vicarage, Church Hill, Ramsey, Essex CO12 5EU
Mr R J Dale, 100 Mayes Lane, Ramsey, Essex CO12 5EL
Mr W J Davenport, Poyston Farm, Grove Road, Tiptree, Essex CO5 0JE
Ms N J Dixon, 1 Kenwyn Road, Clapham, London SW4 7LJ
Mr R Evans, Arkle Cottage, Mill Lane, Birch Green, Essex CO2 0NG
Mr S Garcia, Brevis, Station Road, Great Bentley, Essex CO7 8LH
Miss G Hammond, 130 Bramdean Crescent, Lee, London SE12 0UH
Mr P J Maynard, 4 London Road, Maldon, Essex CM9 6HD
Mr E Pringle, Alwinton, Rectory Road, Wrabness, Essex CO11 2TS
Mr E A A Shadrack, Strathboro' 38, Shenfield, Essex CM15 8DH
Mr D Shipley, 78 Colchester Road, Lawford, Essex CO11 2BH
- MNK** Mr I Barker, 2 Pier Cottages, Pier Approach Road, Gillingham, Kent ME7 1RT
Mr J Linden, 1 Castlemere Avenue, Queenborough, Kent ME11 5SB
- NE** Mr C French, 64 Fulmer Road, Sheffield S11 8UF
Mr P Scott, 2 Egglescliff Court, Egglescliff, Stockton on Tees
- NI** Mr & Mrs H D Ward, 86 Ballywanwood Road, Gilnahirk, Belfast BT5 7SW
- NW** Mr N J Fransham, 1 Pexhill Road, Broken Cross, Macclesfield, Cheshire SK10 3LL
- SOL** Mr M Ash, 17 Castle Road, Cowes, Isle of Wight PO31
Mr M Burnett, The Old Barn, Swanwick Shore Rd., Lower Swanwick, Hants SO31 7EF
Mr J Cadd, 7 Elmstead Road, Poole, Dorset BH13 7EZ
Mr J C S Ellis, 13 Main Street, Kibworth, Leics LE8 0NR
Mr & Mrs G E Johnson, Chinook, Forest Lane, East Horsley, Surrey KT24 5HU
Mr T McEwen, 43 South Street, Pennington, Lymington, Hants SO41 8DY
Mr C R Osborne, 33 Winsor Road, Bexhill on Sea, East Sussex TN39 3PB
Mr J C Read, 24 Sydney Avenue, Hamble, Hants SO31 4JP
Mr S Rowden, 26 Guildford Road, Farnham, Surrey GU9 9QB
- AIGH VIE*
CALIDRIS
WHIMBREL
WINDCHIME
DUSMARIE
TARKA
VASTI
CATSPAW
IDLE HOUR
ARIEL
GONE FOR A BURTON
KATE
KATHLEEN MARY
TULLAGORHUM
BLACK DUCK
MARTHA JOY
HELENDU
TAIMANU
GEMELA
ALICE
PY
WINDHOVER

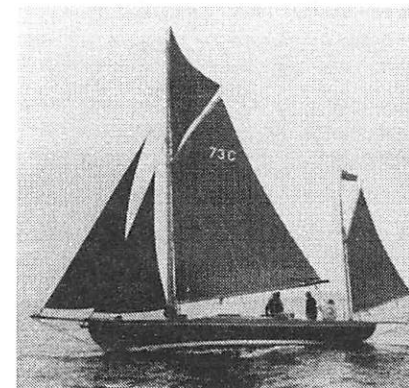
FOR SALE

GAFF CUTTER FISHING SMACK "ENTERPRISE"

Length 32' plus 12' bowsprit.

Built 1905, condition sound, fully rigged, full set of canvas sails, extensive inventory including clinker built tender. Full history, lying Rochester. Price £12,000.

Contact: John Le Pine, tel. 01634 844613.



GAFF YAWL "MACARIA" (OGA No. 73)

LOD 34', LWL 27'6", Beam 9'6", Draft 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.

BERMUDIAN RIG FINESSE 21 "BELLA"

LOA 21', Beam 8', Draft 2' (centre-plate down 6')

Built A F Platt 1968, clinker mahogany on oak, 3/4 berths, 10hp twin cylinder Stuart Turner petrol engine. Full inventory including two-burner gas cooker, toilet, VHF, etc. Ideal for conversion to gaff rig.

Also 4 wheel heavy duty road trailer. Price - Realistic offers please.

Contact: Robert Murphy, 168 Glasnevin Avenue, Dublin 11, Ireland, tel. 00 353 1 8422023 (evenings).



traditional ship professionals. Zeilvaart Enkhuizen and Register Holland (the Dutch authority for safety approval of traditional ships) were out in force, and strongly supporting the Register Holland proposal for making the Dutch regulatory system the European one. Which is fine and dandy if you've got a flat-bottomed steel ship. However, the wooden ship owners have not been idle in the Euro-legislation area of late, and between CEMHC, OGA, and even the STA itself, there was considerable and vocal opposition to such proposals.

The Dutch BBZ (professional skippers association) also came out against the Register Holland line in a surprise move. Although it would seem at first glance to be a great idea to protect their market, they have become convinced that it would lead to virtual destruction of the vast majority of the European maritime heritage, including the commercially viable part which is not limited to ships, but also a vast and thriving related economy of wharves, harbours, tourism, ship construction, maritime events, etc.

Safe Skills = Safe Ships

Several presentations were given concerning safety considerations in traditionally constructed vessels (Denmark and Germany) and safety aloft (new code in UK). The consensus was strongly evident: the importance of high level and safety-conscious skills of traditional sailing can

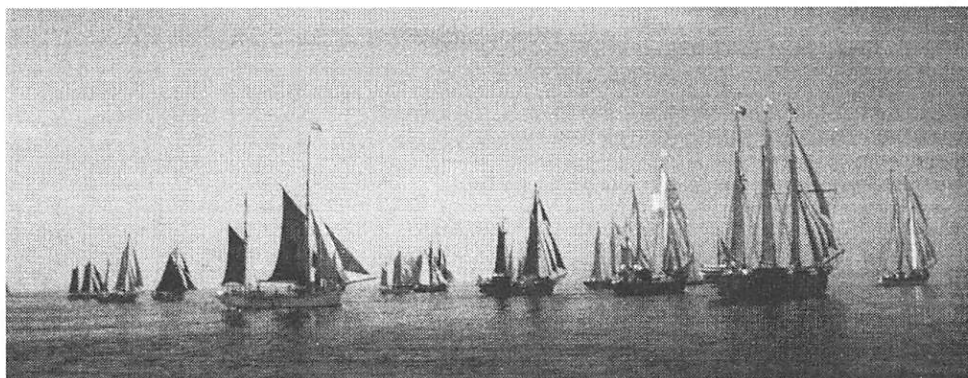
never be out-weighted by material safety regulations.

Another surprise was in store for us "old boat" folk. Often seen (and treated) as poor relations or rough cousins of the nattily turned out naval types of the sought-after and highly publicised Tall Ship world, we have suddenly been recognised as a positive force! More and more of the medium and small sized Tall Ships are needing a voice for their concerns, and such organisations as OGA, Heritage Afloat, and CEMHC are able and willing to present their concerns to government.

The larger Tall Ships are also beginning to chafe under increasingly unfriendly regulations, which diminish their ability to offer instruction and preservation of traditional skills...the unforeseen negative pay-off of "increased" safety has in fact been the opposite.

In a summary, one of the speakers reminded the participants that Tall Ships are in fact traditional ships, and as such cannot separate themselves from the rest of the maritime heritage tradition. Another conclusion was that the ISTA is not in a position to act as a governmental lobby or advisory body for the Tall Ships, and that it will be up to organisations such as CEMHC to identify and work on behalf of issues which affect ALL traditional sailing vessels.

Rose Ann Hamilton; Overseas Liaison



Start Line - Fyn Rondt

Photo: Rose Ann Hamilton



President's presentation to George Beagley

Photo: Peter Lyons

President's Address 1996/2

Having a second "Annual" General Meeting in the same year leaves me with a feeling that the year has passed rather faster than usual. What happened to the summer? Despite the fact that it is only ten months a great deal has been going on in the Association during that time.

You will all be aware that the Gaffers Log, which had a doubtful future at the last AGM, is now in the safe hands of George and Brenda Jago and that they have been able to reduce the production costs to a level which puts us on a stronger financial footing. This, coupled with subscription increase, means that we should be able to improve facilities and products while keeping sensible reserves. To this end the Financial and General purposes Committee has been active and the three sub committees, Sailing, Membership and Publicity are now well established.

During the year I have visited a number of Areas and attended as many events as I could. Invited to Shotley for a day it was soon clear to me why it is such a popular event and I thank the East Coast Area for their hospitality. I was also particularly pleased to welcome the Old Gaffers race of the Conwy River Festival as an official OGA event.

We had decided to have a stand at the Bristol International Festival of the Sea and the Wooden Boat Show at Greenwich, and as a result have invested in a small portable show stand which proved to be a great success. We found our presence was well worthwhile, both as a means of meeting our members and increasing our public profile. I would like to thank those who helped on the stand at these events and Brenda Jago who operated the same facility at the East Coast Boat Show.

We had many enquiries about membership and a number of instant members. Most interestingly we found a number of lapsed members who we managed to re-enthuse. I am concerned about our membership level which has tended to remain relatively static. With many new gaffers adding variety to the scene I feel that our membership should be at least double its present level.

I am particularly concerned that so many fine gaffers, both old and "new", are about in every port whose owners used to be members but now are not. In some cases it is a change of ownership but not always. We must try and encourage them back into the fold and perhaps learn where we have failed them.

Our aim, as your elected officers, must be to try and provide the sort of organisation that you require, and with so much put in place during this past year I have great hopes for our future.

David Cade

held at 18.00hrs on Saturday 30 November 1996
at The Cruising Association, Limehouse, London.

Present: David Cade President
Dick Dawson Hon Secretary
George Beagley Hon Treasurer
and 24 members of the Association

1. Apologies for absence: Mark Miller, Rob Holden, Iain Nicholls, Sam & Maggie Bayliss, Alan & Irene Aston, Alan Hidden, Rob Williamson, Mike Collins, Harry Aitken and Ian Edmond.
2. The minutes of the AGM held on 13th January 1996 were accepted by the meeting.
3. There were no matters arising.
4. The President, David Cade, gave his annual address.
5. The Hon. Secretary, Dick Dawson, presented his report.
6. The Hon. Treasurer, George Beagley, presented his report and the accounts.

It was asked if it was possible to quantify the numbers of new members recruited at shows. Mike Burn reported that there was no obvious pattern and David Cade pointed out that the main purpose of the stand was to broaden the recognition of the OGA.

Mike Burn pointed out the large disparity between the funding of areas.

Denise Rawlinson proposed the acceptance of the accounts, which was seconded by Attracta Neeson and passed nem con.

David Cade presented George Beagley with a pen set with grateful thanks from the OGA for all the hard work George has put into his role as Treasurer. This was supported by all present.

