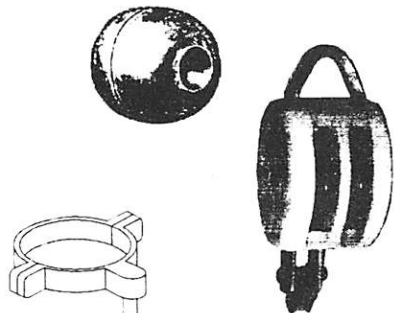


Gaffers Log

SEPTEMBER 1996

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION





Lamps - Oil & Electric

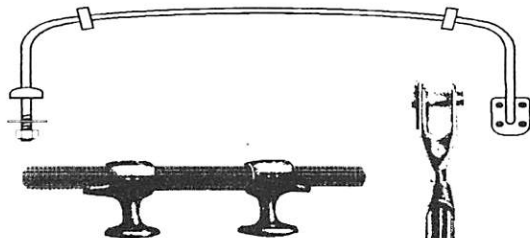
Ash and Teak Blocks

Spunflex Rope

Saddles & Travellers

Inglefield Clips

Cleats & Fairleads



Mainsheet Horses & Pinrails

Anchor Equipment

Rigging Screws & Wire

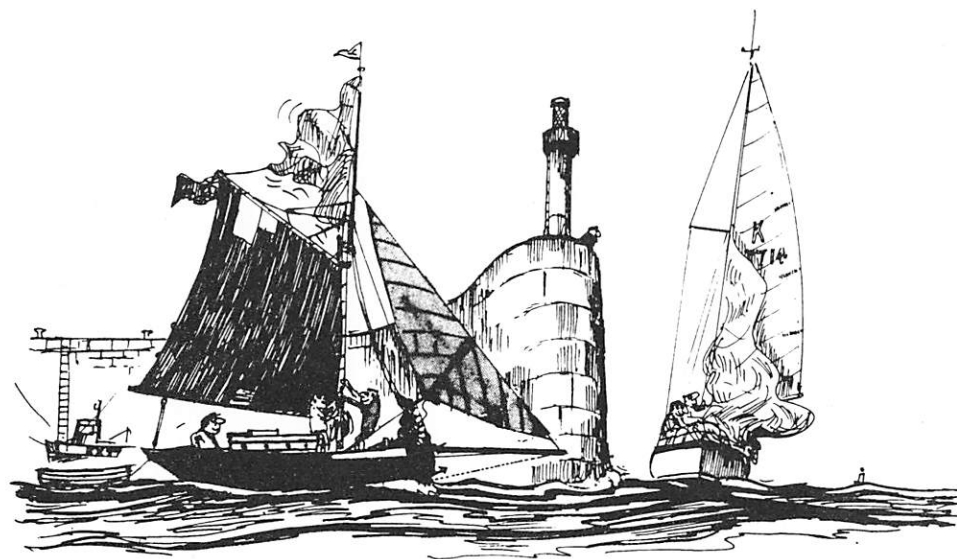
Interior Fittings

Nails and other fasteners

Etc etc etc



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



*'I always think there's something exciting in the phrase
"clearing harbour".'*

BOOKSHELF

On my travels recently, I bumped into an old friend of mine, John Mahon, a well known musician on the East coast of the "Fair Isle" and with a maritime history par excellence.

He has just finished writing a book after nearly fourteen years of research. It is called "KATE TYRELL, LADY MARINER" and it is all about his grandmother who owned and sailed the 63 ton schooner "Denbyshire Lass". The book covers the years 1857-1926 and tells the story of this amazing woman.

Sitting down over a cup of coffee in Waterford Foods factory at Inch - where he works in the maintenance department - he gave me a brief outline about the book and the one and a half years it took to find a publisher.

It is a very informative book and a damn good read, so if any of you Old Gaffers would like a copy for a mere £6 (+£2 p+p), The Basement Press of 29 Upper Mount Street, Dublin 2, tel.(353 0)1 6616128, would be glad to supply it.

As a footnote to this story, John contacted me a few days ago to let me know that he had received a letter from the President of the USA, praising him for his work on the book.

Mick Bentham

ASSOCIATION STOCK LIST

Burgees	18"	£ 9.75 (UK)	£ 10.25 (Overseas)
	24"	£ 11.50	£11.75
	30"	£ 14.00	£ 14.50
Membership Flags	12"	£ 9.75	£ 10.25
	15"	£ 11.50	£ 11.75
	18"	£ 14.00	£ 14.50
Ties (Multi-Motif)		£ 5.00	£ 5.50
Brooches		£ 3.00	£ 3.50
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, XXXL	£ 15.00	£ 16.00

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

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

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

Prices include postage and packing - surface mail for overseas.