7. Election of Officers:

The following people had been proposed for the positions listed below:-

Newsletter Editor:- George Jago

Proposed:- Assn. Committee, Seconded:- Mike Burn

Hon Treasurer:- David Godsall

Proposed:- Assn. Committee, Seconded:- George Beagley

Hon Secretary:- Dick Dawson

Proposed:- Assn. Committee, Seconded:- Attracta Neeson.

All three were voted in unanimously.

Nomination for Elder Gaffer:- Frank and Norma Marchant, who set up the Western Australia branch of the OGA over 20 years ago and did much to build it into a thriving area. This was proposed by the Assn. Committee, seconded by Mick Bentham, and passed nem con.

Nomination for Hon. Life Member:- Chris Waddington who has had a succession of immaculate gaffers and was for many years Solent Area Secretary. Gaffers have always been welcome at his yard Wicormarine. More recently he has provided his motor boat Unicorn as committee boat for the Solent race. This was proposed by the Assn. Committee, seconded by George Beckett and passed nem con.

8. Hon Membership Secretary's report:- Mike Burn reported that as of 30th November 1996 there are 1,200 fully paid up members and 150 who have not paid up for this year. So far 10 members have resigned. Mike has telephoned all these and discovered that they are doing so from old age not because of the subscription rise. So far 27 have paid up for 1997. The need for everyone to update their standing order is likely to be a problem. Mike explained the procedure to chase unpaid members agreed by the F&GP committee. Everyone will get two personalised letters with the first two log mailings. If there is no response it will be deemed the member has resigned.

There was discussion on the static nature of the membership numbers given the increasing numbers of gaffers around. It was agreed that there was a need for a recruitment drive

a good time and place for a breather on the way back home if you've gone to Scandinavia, or as a centre point of an exploration of the IJsselmeer.

Contacts: Bert Bruijn, tel: + 31 23 540 1704
or Elsbeth Herinckx-Langeraar, tel: +31 2942 85699

About those low lands...

Just a word about the IJsselmeer...most folks seem to have the idea that a draft of over 3 feet makes sailing there all but impossible. Nothing could be further from the truth. I've sailed a lot in a classic with nearly 5 feet of draft, and there were few limitations on our sailing desires. All harbours and channels have a minimum depth of 2 metres and charts are generally extremely accurate. The trouble comes when you venture to the Wadden area. Even in a botter, with a 3 foot maximum draft, it's worth keeping to the channels. And the markers are pretty exact - we've bumped the hard less than a foot off the true! The IJsselmeer and the Randmeren (the channels east of the Flevoland/Lelystad polder) are chockablock with charming fishing villages and the waters are studded with hundreds of brown sails. Due to the big fetch and shallow sea, a medium wind can whip up a fair sea in no time flat, so it's never a dull moment. Compared to the UK's south coast, harbour fees are minimal.

On the high seas: Piracy or Preservation?

Stichting KotterZeilen and Bureau Scheepszaken hosted the CEMHC working group meeting in Haarlem, 9 - 12 November. After the CEMHC weekend, several members participated in the ISTA (International Sail Training Association) Safety Forum at Enkhuizen on 13 November.

Although the centre point of the days was the "official" meeting on the 10th, there was plenty of discussion and deepening of contacts and concepts during the "unofficial" time together. Some of the time was devoted to exploring the historical charms of Haarlem, and much was spent talking to

local shipowners and restorers at the KZ's wharf. There were a couple of hearty home-cooked meals at Wietze v/d Laan's (KZ) and Rose Anne Hamilton's.

Pro's and Con's

The meeting was a full one. CEMHC is facing the challenge of needing to grow and professionalise while struggling to find the budget to do so. Substantial funding has been brought in from the Dutch side for office facilities and personnel, which would certainly have additional benefit in encouraging (and increasing the amount of) EU funding. Other plusses include services which could generate income, vastly improved communications and other structures and services for the CEMHC and its member associations, a central coordinating point for the tri-yearly congress, and the not insubstantial advantages inherent in a properly manned office/telephone/etc.

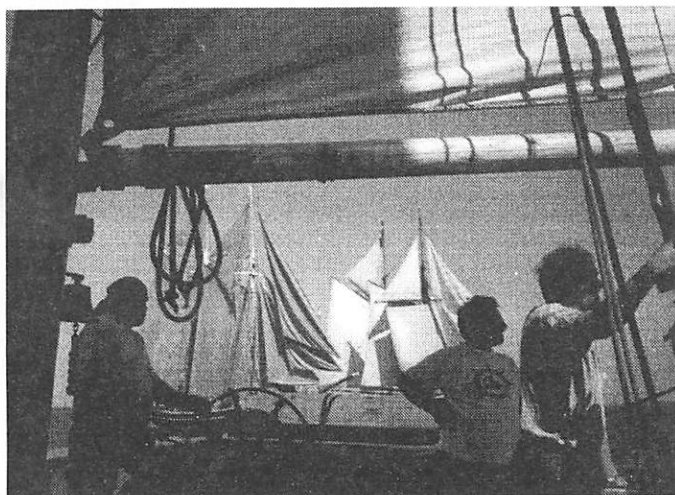
Expanding the Network

There has been some growth in membership since Drager's May meeting. Poland was represented by its (only!) traditional charterer, the Ark. The Dutch skippers association BBZ has become an Associate Member, and Heritage Afloat and the Netherlands' FONV will come in as Associates as well while they continue to find ways to raise the Full Member fee. The Danish SEDA has become a larger Associate Member, by banding together with the Professional Fishing Boat Association, now called SME Denmark. (Denmark now has Full Membership plus 2 Associate Members). The European Steamboat Federation is also an Associate Member. The Maritime Museums will be represented by the Finnish Maritime Museum's Hannu Matikka, who will also join the executive committee.

Small Ships Helping Tall Ships

The ISTA Safety Forum turned out to be surprising for everybody. The event was for all intents and purposes hosted by the Dutch

from inside a wooden hull and floats over a quiet bay. As we motored toward the start line, the sails would go up on a world class assortment of two and three masted topsail schooners, coast guard cutters, Colin Archers, galeasses, and pre-war Danish fishing cutters and schooners, a breathtaking view against a backdrop of tall fir trees, limestone cliffs, uninhabited islands, and sparkling sunny fjords.



Tight manoeuvres are the order of the day - Fyn Rondt Photo: Rose Ann Hamilton

Viking Race Tactics

When the wind was up, all attention was on sail trim and keeping an eye out for the devilish currents of the area. But when it died, out would come traditional Danish weaponry such as water balloons. Not being a great ship for goose-winged ("butterfly sailing" the Danes call it) in light airs, Ole decided to take *Anna Elise* for a long tack on the leg to Faaborg, as she really sings on a close haul in airs that would stall another boat. "If this works, we'll be bragging tonight," he said. "If it doesn't..." Well, the luck of the Irish nearly got me thrown to the sea gods, as the wind disappeared off in the direction of the rest of the fleet. ("But, I'm not a virgin!" I pleaded. "We Vikings keep the virgins, they're more fun," was the cheery reply. Half the crew being female, we saved our skins by pointing out that chucking the

unvirtuous lot of us overboard meant the sea gods would have all the fun that day.)

All's well that ends well, however, as we got a picture perfect start the next morning for the final leg and were among the first to get into Svendborg. Me, I worked the foredeck that day instead of my usual position on mizzen and helm. The coiled mooring lines in the bows were an inviting place to catch up on a good novel while we steamed straight down the sound on a perfect following wind, and that was where I was snoozing when the order was shouted to strike sails. It was a delightful way to wake up, what with the fleet following us for a change.

I've arranged to be kidnapped by Vikings for **Fyn Rondt** race for traditional Danish sailing ships again in 1997. If your ship is of Danish origin, or has strong Danish connections (such as a Colin Archer that worked there) and

you are interested in joining the fun, get in touch with your friendly neighbourhood OSL for details.

Speaking of the Dutch, that brings us to September's great and grand weekend for cutters of all types and stripes. **KotterZeilen** traditionally reserves the inner harbour at Hoorn on the 3rd weekend of September for their extremely hospitable annual shindig. This year they also managed to coordinate the date with a Dutch Classic Yacht race, so the harbour was a beautiful sight as was the Hoorns Hop in blustery force 5 - 6 winds. KZ attracted about 3 dozen cutters this year, ranging from a Scottish schooner to a Breton lugger, and a bunch of pilot cutters, fishing cutters, shrimpers, and replicas with origins and flags from the Atlantic to the Baltic. It's

especially in the established areas and the suggestions raised will be considered by the F&GP committee.

9. Report on the Newsletter production:- George emphasised the way the newsletter has to be a team effort. Brenda's work was indispensable and contributors essential for the appeal of the magazine. The meeting agreed that the regular issues were a grand improvement and thanks was given to George and Brenda.
10. Reports from sub committees. (Copies of these reports are available on request from the Hon Secretary).
- 10.1. F&GP:- Dick Dawson presented his report.
- 10.2. Sailing:- George Ventris presented his report. There was discussion on racing handicapping and racing problems that will be discussed by the committee.
- 10.3. Publicity:- Brenda Jago referred to the committee's brief and their first meeting that morning. The Membership List as of 30/11/96 will be published in January. It will be A5 size and will contain members' names, addresses, telephone number, main area and date joined. It will not contain any boat details as there is a need to update this information. Details of how this will be done will go out with the publication. The problems of membership will go to the next F&GP meeting. Brenda was thanked for her work in getting notable coverage in the yachting press. Brenda asked that all areas should send her details of their events so she can publicise them.
- 10.4. Heritage Afloat:- Jon Wainwright referred to his report and asked that members should keep an eye out for issues and pass them on to him. He encouraged all to make the Heritage Afloat's Festival at Chatham 23/25th August.
- 10.5. CEMHC:- John Robinson described the vital role CEMHC has in Europe and the problem that Heritage Afloat has in raising the £3,000 needed to become a full member of this group. It is hoped to find a sponsor. At present the OGA pays a subscription of £40 to Heritage Afloat and it was agreed that the F&GP should consider making an extra one off payment to help Heritage Afloat. Individuals can become members and it was agreed to publicise this. John was asked what role the RYA took. He reported that the RYA has declined to take up the issue as it only relates to a small part of the yachting fraternity. Considerable concern was expressed that in this and other issues, the RYA is not representing our interests and some questioned if we should be paying £57 a year for affiliation.
- 10.6. RYA:- Dick Dawson reported a communication he has received from the Eventide Association who are interested in getting the RYA to take more interest in cruising. Rob Holden is looking into this.
- 10.7. Overseas Liaison:- Rose Anne Hamilton presented her report. Brenda and Rose Anne will collate lists of events here and abroad to broaden publicity. Rose Anne proposed setting up a web site with all this information.
11. Any other business:-
- 11.1. Dick Dawson reported that there had been discussion on the OGA logo and proposed that the Publicity and Publications sub committee shall be charged with reviewing the OGA style and referring the results to the F&GP committee for final decisions and action. This proposal was carried nem con.
- 11.2. Attendance at the AGM. It was noted that there were fewer members present (27) and whether this was due to the change in date. No strong feelings were expressed.
- 11.3. Dave Keller was thanked for the work he did on behalf of the Association in successfully opposing the ABP's attempts to extend their jurisdiction in the Western Solent.
- 11.4. Dick Dawson reported that the OGA in Western Australia are sending us a special letter on the replica of the Endeavour that is due to arrive here next March.
- 11.5. Russell Read has agreed to take over as Hon. Auditor.
- 11.6. Arthur Keeble offered thanks to everyone who is working to keep Brussels off our backs.

The meeting closed at 8.30 p.m.

INCOME AND EXPENDITURE ACCOUNT for the year ended 30 September 1996

	1996	1995
INCOME	£	£
Membership fees	12,610	12,670
Donations	750	752
Insurance commission	925	522
Bank interest	327	260
Regalia surplus	133	(352)
Advertising income	<u>395</u>	<u>9</u>
	15,140	13,861
EXPENDITURE		
Newsletters	9,025	9,342
Travel and subsistence	719	1,015
Stationery, post and telephone	612	970
Area funding	1,190	405
Gifts to ex-officers	-	289
Printing	394	271
Donation RNLI	250	250
Photographic competition prizes	250	250
Hire of rooms	113	200
Repairs computer equipment	-	163
Insurance	5	134
Advertising costs	54	93
Data protection registration fee	-	75
Subscription - Heritage Afloat	40	50
- RYA	57	32
Bank charges	48	36
Prizes - Log articles	-	30
Publicity costs	629	-
Display stand and table	<u>350</u>	-
	13,736	13,605
	<u>1,404</u>	<u>256</u>
Excess of Income over Expenditure	15,140	13,861

BALANCE SHEET AS AT 30TH SEPTEMBER 1996

	1996	1995
CURRENT ASSETS	£	£
Bank Deposit Account	10,670	10,290
Bank Current Accounts	343	1,196
Cheques and cash in hand	300	1,328
Regalia stocks	1,611	915
Debtors	<u>352</u>	<u>-</u>
	13,276	13,729
CURRENT LIABILITIES		
Creditors	1,020	2,893
Corporation Tax	<u>103</u>	<u>87</u>
	1,123	2,980
NET CURRENT ASSETS	12,153	10,749
	=====	=====
GENERAL FUND		
Balance from previous year	10,749	10,493
Surplus for the year	<u>1,404</u>	<u>256</u>
	12,153	10,749
	=====	=====

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

G A Beagley FCCA

Hon. Treasurer

I have examined the financial statements on pages 1 and 2 and certify that they are in agreement with the books and vouchers presented to me. In my opinion the financial statements give a true and fair view of the Association's affairs at 30th September 1996 and of its surplus for the year then ended.

G C Beckett

Hon. Auditor

enormous fun of seeing old friends from Dublin Bay and Northern Ireland, and trading cross-channel threats with the Dawsons, there was the also the chance to put names and faces together at long last. The Jago's, who are doing such a splendid job on the Log, officers and area reps, and various others of whom I have read over the years - nice to meet y'all.

I found the AGM to be harmonious and well run, and blessedly orderly after some of the wild hit and run meetings during sailing events that have been my main fare for the past couple of years! I also enjoyed hearing lots of ideas, innovation, and a solid concern for the well-being and growth of the OGA in the best sense of the word. There is quite a difference between working with an association 40 years old and one that is only a few months old. It's quite a challenge for OGA, keeping things from getting stale or resting on laurels. I appreciated the warm welcome, as a relative new-comer. I enjoyed the perspectives of members who have been active for decades. In short I was impressed and had a marvellous evening.

November was also a month of meetings for me with the CEMHC in Haarlem and the ISTA Safety Forum in Enkhuizen. In all honesty I would have to say that the latter left many of us feeling more positive about progress made for traditional ships than the former. However, CEMHC is after all at the teething stage, and growing pains are both inevitable and a sign that issues are being tackled head on. Certainly the OGA has an important role to fill, and I continue to enjoy being part of the process.

A-Viking We Will Go...

My Baltic odyssey started in Simrishamn, Sweden, where the change of crew took place. First stop was the lovely island of Bornholm, and my graduation from tiller of nothing larger than 13 metres to the wheel of nearly twice as much hull, tonnage, and sail area took place on a dirty bit of sea underway to Rønne. After deciding that this wasn't a ship at all, but a bucking bronco, I had lots of fun riding the rollers and earning a place on the steering committee, pun intended. We were blown in for three days,

and enjoyed a herring debauch in Gudhjem (16 different kinds) as well as a Medieval festival at Hammershus castle, complete with jousting and the aptly named "Thor's Hammer" mead.

The passage to Svendborg was nothing short of magical. Sunsets take several hours in Scandinavia, and this one made Technicolor pale in comparison. When darkness finally fell at midnight, it was hard to tell the sea from the sky: it was all stars. In the middle of my off-watch I was dragged from bed by the skipper to see Grønsund (Green Sound). Four in the morning is not usually my finest hour, but if you want to sail to fairyland ... pink and purple mists wreathing primeval fir trees. Still water and sky so perfectly in reflection that there is no beginning or end to either. No telling which bend of the channel to take, one turn disappearing into a shimmer of orange haze, the other a mystery of delicate blue and violet vapors. If a Viking longboat had ghosted out of the mists, it would have seemed quite natural in that moment of suspension between the elements.

Setting sails in a foreign language was an interesting challenge. My Dutch came in handy here, as most terms were nearly the same, except for one very important one. You see, the very first Danish nautical term you have to learn if you want to sail with the Vikings is the word "øl". It's the word for beer, and pronounced roughly the same way as the sound you make over the gunwales the next morning if you are silly enough to try to keep pace with those same Vikings. After three weeks (of not even pretending to try) I'm convinced that they took over Ireland by drinking the Celts under the table, which should give you an idea of the proportions of Danish hospitality!

By keeping a relatively clear head, however, I was able to enjoy some sights granted to few sailors these days. Joining the **Fyn Rondt** race for Danish ships around Funen Island in July, I crewed with the two-masted 18 metre north sea cutter *Anna Elise*, and each day my wake-up call was the musical tones of more than 30 old two cylinder engines warming up ... you know that lovely "tunk-a tunk-a tunk-a" that sort of echoes



By the time you read this we shall have participated in the Willem de Vlamingh Tricentennial Celebrations on Sunday 12th January and organised the Australia Day long weekend (25/27 January) at the CruisingYacht Club, Mangles Bay, Rockingham. The story behind the first of these events is as follows:

'Three hundred years ago, Willem de Vlamingh, after landing on Rottnest, sent a crew of two longboats and a pinnacle to explore the river on the mainland. It took the forty men three days to navigate the river from its mouth at the ocean to the vicinity of the present causeway at Burswood. The party observed many signs of the Aboriginal inhabitants of the land, but never sighted or came into contact with them. They also sighted an abundance of black swans and named the river the Swan River'.

The Tricentennial Celebrations include a re-enactment of this event, with the Old Gaffers being invited to join in the flotilla escorting the 'explorers' on their journey. The Crown Prince of the Netherlands, representing Queen Beatrix, will also be present. On reaching Burswood, there will be the unveiling of the De Vlamingh Statue. The Dutch community are helping to arrange a colourful day long festival of Dutch culture and food.

Sailing Master's Report

A back of the fleet perspective of the first championship heat at E.F.Y.C. on 3rd November - Since there were no other 'B' fleet starters, *Oriel* started with the 'A's, but the generous handicap Mike gave himself was to prove to be of no avail in scoring a place of any description in this elite Old Gaffers fleet. She was, anyway, disqualified for breaking the start and ignoring the recall signal. The first two legs or so of the course, sailed in a very fickle light easterly breeze, became the battleground between *Bicton Belle*, *Hakuna Matata* and *Sunbeam*, whereas *Roamarick*, *Prydwen of Lamorna* and *Oriel* were left behind to flounder in the very frustrating and hot conditions. *Hakuna Matata* broke away on the last leg and easily won the race. This new boat of Chris Bowman's is not only beautiful but she sails very fast. Built of Nyotah planking with American oak frames, she is a 21' 6" gaff sloop rigged centre-boarder, built by Chris in his spare time, taking about three years. Her name is Swahili for "No Worries". *Hakuna Matata* will be used as a trailer sailer to visit various parts of Western Australia.

Brian Phillips	President
Mike Igglesden	Sailing Master
Wally Cook	Secretary

FOREIGN PORTS

OSL - Reporting in from the field! (Coming in from the cold?)

Being out there in the far flung harbours of hither and yon has very nice advantages, as I've been doing my best to convey in the "Foreign ports". Not so much fun is the feeling sometimes of not knowing whether I'm out on a limb... or perhaps just shouting into the ether like a radio announcer at 4:30 a.m. - is anybody out there??!!

Therefore it was with mixed feelings (relief, joy, satisfaction, pleasure, and happiness) that I found my work so warmly received by the AGM in November. Quite aside from the

The Second AGM of 1996.

This rather oddly-named meeting took place on 30th November at the Cruising Association. The AGM of early 1996 proposed changing the date from January to November, mostly in order to escape long-distance travel problems associated with January. It was felt that the

attraction of holding the meeting whilst the Earls Court Boat Show was on was probably not so strong these days. In the event, the second AGM was attended by only 24 members, less than half of the numbers we have been used to for many years. It may be a coincidence, but please let me know if you feel that reverting to January would make it easier for you to attend an AGM. We often had as many as 80 members at our past AGMs and it would be good to see such attendance again. Despite the fall in numbers, the meeting was varied and interesting and very good-humoured. Reports of the doings of the various sub-committees and from members who look after our interests outside the Association will be published in the Log if space is available. Copies of all reports can be obtained from me on request.

Subscriptions

An increase in the subscription rate, effective from 1st January 1997, was voted in by the AGM held in January 1996 and immediately reported to all members in the Log. New standing order forms were sent out with the November 1996 Log.

Statements from the bank show that less than a quarter of you who already pay by standing order have bothered to change them. Please, it is difficult enough to find people with the time and dedication to keep the Association running without the substantial extra work caused by this - now someone has to write to over 400 people. If you have not completed your banker's order form and sent it to you bank, please do so now! I have plenty of bankers order forms if you have mislaid yours.



VELSIA

Photo: Jack H Coote

People

Reluctantly, Mike Burn has asked to be relieved of his position as Honorary Membership Secretary. The difficulty of managing a very time-consuming voluntary job with the demands of his business make it impossible for him to continue. Our thanks go to Mike for his hard work. Pat and I will look after the task during this very busy part of the year. It is vital that we find someone to take over this critical job by the middle of the year, so that we can complete the hand-over before next January.

On a happier note, I am pleased to report that David Godsall was elected as our new Treasurer at the AGM. David has for many years been part owner of Velsia, a real Colin Archer built in Larvik in 1890. Russell Read, who owns Ro-An-Mor, a 25-footer based on a Falmouth working boat and built in 1978, has joined us as our Auditor. We welcome them both and thank them in advance for their help.

The AGM made a presentation to George Beagley, the outgoing Treasurer and voted its thanks for his work over the years. Also to be thanked is George Beckett, our retiring Auditor, who worked with George to keep our accounts in order.

Alan Hidden has stood down as Northern Ireland Area Secretary, to be replaced by Attracta Neeson. Alan's contribution to the OGA has been substantial. As founding Secretary in Northern Ireland, he has presided over the Association's fastest growing area in recent years and he and his committee have made gaff rig a force to be reckoned with through events like Carrickfergus and Portaferry. Our thanks and best wishes go to Alan, as does our welcome to Attracta, who has been understudy to Alan for some time.