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

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

OFFICERS OF THE ASSOCIATION

PRESIDENT:

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

HON. SECRETARY:

DICK DAWSON
West Tye Cottage, Tyes Cross
Sharpthorne, West Sussex RH19 4HT
Tel: 01342 810303

HON. TREASURER:

GEORGE BEAGLEY
1 Netherdale Close, Wylde Green,
Sutton Coldfield, West Midlands
B72 1YW
Tel: 0121 350 0088

NEWSLETTER EDITORS:

GEORGE & BRENDA JAGO
Smugglers Cottage, North Fambridge,
Essex CM3 6NA
Tel: 01621 741595

MEMBERSHIP SECRETARY:

MICHAEL BURN
Grove Farm House, Little Bealings,
Woodbridge, Suffolk IP13 6LT
Tel: 01473 626549

BOAT REGISTER:

PAT DAWSON
West Tye Cottage, Tyes Cross
Sharpthorne, West Sussex
RH19 4HT
Tel: 01342 810303

AREA SECRETARIES AND REPRESENTATIVES

EAST COAST:

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

MEDWAY & NORTH KENT:

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

CINQUE PORTS:

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

SOLENT:

DAVID KELLER
Summers Well, Windmill Lane,
Tottland, Isle of Wight PO39 0HH
Tel: 01983 754000

SOUTH WEST:

PAUL VINCENT
Brambletorre, Dittisham,
Devon TQ6 0HZ
Tel: 01803 722227

CORNWALL:

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

FRANCE:

THIERRY EUSTACHE
8 Bel Air,
22490 Plouer, France

USA:

LEONARD G KAVANAGH
88 Lenox Road, Nahant,
MA 01908, USA

WESTERN AUSTRALIA:

WALLY COOK
6 Baskerville Street
Mundijon 6202, Western Australia

BRISTOL CHANNEL:

BART WORDSWORTH
54 Leopold Road,
Bristol BS6 5BS
Tel: 01272 247076

NORTH WEST:

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

DUBLIN BAY:

MICK BENTHAM
2 Kiffenora Drive,
Raheny, Dublin 13, Eire
Tel: 00 353 1 8476279

NORTHERN IRELAND:

ALAN HIDDEN
4 Malone View Avenue,
Belfast BT9 5PJ
Tel: 01232 612233

SCOTLAND:

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

OVERSEAS LIAISON:

ROSE ANNE HAMILTON
Boomstraat 72c,
1015LD Amsterdam,
The Netherlands
Fax: 31 20 626 0929

GERMANY:

ALEXANDER NURNBERG
Konigsweg 8,
25361 Krempe, Germany

CANADA:

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

CONTENTS

	PAGE
EDITORIAL	3
WELCOME ABOARD	4
HON. SECRETARY'S NOTES	6
MIKE PEYTON AT SHOTLEY CBF	8
LETTERS	9
GOING DUTCH by Graham Wadeson	13
CEMHC: WHAT, WHO, HOW and WHY? by Rose Hamilton	15
1996 OGA & OTHER TRADITIONAL EVENTS	18
AREA NOTES	20
ADVERTISEMENTS	34
BOOKSHELF	36
LIST OF OGA STOCK	36

Front cover : Smack MN69, *Martha II*, by Peter Ford.

Back cover : *Emanuel* - North Sea crossing, by Julia Wright.

MEMBERSHIP SUBSCRIPTIONS

Current subscriptions for members as at 1st January 1996 were as follows - Single member £10, Family member £15, Junior member £3.

The 1996 National AGM raised the membership subscriptions.

This is an early reminder that the new rates for ALL members as from 1st January 1997 will be as follows - Single member £15, Family member £18, Junior member £4.50.

All subscriptions are due on 1st January each year.

Further details and a Standing Order form will be sent out with the next issue of Gaffers 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	

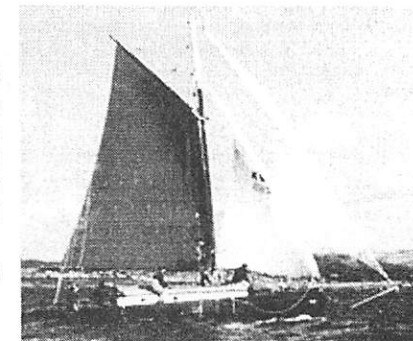
MORECOMBE BAY PRAWNER "PEGGY"

LOD 36 ft, Beam 11ft, Draught 5ft.