In my last column I asked for a legal adviser to the OGA. I am very pleased to report that Jonathan Chadd has volunteered and is already busying himself with work on our behalf. Jonathan has kindly offered also to be available to individual members for assistance with matters of a gaffing nature. You will find Jonathan's telephone number located on page 1 of the Log. I am grateful to Jonathan for coming forward so promptly.

Membership List

You will all have received a new Membership List in January. This is by no means a replacement for the excellent version produced in 1993, but is an interim production whilst we prepare for a fuller publication. I have already received many comments about the accuracy of addresses and telephone numbers, for which I am grateful. An errata will be issued as corrections are received. If you have any other comments on the List, please let me know.

Boat Archive

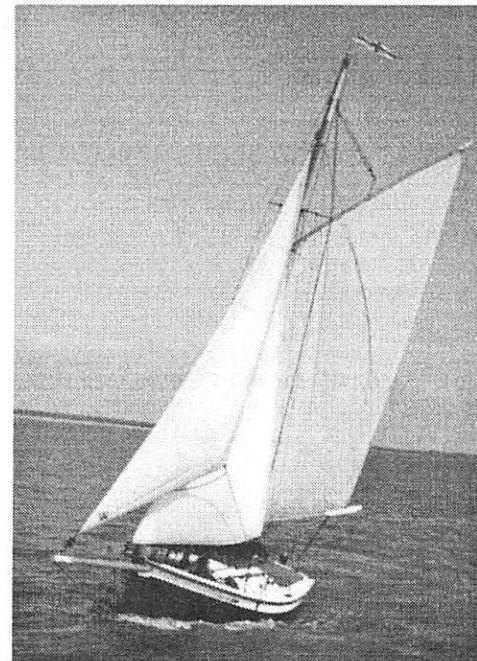
Elsewhere in this issue you will see Richard Woodman's article about the OGA Boat Archive, and you will find a loose insert requesting some basic information about your boat. You will get more on the same subject throughout the year as we ask you to contribute by giving us up to date information on your boat. Depending on how the

The Centenary Chase at the Royal Solent Y C - 28th September

We are again invited, and it is hoped the weather will be kinder this year!

Well with that lot and at least two commercial "Classics" you will be spoilt for choice, but remember, if you don't support the OGA events, nor will our sponsors next year. It is down to you.

Dave Keller; Area Secretary



Solent Area Secretary's PETRANELLA Photo: unknown

DUBLIN BAY

Well, most people and boats are in hibernation for the winter. Excluding staunch committee members beavering away behind the scenes and organising the coming season's sailing events. It seems the only person doing anything at all is the gentleman on the OGA Christmas card. But, as we all know, we all have a touch of that gentleman in us, and in many driveways, boatyards and mudholes, the beavers beaver on.

One such case is Paddy Murphy and his long time friend Siobhan, Dublin Bay's newest members and proud owners of the IOM Nobby Aigh Vie. Bought in Northern Ireland at the end of last season, they are undertaking a lot of rebuilding this winter, but expect to be on the circuit for the coming season.

Also progressing very well is the Galway Hooker being built by certain hooker crew members in conjunction with the Irish college in Clondalkin. Hopes are high for a launch sometime this summer.

At our Area AGM, back in November, there were no change of Officers, but our committee was expanded to twelve.

Our annual dinner dance was held in Howth Sea Anglers' Club on December 7th with the band "Heatwave" in attendance, and a very risqué singer/dancer up front turned it into a very memorable evening, making most of the 140 Old Gaffers present break out into a sweat (haha).

Please note: Dublin Bay's Bi-Annual Regatta is being held from Friday 11th July to Sunday 13th July. The OGA Race will be held on Saturday 12th, and on Sunday 13th we are all invited to the Royal Ireland to celebrate the Dublin Bay 24s fiftieth anniversary. Good craic is guaranteed. Anyone wanting more information please contact myself or Arthur Hughes.

Mick Bentham; Area Secretary

WESTERN AUSTRALIA

President's Report - November 1996

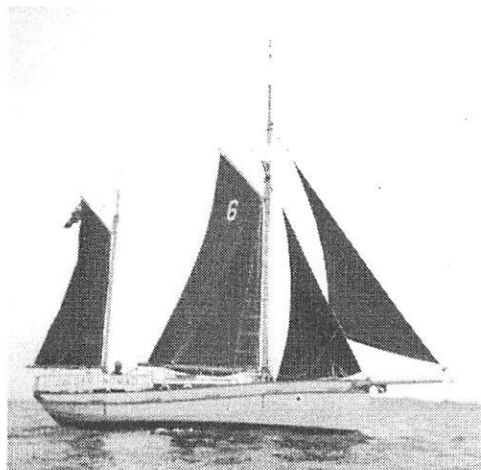
At the time of writing, winter is behind us and we can look forward to a summer season amongst friends. This includes cruising and raft-ups, also the racing at East Fremantle Yacht Club.

The send off to the barque *Endeavour*, on her longest voyage yet, was a great day. The sailing was brisk and the meal and refreshments at the E.F.Y.C. in the evening were enjoyed by all who attended.

Lough, possibly with Brian Williams as tour guide.

Sept. 5/7 - OGA Small Boat Gathering, Derwentwater Marina. First notification of a new event for trailer sailers organised by Pete and Sue Farrer, to be held on Derwentwater in the Lake District. Full details from Pete and Sue at 1 Maple Avenue, Alsager, Stoke on Trent, ST7 2QX

Peter Lyons



Alan Aston's GOLDEN NOMAD

Photo: Irene Cree

SOLENT

It all seems to have gone a bit quiet since the Race and Rally in September, but believe me, it's like the swan going upstream - all serene on the surface, but I'm paddling away like merry-oh underneath! The Association AGM (the second in a year!) added a little interest, but did not produce any fireworks or seem to have as many attending as in recent years. Perhaps that is because it no longer coincides with the Boat Show? The one particular item on the agenda which will be of interest to us in the Solent, was that Chris Waddington was made an Honorary Life Member. Well done!

By the time this goes to print, we shall have had our own AGM. Hope you were there and enjoyed it. If you weren't and there were

any earth shattering decisions taken, you will hear in a Newsletter and in the next Log.

As you all got brand new diaries for Christmas (I won't mention those ghastly socks from Auntie!) You can now fill in your sailing calendar for 1997. If you give your committee your support, it will be a bumper season. Why wait for the Millennium!

Round the Island Race - 31st May

Let's see if we can get more members than non members entering for a change. It is a good start time this year for Gaffers, Young and Old! Don't forget, they all use the OGA T(H)CF. Details from the Island Sailing Club, not me!

Yarmouth (IOW) Old Gaffers Festival - 27/28/29th June.

This should be the big one! Free mooring (and water taxi if you are moored on the piles), an "Arrival Race" on Friday, a relaxed race in the Western Solent on Saturday, with a Bar-B-Q in the evening with entertainment. It is expected that the town will be joining in with plenty to see and do for skippers, crew and the family. We don't know the half of it yet, so make it a date!

Marchwood Y C Rally & Race - 19/20th July

The Club made us splendidly welcome last year and intend to follow the same format. Rally Friday/Saturday with a short race in the afternoon. Bar-B-Q and entertainment in the evening. Once again they will be providing free moorings.

39th OGA (Solent) Race & Rally - 29/30/31st August

The same arrangements as last year. Meet in Cowes on Friday for the annual handicap haggle. Cowes Yacht Haven are again offering us preferential berthing rates in that "bowsprits & bumpkins don't count" if you "snuggle up" (I mean the boats!). Race in the central Solent on Saturday, fetching up at our "spiritual home", the Elephant Boatyard, for high jinks in the evening (how we were not scripted into Howard's Way I shall never know).

data collecting proceeds, we hope to produce a new publication in 1998 with details of boats belonging to members. I apologise if you have recently sent a boat register form to us, or provided boat information to your Area Secretary, but I have to ask you again to satisfy the requirements of the Data Protection Act. This specifies that I must ask your permission before I can publish any information you provide about your boat. Please do help us keep this completely unique source of information up to date. It is the only register of gaff rigged craft in the world and an important part of our maritime heritage.

Boat Insurance

Some members may not be familiar with the boat insurance scheme, especially arranged for the OGA by a Lloyds syndicate. The Third Party Only scheme is unique in that it insures the boat without survey and irrespective of age - it really insures the owner, not the boat. The Comprehensive scheme is competitive and again is not concerned over the boat's age. The Government will increase insurance premium tax in April, so the fixed premiums for the Third Party Only scheme will change. A range of new Third Party liabilities have just become available but as it is extensive it is suggested you contact either your Area Secretary or me for details.

Dick Dawson



RO-AN-MOR

Photo: unknown

OLD GAFFERS' ASSOCIATION ARCHIVE

by Richard Woodman

LITTLE SHIPS - GREAT ACHIEVEMENTS

For many years the OGA has sought to maintain an archive of gaff-rigged yachts and work-boats. The current document was widely welcomed, but it suffers from some deficiencies not least of which is the lack of a mechanism by which members selling or acquiring boats are able to update the database. It is also somewhat bald and as exciting as most statistical data. Old Gaffers, I suspect, are unlikely to be people who get excited about balance sheets, and there should be much more to the Association's archive than mere lengths, breadths and builder's names.

Take for instance, a smack which was built in 1907, a fact which its owner will cling to gallantly. In fact, the boat may have been extensively rebuilt, her layout altered and all manner of 'improvements' may have been made by successive owners. A major rebuild is no mean achievement, and ought to be recorded, for it means that somewhere, at sometime, someone beavered away at the ancient art of the shipwright or the rigger.

Both commercially built former fishing boats and custom or class-built yachts have a history. The record of their fitness for purpose, that elusive exploitation of the builder's, rigger's and sailmaker's skills which we owners carry out, is no less part of a vessel's data than the terse record of her length or beam. Whether a boat was in service, cruised or raced, deserves to be recorded, for it is these achievements that give life to our little ships. It is in fact why we get involved with them in the first place.

Little ships have achieved greatness in a multitude of ways; they have not merely made great voyages or won impressive trophies, there are also the more subtly enduring and in some ways more influential successes inherent in providing inspiration. As sources for published stories or films, the longevity and imaginative impact of a little ship may far exceed what may be claimed by the brashest of owners!

The Sailing Committee are therefore recommending the establishment of an archive capable of being internationally recognised and which contains the usual dimensional, rig and building details, but also a list of owners, racing performance and/or cruising achievements, date and name of those responsible for rebuilds, and so forth. Additional details of interest, such as whether a boat has featured in books either factually or as fictional inspiration, whether she has been employed in the making of films or has connections with famous (or, for that matter, infamous) people. Examples of boats which will fit all these criteria spring to mind, enormously enriching the whole *esprit* of the OGA and extending enthusiasm far beyond those of us fortunate enough to actually own a gaffer.

It is hoped that a simple scanned image of the boat and, if possible, sail plans, general arrangement and lines drawings will in many cases be forthcoming for inclusion. Taking the lines off a hull is a simple enough matter with a little care, and one of those jobs to do in the enforced hiatus of winter. An archive containing such a wealth of detail would really set a standard and be of practical use, not merely as a source of arcana, but for future enthusiasts who wish to recreate craft which have aged beyond recovery.

Basically, we have a week of Shotley with its regatta day and its cruising/racing to and from various local watering holes, followed by a Parade of Sail into Ipswich Wet Dock.

The East Coast Race on 19 July triggers off another week of sail which takes boats up to Harwich, then across to Dutch waters, including the Roompot, Willemstad and Hellevoetsluis for the Dutch Classic Yacht Regatta. This series of racing, cruising in company and generally good time events has developed valuable Dutch connections over the years. It has not done the reputation of the OGA abroad any harm at all. It is only a short spinnaker run for Solent and Kentish members to the Roompot - why not meet up for a great party abroad!

There will be another opportunity for areas getting together at the Chatham Festival of the Sea. MNK and EC Areas will be staging a gaffers race on the Medway as part of the festivities over the August Bank Holiday. In the former Naval Docks, there will be another very interesting gathering of historic and traditional vessels of many types, from the UK and abroad.

The East Coast Committee wishes all members a very successful summer season.

Jon Wainwright; Area Secretary

NORTHERN IRELAND

Winter Programme

March 15 - St. Patrick's Night Ceilidh, Hollywood Yacht Club, 20.30hrs. A night of dancing and drinking to be enjoyed by Gaffers and friends. Music by the John Neilly Band. This was enjoyed last year, no reason for it not to be just as good this year, come along.

March 21 - Maritime Archaeology, by Brian Williams, D C C Lightship, 20.00hrs. An illustrated talk on maritime history

April 18 - Blocked Trophy Quiz, Newtownards S.C. Annual Quiz between Gaffers and Newtownards S.C.

Summer Programme

April 4/6 - River Bann Cruise, Newferry to Coleraine.

May 3/5 - Opening Weekend. Sail in company to Carnlough for an overnight stop. Return to Larne, East Antrim Boat Club on the Sunday. Dinghy races at EABC. Overnight stay and return home on Monday

May 31 - NIOGA Area Race, Bangor, Co. Down. Full details closer to the date but we will probably make a weekend out of this with a race on the Saturday afternoon.

June 14/15 - Peel Traditional Boat Festival. Another wonderful weekend in prospect in the Isle of Man, this is really worth supporting.

June 27/29 - Galway Hookers Rally, Portaferry. This event is definitely going ahead. Portaferry SC. have set the ball rolling for the 11th running of this spectacular weekend. 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.

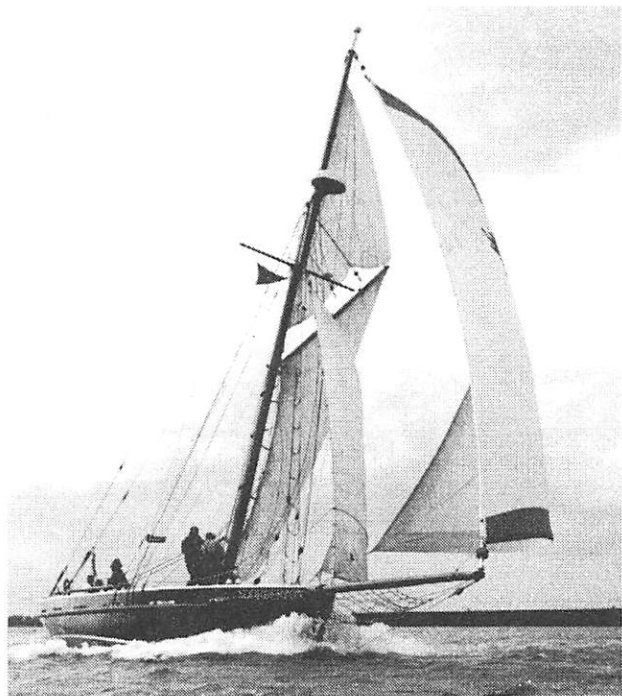
July 12/13 - Dublin Bay OGA Race, part of Howth Regatta. After a break of one year, you should be well rested and able to cope with the excesses of Howth hospitality.

Aug. 2/3 - Dinghy Event at East Down Yacht Club.

Aug. 15/17 - Ardglass Traditional Regatta. 1st Running of this event, for Gaffers only, promises to be a cracker. This event should be a must for all of the Gaffers in the Irish Sea and any visiting boats passing through. Full details from Alan Aston, tel. 01232 426497.

Aug. 30/31 - Closing Weekend, D C C. As in previous years this will take the form of a barbeque after a sail in company around the

steel *Noorderzon*, a pilot cutter with Fastnet tendencies! Classic yachts ranged from the French 7.5 metre *Sheena* and the ECOD *Chittabob* to the magnificent 50 ft Summers & Payne *Hardy* (see back cover of *Log - Ed.*). Smacks were of course well represented, as the race was also the traditional Town Regatta course of 1952.



NOORDERZON

Photo: Colloryan

The first part of the course was out to Mersea No 1 bouy before cutting across to the Bradwell shore and up the river. The down wind start gave a fairly congested rounding of the leeward mark, before the slog up the river. The wind over tide made it heavy going for the little vessels, and all the smacks were having to reef once if not twice. Because the big boats were so early on the tide, additional legs had to be inserted in the course for the tide to make sufficiently at Hythe Quay. Stansgate Narrows in a small boat is nasty enough to go through once in fresh winds, and four times was too much for some. Great skills were needed for the

big boats too, as they beat up the narrow channel through the moorings to finish in front of the spectators lining Hythe Quay at Maldon. Great skill was needed too, to hand sail in that wind before the bridge was breached!

Hardy took line honours and the Bright Trophy, ahead of *Noorderzon* and *Spellbound*. In the smacks (on line position) Tollesbury's *Charlotte Ellen* took the Town Cup, *Lizzie Annie* won the Borough Arms trophy for second smack and *Ethel Alice* the Oyster Trophy for third. *Good Intent* was awarded the Rock trophy for trying. On handicap, *Chittabob* won the Ind Coope Anniversary Trophy, as she did many years ago with Arthur Keeble, whose Down's Road Boatyard Shield went to *Sheena* in second place. Commendations were given to *Cormorant* (first over the start line) and *Margaret Anne* (last boat home).

Ashore there was plenty going on. There was a big Dutch Choir and several other groups in action, and a marquee full of interesting exhibits. In the Maldon Little Ship Club we

toasted the health of the OGA.

The OGA and the Maldon Town Regatta have certainly established a good fixture for the future. Next season's event is to be on 20 September 1997.

There are three 1997 events which are particularly worthy of bringing to the attention of members from other areas. Firstly, Shotley CBF and Sail Ipswich '97 from 19-29 June really will focus traditional sail attention on the Orwell and Stour areas. Not exactly Bristol or Brest, but in addition to barges, smacks and classic yachts, there will be a host of other interesting craft.

Nor should it be thought that this notion applies exclusively to wooden boats. The successes of ferro-cement and grp craft are many and varied. Indeed, in many cases such vessels are replicas of earlier hull forms and are thus part of the tradition we all seek to preserve in its living richness.

Alongside this data-base, it is also proposed to maintain a parallel archive of good quality photographs. It would be good to have these donated to the Association, along with copyright to use them to further promote gaff rig as our constitution proclaims.

HERITAGE AFLOAT

by Henry Cleary

After Bristol - An open meeting on "Sea Festivals - Pointers for the Future" will be held on Saturday 12 April at 14.30 on board PS Tattersall Castle, The Embankment, London SW1. Principal speakers will be Charles Payton and Lionel Willis, organisers of the highly successful Bristol Festival of the Sea 1996, who will talk about their experience and plans for the future. There will be an update on 1997/98 projects, including the Chatham Festival which takes place on 22/25 Aug. 1997. Any member of Heritage Afloat or of one of its member associations is welcome to attend.

Berthing for historic vessels in Docklands - For some time Heritage Afloat has been in discussion with the London Docklands Development Corporation on means of encouraging more historic vessels to berth in Docklands - an objective which the Corporation has been keen to support, but preferably through arrangements with associations rather than individual vessel owners. However, the Corporation will be wound up in the next year or so and arrangements are being made for successors to take on its assets and responsibilities.

One of the sites most appropriate for historic vessel berthing is the West India Quay (formerly North Quay) in the old West India Docks, although access is limited by the DLR bridge which has a maximum air draught of about 7 metres. The Museum of London's proposed Docklands Museum will, subject to lottery finance, be developed on part of this site and the Dunkirk Little Ships Restoration Trust, also subject to lottery finance, propose to locate here. Heritage Afloat must decide whether to maintain a separate interest in this area and, if it were to do so, to establish the necessary management arrangements.

The terms likely to be on offer to HA members would include free locking into the Docks (subject to arranged times) and attractive concessionary berthing fees providing participating vessels meet a quality standard (appearance) and, over a period of time (e.g. 3 months a year) can add interest to the area by putting on displays, opening to the public or in some other way.

Heritage Afloat needs to know urgently whether there are members of its constituent bodies who would be interested in the option of a berth at West India Quay and, if there is a sufficient response, it will enter into more detailed negotiations. Please reply a.s.a.p., but by 30 April latest to Henry Cleary, 223 Rosendale Road, London SE21 8LW.

SAUNTRESS TO NORWAY

by Martin Scannall

Day 1. 22nd June 1996.

Forecast NW 3-4 occ 5

Off the mooring at Pyefleet at 0530 to take the ebb down the Wallet. Wind NNW 4, cold and grey, but fast sailing. By 1305 Orford Ness, looking rather bleak, is abeam. We try out the GPS, which works. Our route to Norway is straight up the North Sea, but first we feel we should dodge the oil rigs which pepper the chart off East Anglia. This means either keeping close to the East Anglian coast or squeezing through the gap between the oilfields and the shipping lanes to the east. We elect the second option, which puts us close on the wind, and lay off a course for Smith's Knoll, 45 miles distant.

As we emerge from the shelter of the Ness we have a bit of a shock. There is a big Northerly swell, which combines with the wind generated seas to create thoroughly unpleasant conditions. Sauntress lurches and thumps her way wetly on her course. We start our watchkeeping routine, four hours on, four hours off, George taking mid-night to four o'clock, whilst I take four o'clock to eight o'clock, and so on, around the clock. We never saw Smith's Knoll. There was a loom of a light on the western horizon, but nothing on the chart which matched the characteristic. We manage 83 miles in the first 24 hours, which is a disappointment.

Day 2. 23rd June.

Forecast NW 3 or 4 occ 5.

"Crash bash, swell and cross swell" reads the log as we reel off the miles steadily. Where we are is another matter. The GPS refuses to give a position, but as there is plenty of sea room there seems little point in worrying. The wetness is rather tiresome. At intervals Sauntress buries her bowsprit and scoops up a wave over the bow which comes foaming back over the coachroof and pouring into the cockpit, or the cabin if we have left the hatch open. Leaks appear in all sorts of places, especially over our bunks, which get wetter and wetter, as do we. A check on the lee rigging reveals two shackles have undone themselves and are just about to let go, the capshroud and the starboard bowsprit stay. Both are tightened and wired up, an omission for which we could have paid dearly. My sleeves are now irremediably wet to the armpits as even hove to to tackle this job, waves came aboard. However there is one thing about all this windward work. We discover that Sauntress will sail herself for as long as we wish with just a line over the tiller. This is a great discovery and transforms watchkeeping. We see our first oil rig of many, looming enormously on the horizon, but it is no help in getting a fix, as it does not display its name, as expected. Log now 168, distance run 83 miles. About 3 1/2 knots. It feels faster and I accuse the log of under reading.

EAST COAST

East Coast Area members will have received their second 1997 Eastcoaster with this issue of the Log. This includes an update on event details and the [entry form to the Crouch Rally](#). Please do not mislay it!

OPEN BOATS RALLY - 14 SEPT. 1996

Having blown old boots for three days, it was with considerable relief to the organiser that the morning brought sunshine and a pleasant northerly 3.

Twenty seven assorted craft crossed the start line in the Mersea Quarters and headed out on a clockwise circuit of buoys in the River Blackwater before returning to the Mersea creeks where they had to zig zag round the islands, with and against the tide, before returning to pass through the line. All the boats were timed at this point for an overall result. The "fast" fleet then continued to do a second, anti-clockwise circuit in the River (to keep them out of the bar a bit longer!!). The more traditionally rigged and "tadpoles" (with the exception of the lightweight flyer *Jaid*) finished without going back in the River. Probably a good thing, as the wind decided to play hide and seek for the later stages and it meant that most

competitors came ashore more or less together.

Lunch, although based at the Dabchicks Sailing Club, was of a DIY sort, but with the Waterfront Cafe (All Day Breakfast, etc.), Fleetview Stores (Ernie's excellent pasties), and the Company Shed (Seafood), there was plenty of choice.

In the afternoon, only four were enticed out of the bar to take part in a pursuit race started with sails down and skippers on the causeway. As there was very little breeze by this time and the tide racing out, only two got to the up-tide mark, one by rowing the whole way (Wainwright and Huggett) and the other by sail and occasional paddle (David Cooper). Well done them!!

In the evening it was back to the Dabchicks for a prize giving, pig roast, music, more beer and general chatter. A good time was had by all.

America's Trophy (on corrected time /short course)1st *Joanna* (P. Brookes), 2nd *Wanderer* (R. Lee), 3rd *Froggie* (W. Baker), 4th *Calypso* (S. Marfleet)Besom Mug (long course, corrected time)1st *Joanna* (P. Brookes), 2nd *Wanderer* (R. Lee), 3rd *Native* (S. Johnson), 4th *Jaid* (D. Cooper)Plodders Pot (last boat to finish long course)*Kate* (E. Crane)Tadpole Trophy (12ft & under, short course)1st *Jaid* (D. Cooper), 2nd *Graculus* (N. Rowson), 3rd *Susan* (J. Huggett)Smy Goblet (Under 12ft, short course)1st *Jenny* (M. Betts)

Sue Taylor

MALDON OGA ANNIVERSARY RALLY & TOWN REGATTA 28 SEPT. 1996

After 1995's cancellation, it was good to see Maldon back as a well supported event. Several of the entrants understandably could not make the start of the OGA Anniversary and Smack Race because of the weather.

It was blowing fresh from the west with a gale on its way. Even so there was still a substantial fleet of great interest. In the cruisers we had craft ranging from under 20ft, such as the yole *Hequend*, to the mighty

50 Damer Gardens
Henley on Thames
Oxon RG9 1HX
Tel. 0491 573627
23 November 1996

Dear Mr and Mrs Jago

Can any member suggest where I can obtain a copy/photocopy of, or the location of a library where I can read the book "Swale, Swin and Swatchway" by H Lewis Jones. The CA Library has a copy but its gone missing.

Yours sincerely

Ian Clarke

The Editor has also been looking for a copy for many years!

Orchard Mead
Hangersley, Ringwood
Hants BH24 3JW
Tel. 01425 479525
Fax. 01425 474300

Dear Sir

I wonder if any member can help me? I have now completed the restoration (it does happen eventually!) of "Tom Tit", an 1894 Itchen Ferry Yacht (this contradictory title was used by Yachting World at the time of her launch).

Despite eight years of searching, I have failed to find a photo or plan of the original rig. Lots of experts have offered to design one but I should like to find out what she was originally like. If any reader has, in his old books or magazines, any clue to "Tom Tit"'s rig, I should be very pleased to hear from them.

Between 1896 and 1920 she was owned by John Pickett (Boatbuilders, Southampton) who also owned the artist Leslie's boat "Foam", therefore they could appear together in a contemporary photo?

All help would be gratefully received.

Yours sincerely

P. Mike Phillips

Poyston Farm
Grove Road, Tiptree
Essex CO5 0JE
Tel. 01621 815320
21 January 1997

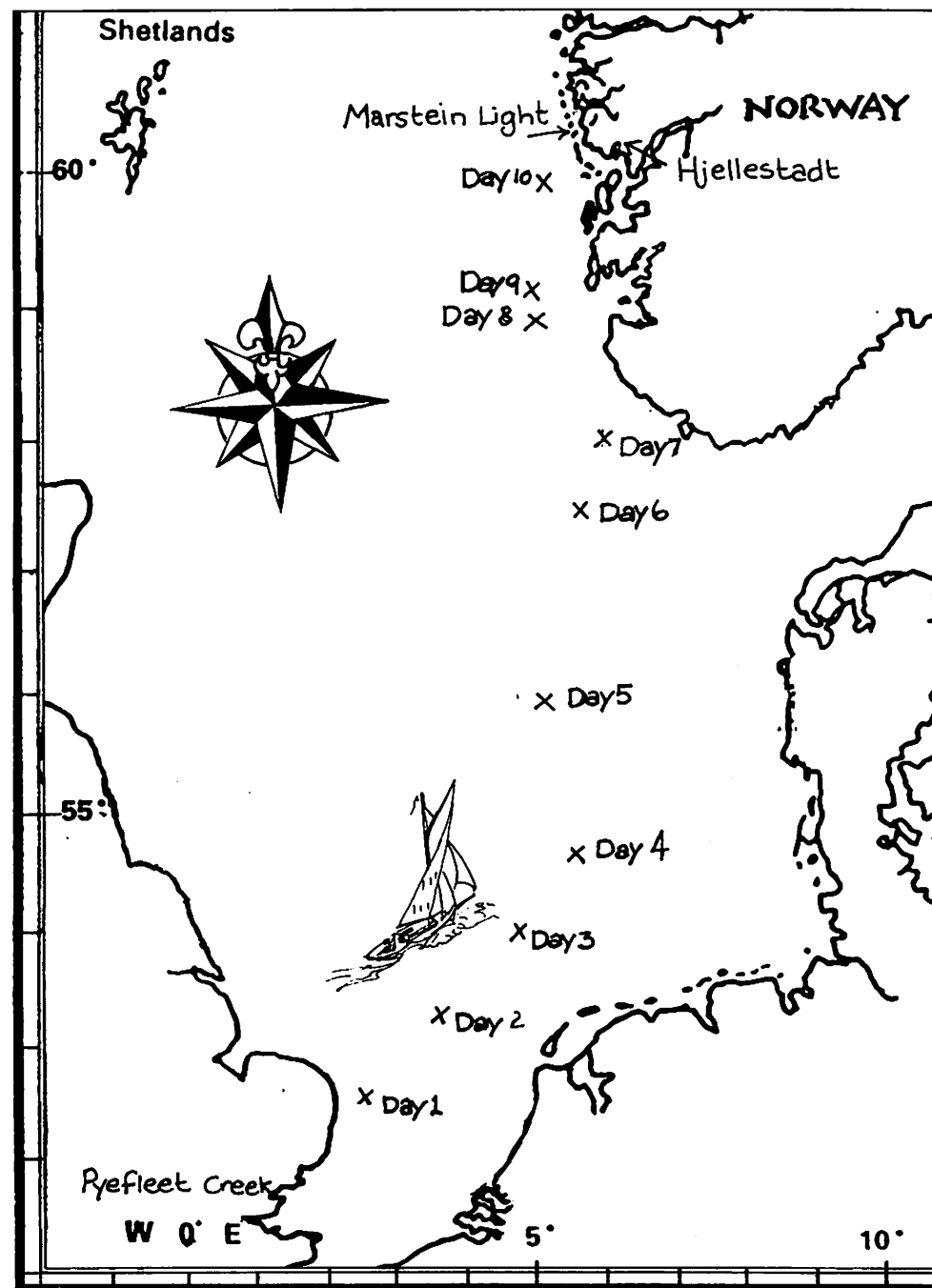
Dear Mr & Mrs Jago

I have recently bought an old gaffer named "Vasti" and I think I have need of good folks like yourselves! The boat is at present in Tollesbury. Whilst having done a considerable amount of sailing and being an ex M.N. officer, gaffers are new to me. Your Association sounds just what I am looking for.

"Vasti" is 20ft overall or thereabouts and was, I understand, built in Canada. I have some rigging defects to sort out and to establish whether she was cutter or sloop rigged. She was built in 1957. If any of your members have any knowledge of her - particularly how she arrived over here, I would be very interested to hear.

Yours sincerely

W J R Davenport



Day 3. 24th June.

Forecast N bec. V 3

Last night was a night of shipping, not the orderly procession one sees in shipping lanes, but trawlers buzzing erratically all over the place. George counted fourteen of them on his watch and had to take avoiding action for nine. Of course when I took over there was not a ship to be seen. George likes ships about as much as I like rocks. On watch in the early morning, and still with no idea of our position, I spot a buoy, and of course sail up to it to see what it is called. It is yellow and called "Petro 5" which is not very helpful, as there is nothing of that name on the chart. Hours later, and looking at the chart, I notice there is a gas field called Petro, so it seems reasonable to assume we are somewhere in it, which puts us somewhat east of our track. GPS still sulking. We are inspected by a launch and helicopter from an oil rig. By evening conditions had moderated and we shook out the reef we had been carrying. By midnight there was almost no wind, which was rather a relief after all the crash bash of the last few days. Log now 238.5, distance run 70 miles.

Day 4. 25th June.

Forecast SW3 v NW 4-5

Near windless night, but wind has backed, and allows us to sail due north for a while. Morning coffee and toast interrupted by a large freighter which having passed astern at about ½ a mile startles me by reappearing on our starboard beam, broadside on, stopped. Fairly plainly she is taking an interest but communication is not possible (operating the VHF is beyond me and George is asleep). So I wave, feeling a bit foolish, and try to look unconcerned, feeling sure powerful binoculars are trained on us. After about 15 minutes she sets off on her way. The GPS finally consents to work, giving us a position 54.41.35 N by 05.28.93 E at 0810, which is close enough to our EP to be respectable. Thereafter I keep an EP as before, but check it each day with the GPS. Sun, and the decks dry and Georgie's clothes appear draped on the boom. Topsail up. Topsail down for adjustment, but it catches Georgie's woolly socks and the boathook, which both go overboard. Log 314.6. Distance run 76 miles. About 350 miles to go.

Day 5 26th June.

Forecast SW 3 - 4

We are now in German Bight, 55.56.04 N by 5.05.32 E, at 0630, an error of 5 miles in our DR over 24 hours, which seems fair enough. The forecast is SW 3 to 4, and indeed the wind frees us and we follow it round to sail west of north (350o). George tries fishing and catches a nasty looking creature with spines. It goes back in the sea. His only other catch is the log. Then something swallows the lot, hook, line and sinker, and that is the end of fishing. By evening the wind has veered again, and piped up. Topsail down. We enjoy a truly fabulous sunset, spectacular colours. Log +/- 430, distance run 116 miles. An uneventful day of fast sailing

Grove Farm House
Little Bealings, Woodbridge
Suffolk IP13 6LT
Tel. 01473 626549

4 January 1997

The Editor
The Gaffers Log

Dear Sir

The question you raised in your last editorial concerning the survival of old boats when they change hands is one that should concern us all and one for which there is no prescribed answer. In the old boat world the OGA is seen as a leader and therefore I hope the following might start a needful debate.

The problems of survival old boats face when they pass from one owner to another, whether private, corporate, collegiate or museum, stem from the fact that they demand resources of either restoration or maintenance well beyond their saleable value. This difficulty is exacerbated by the romance that surrounds them and the large difference between peoples' intent and achievement, for boats, as every boatyard knows, are the stuff of dreams. It is inadequate to suppose that private trusts in sales or deeds of gift provide any surety of survival, because legally one cannot "rule beyond the grave".

Old boats are not less worthy of preservation than cathedrals; both were made in faith. And both, through a continuation of trust have survived. Merely because they are so different in function and appearance does not alter the hope implicit in their original creation and we do the human spirit a disservice if we ignore this by abusing or casting aside the boat because of its apparently meaner state.

Trust and faith, essentials to the value of life, are the bedrock of this belief that "what has been the trust of many becomes the property of all". Those who take on that trust today, by whatever means, become honour bound to future generations. If we buy a historic piece we purchase a privilege which brings with it a duty to ensure its perpetuity and if that requires financial input beyond its saleable value that is the responsibility we must accept. Faith and trust can be destroyed if they become subject to the rude forces of commerce, and had those in the past defaulted on that expectation and allowed the artefact to decay beyond redemption, then we could not enjoy it. It behoves us to pass that enjoyment and privilege on and our reward in these endeavours is our discovery of eternal truths not obtainable in other ways. Such a course has the merit, in a world seeking higher moral values, of 'being on the side of the angels' - and could thus call public opprobrium upon those who fail. It is practically, the only tool we have since legislation in such an area, though very tempting to imagine, can only work if supported by public concern; the general abuse by those who govern us of their own historic preservation laws amply makes this point.

The survival of old boats when handed on, howsoever it is done, will remain uncertain unless some general understanding of their value as essential records of our past is achieved. It is essential also that there be established a public perception that old boats are as important as old buildings and that those who own them have a duty to maintain them in their original condition. Each generation has to learn for itself, by experience and practise, the virtues of the past and what those virtues can teach us today. If no artefacts survive, how shall that be? I believe that this can only be done by creating a public understanding that will not allow the neglect and desecration of things of value. Alas, the behaviour of politicians and public servants in this matter, whose ends are short term, is not a helpful guide, but I believe that we have to try. If we, who have a direct interest in old boats, do not set an example, then who will?

I do not believe that it is an adequate response for anyone, let alone an organisation, to wail and gnash its teeth about desecrations perpetrated on historic artefacts by others while they themselves fall below those standards. Since the OGA is a seminal part of Heritage Afloat, it should be seen to support the proper restoration and preservation of the nation's maritime heritage and should be seen to publicise and ostracise those who fail this test. That way we, as an organisation, can really change the climate of opinion and render less likely the destruction, through desecration or neglect, of the boats we seek to preserve.

Yours sincerely

M R Burn

George Jago
Editor, Gaffers Log

Dear George

This question of cherished and well maintained boats is not a new problem, indeed it is a problem that has exercised my mind with regard to our Emanuel. Long may we remain her owners, but we all get old and nature dictates the inevitable parting of the ways one way or another. Hopefully Emanuel, a very significant historical vessel, will remain under our custody and care for the next twenty years. We have been her custodians for the last sixteen years, but.....We shall have to wait and see!

I do have experience of the problem almost first hand at and around my sailing club - Sandwich Sailing & Motor Boat Club. Two examples are -

1. Whilst working on the rebuilding of Emanuel, it was brought to my attention that an old gaff yacht had sunk at the side of the river. It appeared that she had been abandoned some two years earlier and various boat owners and the boatyard had kept her bailed out but eventually gave up and beached her on the mud, where she finally succumbed. She had clearly been well maintained until she had the misfortune to be sold into poor ship husbandry. Investigation revealed she was basically sound, though not surprisingly some gear was missing. I bailed her out and floated her off on the next tide and put her into the club slipway. Some two to three months later, having gone through the standard legal procedures and with no-one coming forward, she was sold on, coincidentally to a previous owner of some twenty years earlier, who took her back home - home being Liverpool. And her name - she was Styx (OGA 781) a Rivers class yacht built by Crosfields of Arnside in 1912. Sadly, I have lost touch.

2. The second example concerns a Polish built wooden Folkboat. She was cherished and well maintained and kept in Ramsgate. Then around 1982 she was bought by a fellow club member who placed her in the club's boat park, stating he was going to prepare her for some serious sailing. Nothing was done and equipment started failing etc. but the hull remained basically sound. Then three years ago someone bought her and hopefully the situation has recovered.

I suppose, on reflection, the same thing was happening to Emanuel, but over a longer period and a series of owners. As already stated, this has exercised my mind for some time. The only practical method that I can come up with will only work with older vessels or vessels with some kind of uniqueness. A national register of these vessels needs to be established to centralise the information and 'provenance' we already have, and to expand it where possible with a view to giving the ownership of these vessels a status in society.

To encourage the desire to be the owner/custodian of the nation's heritage and the 'status' that goes with it, a formal document containing the vessel's known details - its provenance - could be issued to the vessel to be passed on (and added to) on each change of ownership. It would be far more than the present (and soon to be abolished) British Ships Registry. This document (file) could also contain condition reports on change of ownership (!), centrally recorded elsewhere.

The OGA could play a part here, as could Heritage Afloat. However, it would need to be more than just an amateur system with the kind of professional input necessary to implement and then maintain it. Neither the OGA nor HA have those resources even if we have the 'will'. Which leads us on to the National Maritime Museum at Greenwich, or some other similar body who would also have the interest - and who cares if it is a vested interest - let us get these vessels looked after. Vintage and veteran car ownership has status, style and desire. Let us try to get something like this into boat ownership.

Robert Holden

MNK Vice President

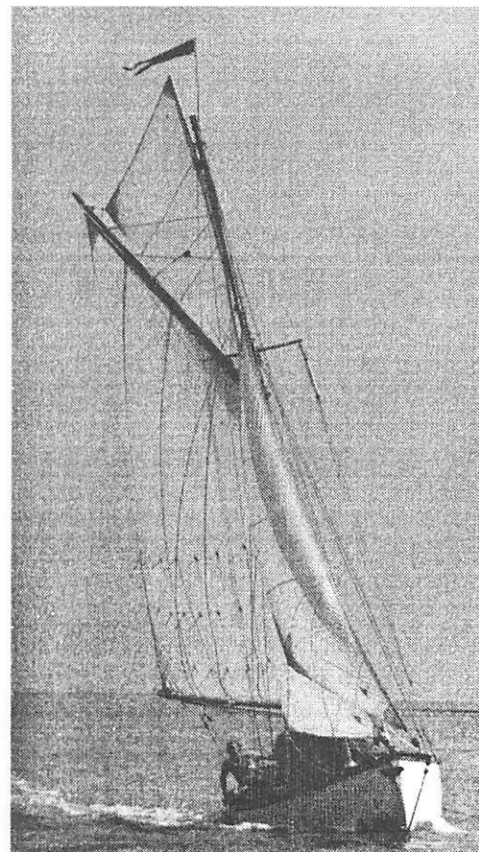
6 Chatham Place
Ramsgate, Kent CT11 7PT

8 December 1996

Day 6. 26th June.

Forecast NW 4 to 5

"Amazing sunrise" reads the log entry. We shall soon run out of superlatives. The wind, which has veered NW is now strengthening quickly. We furl the jib. At 0900 we put the second (and last) reef in the main. Crash bash again, but this time seriously so. The wind increases further and the waves get larger, reaching a size where in the troughs the horizon is the next wave, whilst on the crests a tumbling and foam streaked vista greets the eyes. On watch, one spends ones time dodging the spray. Below, the noise is horrible as one heart stopping crash follows another. Finally we decide enough is enough and heave to. ("Just too much wind and cross seas", reads the log.) Sauntress has always hove to easily, but I have never tried it before in anything like these conditions. She lies quietly. A trawler comes and inspects us lying off our port quarter for a while. Another friendly gesture. The seas are fairly spectacular, but the colour is the thing. The palest icy blue. We lie hove to for the next 12 hours, in which time we drift 15 miles to the south. Quite glad of a rest. Log 480, distance run 59 miles. Position 57.27.58 N by 5.45.32 E at 20.25.



SAUNTRESS

Photo: unknown

Day 7. 28th June.

Forecast. NW backing SE 3 to 4 occ 5.

0120. Sailing again. Jib, foresail and double reefed main. By lunchtime land is in sight over the bow, the wind has decreased to a breeze, and the sun shines briefly. The long heralded south easter arrives: and as darkness falls the lights twinkle on the Norwegian coast. "Ratatouille again this evening, delicious even without garlic" reads the log entry. Log 551, distance run 68 miles. Position 58.13.36 N by 5.56.21 E at 20.00.

Day 8. 29th June.

Forecast. SE 5 becoming V 4.

A wild night. Shortly after supper the wind started piping up, and sail was steadily reduced to fully reefed main and foresail. We were on a run, and Sauntress was practically unmanageable. A violent and heart stopping involuntary gybe decided matters. The main would have to come down. This gave us some anxious moments. Sauntress was rolling heavily. Smothering the sail

was no easy matter. George, hanging onto the boom, trying to tie the ties, was flung from one side of the cockpit to the other, each time suspended over the water whilst I hung onto his waist. George, being George, refused to let go until he had finished: so it was with some relief that the job was finally done and the boat run off under foresail alone. By the end of George's watch it was all over and the wind no more than force 3. Hardly more than a summer squall, but disagreeable while it lasted.

The wind went, and so did the visibility. Farmyard smells wafted off the land on the morning breeze. We were somewhere off Stavanger, drifting along. Reefs and rocks appeared unpleasantly close on the starboard bow. We crept out to sea again. Shipping was mostly heard, but occasionally dimly seen. The day was spent ghosting along and it was not until 2300 that the wind returned; from the NE this time. Distance run 27 miles. Average just over 1 knot. Position 58.57.8 N by 5.00.66 E at 21.20

Day 9. 30th June.

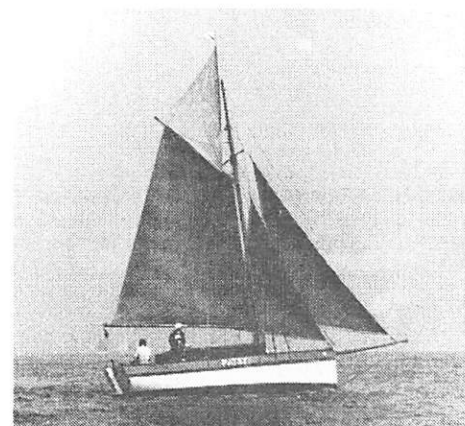
Forecast V 3 to 4 occ. NW 5

We had laid off a course to clear Utsire island and I assumed we were doing so. but we were not, and the GPS morning sight (59.15.40 N by 4.58.16 E at 04.30) put us too far east and running down the island. I peered ahead in the still ghastly visibility to see rocks. A nasty surprise. Course was changed to westerly to clear them. More rocks and skerries appeared over the bow. An even nastier surprise. According to the chart, there should have been none; changed course again to sail due south for an hour, and then westerly to clear everything; all rather a waste of time. By mid morning the visibility had improved and the wind returned to its old quarter, NW4. We continued standing off the land until 1615 before tacking (at pos. 59.17.66 N by 4.07.31 E) and laying off our course for the last 60 miles to Marstein light, marking the entrance to the Korsfjorden.

It was a full moon. A blue moon, George explains, meaning one of those rare months when there are two full moons in the same month. Be that as it may nature gave us a truly spectacular display that evening. The sun had set on our port beam and the afterglow filled the sky with all the colours of the rainbow, whilst the reflection of the moon, swimming in the clouds our starboard quarter made silvery tracks on the sea, and despite it now being midnight, it was by no means dark. Log 663, distance run 83 miles.

Day 10. 1st July.

Dawn. A mountainous coast lies off our starboard beam. Comparing this with the views in the admiralty pilot and the charted details we are pretty confident of our position, and at 05.15 the GPS (position 60.00.02 N by 4.51.15 E) confirms it. 10 miles to go. Marstein light and the keepers house can be seen brilliantly white in a brief ray of sunshine, even at this distance. A cruise ship slowly comes up from astern and turns into the fjord. At 0800 we enter the fjord and hand the log, reading 672. The motion ceases at last and we sail on with a gentle beam wind, full of curiosity.



PATSY

Photo: G. McLeish

OBITUARY - John Jefferson 1901 - 1996

John Jefferson died on 8 November 1996 at the age of 95. He moved to West Wittering near Chichester in 1947. He soon developed an interest in sailing, at first in dinghies, and then in 1953 he bought *Patsy*, a boat which I am sure will be known to nearly all South Coast Old Gaffers.

Patsy was in pretty poor condition when he bought her, but he was advised that she would be OK for a few years of local sailing. Over the next forty years John and his family sailed almost every year on extended cruises, venturing as far as Ireland, Biscay and the Baltic. John joined the OGA in the early 1960's and *Patsy* has competed (with conspicuous lack of success!) in almost every Solent race since then.

John's enthusiasm for sailing was immense, despite the fact that he often suffered from severe seasickness. His early exploits would these days no doubt be regarded as somewhat irresponsible, setting off (with very little experience) on long voyages in a leaky boat with a very unreliable engine, with nothing more than chart, compass and leadline to navigate. Happily, he never came to any serious harm.

John wrote a book about his adventures in *Patsy*, which was published in 1990, shortly before his 90th birthday. The book recounts the sad end of the original *Patsy* and the decision to build a replica. By the time the new *Patsy* was completed John was 92, but to his great delight he was still able to take part in a few day trips in Chichester Harbour.

There cannot be many who, after not starting sailing until the age of 50, can still manage to enjoy over 40 years of "old gaffering".

R H Jefferson

PHOTO COMPETITION

The **closing date** for the photo competition has been extended to **22 March 1997**.

Let us have some new names in the prizewinners' list this year. Sort out your best photographs and send them now to :- Peter Lyons, 4 Knockdene, Bangor, Co Down BT20 4UZ

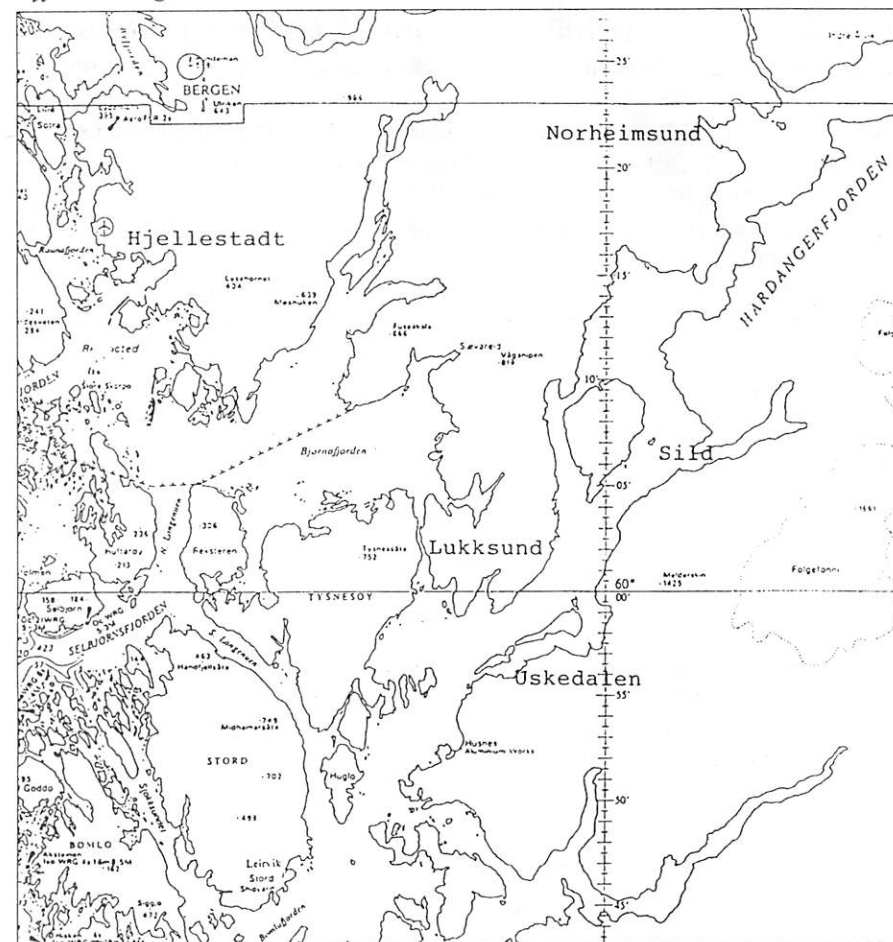
It could be your photograph on the next cover of the Gaffers Log.



- 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 11/13 HOWTH REGATTA, including Dublin Bay OGA Race. Mick Bentham, tel. 1 8476279.
- 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 to the 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. David Keller, tel. 01983 754000.
- July 24/27 Dutch Classic Yacht Regatta, Hellevoetsluis, Holland. Harm Ploeger, tel. 20 6713893.
- July 26 Swale Match, River Swale, Kent. Lena Reekie, tel. 01795 534212.
- Aug 9 Harwich Sea Festival, Harwich Harbour, Essex. Peter Goodwin, tel. 01255 886004
- Aug 9/10 Fete de la Mer, St. Valéry en Caux, France. Bruno Carton, as above.
- Aug 15/17 ARDGLASS TRADITIONAL REGATTA. 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 22/25 CHATHAM MARITIME FESTIVAL, Chatham Dock, River Medway, Kent. Jon Wainwright (as above) or Rob Holden, tel. 01843 582997.
- Aug 29/31 SOLENT OGA (39th) RACE & RALLY. David Keller, tel. 01983 754000.
- Sept 5/7 OGA SMALL BOAT GATHERING, Derwentwater, Lake District. Pete & Sue Farrer, tel./fax 01270 874174.
- Sept 6 OGA OPEN BOATS RALLY, West Mersea, River Blackwater, Essex. Sue Taylor, tel. 01206 382843.
- Sep 12/14 Maritime Heritage Festival, St. Valéry en Caux, France. Bruno Carton, as above.
- Sep 20/21 ANNIVERSARY RALLY & Maldon Town Regatta. Jon Wainwright (as above)
- Sep 28 Centenary Chase, Royal Solent YC, Yarmouth, Isle of Wight. David Keller, tel. 01983 754000.
- Nov ? Le Grand Défi Atlantique. Voiliers d'hier et d'aujourd'hui. Great Atlantic Challenge for boats of yesterday & today. L&C Organisation, Moulin du Châtel, Vallée des Moulins, 29870 Lannilis, France.



Going Ashore Photo: unknown



Our first reaction is that the place seems deserted, like entering a house when the owners are away. No yachts to be seen. A hydrofoil emerges from behind an island and disappears, apparently into a cliff, and we manage, in the 4 miles or so we have run, to get lost. We sort ourselves out and tack, against a current, towards our intended landfall port, Hjellesund. We are now using the Batsport charts, the Norwegian chartlets in a plastic folder, very detailed, but confusing. The place appears to be infested with rocks. However all these rocks have clearing depths marked against them, and having grasped the point, we realise that most are too deep to affect a yacht. We thread our way through a succession of islets, on tenterhooks all the same. We reach Hjellesund with its alleged marina. No sign of the forest of masts one associates with a marina. But eventually we find a pontoon with one moored yacht, and a large number of motor launches. This is the marina. So we go alongside, rather untidily, and sleep for 16 hours. We have arrived.

Next issue - SAUNTRESS IN NORWAY.

1997 OGA AND OTHER TRADITIONAL SAILING EVENTS

- April 19/20 Maritime Festival, Albany. Wally Cook, 6 Baskerville St., Mundijon 6202, W. Australia.
- May 3/5 NIOGA OPENING WEEKEND. Peter Lyons, tel. 01247 453099/468811.
- May 24/26 OGA CROUCH RALLY, Rivers Crouch and Roach, Essex. Denise & Trevor Rawlinson, tel. 01621 783969.
- May 24/31 Brixham Heritage Festival Week. Sailing Trawlers & Classic Boats. Toni Knights, tel. 01803 852484.
- May 29/June 1 The International Wooden Boat Show, Greenwich, London. Jane Weeks, tel. 0171 231 6919, or Lionel Willis, tel. 0171 733 1189.
- May 31 NIOGA AREA RACE, Bangor, Co Down. Peter Lyons, as above.
- May 31 Medway Barge Match. Fred Smith, tel. 01795 521357.
- May 31 Round The Island Race, Isle of Wight. Details from Island Sailing Club.
- June 14 Blackwater Barge & Smack Race. 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. 00 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, as above.
- 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 SW AREA OGA RACE. Mike Lucas, tel. 01803 212818.
- June 21 Sailing Barge Passage Race, Thames to Harwich. J. Ackland, tel. 01473 780424.
- June 27/29 OGA FESTIVAL, Yarmouth, Isle of Wight. David Keller, tel. 01983 754000.
- June 27/29 Galway Hooker Rally, Portaferry, N. Ireland. Peter Lyons, as above.
- June 28 Pin Mill Barge Match. Julian Ackland, tel. 01473 780424.

*continued on page 22***John McDonagh**

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