Built at Crossfields around 1908 and virtually rebuilt over last twenty years by present owner, she is one of the best Nobbies in the country and winner of the 1993 and 1995 Nobby Races. First class recent survey available. Five berths, fully equipped with VHF, depth sounder, sea loo, solid fuel stove, gas cooker, etc.

Reluctant sale forced by new monster project. Priced to sell at £15,000 or v.n.o.

Contact: Bob Ross, tel. 01492 582079.

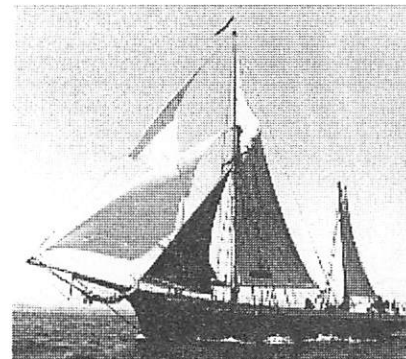


FALMOUTH QUAY PUNT "BLACK DUCK"

LOA 28ft, Draught 6ft.

Designed by Harley Mead, built by Burt's of Falmouth in 1905. Pitch pine on oak. New rudder, propeller and shaft. Perkins diesel, Decca, radio, usual accessories, etc. **Price reduced** to £12,500.

Contact: Tel. 01703 870038.



KETCH RIGGED EAST COAST OYSTER SMACK "SPEEDWELL"

LOA 67ft, LOD 52ft, Beam 13.2ft, Draught 6ft.

Designed and built by William King of Burnham on Crouch in 1901. Pitch pine on oak. Sail area 1800 sq ft. Re-decked, re-rigged and extensively refurbished in 1991. Many accessories. Registered as an historic fishing vessel with the National Historic Ships Committee. Twenty two years of ownership must come to an end.

Also **Boat Jumble**: All sorts of chandlery gear, fairleads, cleats, wooden blocks, bolts, screws, vents, a whole mass of very useful things too numerous to list, collected over 22 years.

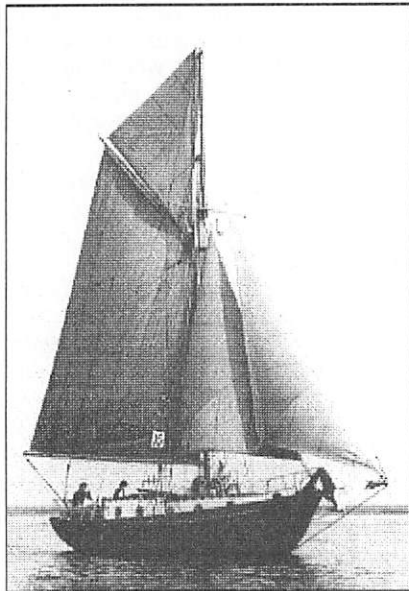
For full details please contact: Simon Knight, 11 Buckingham Avenue, Shoreham by Sea, West Sussex, tel. 01273 464051.

BRIT SPRITE ENGINE

For rebuild or spares. Dynostart mags, manifold, gaskets, belts, etc.

Also the following three propellers; 3 Blade RH 13x7, 3 Blade LH 12x6, 2 Blade LH 13x7.

Contact: Brian Green, tel. 01223 834384 or 01394 388699.



FERRO GAFF CUTTER "SEA EAGLE"

(OGA No. 1579)

LOD 33ft 6in, Beam 11ft.

Designed by Chris Petrie, sail plan by Percy Dalton.

New Yanmar 3GM diesel engine. Well equipped with extensive sail wardrobe.

Lying Faversham. Price £25,000.

Contact: Edwin Bracken, tel. 0181 771 1694.

FALMOUTH WORK BOAT "MOONSHINE"

(OGA No. 1683)

Gaff cutter, 23ft plus sprit .

Built 1991, grp hull, wooden spars, 4 berth, spacious cockpit, Yanmar 18hp diesel, VHF, log, depth sounder, cream/tan sails as new plus topsail and permanent topmast, many extras. All in very good condition and sails like a dream. Asking price £17,500 o.n.o.

Contact: Dave Peace, tel. 01252 615254 or 01717 193301 (work).



4 TON BERMUDIAN CUTTER "PATSY"

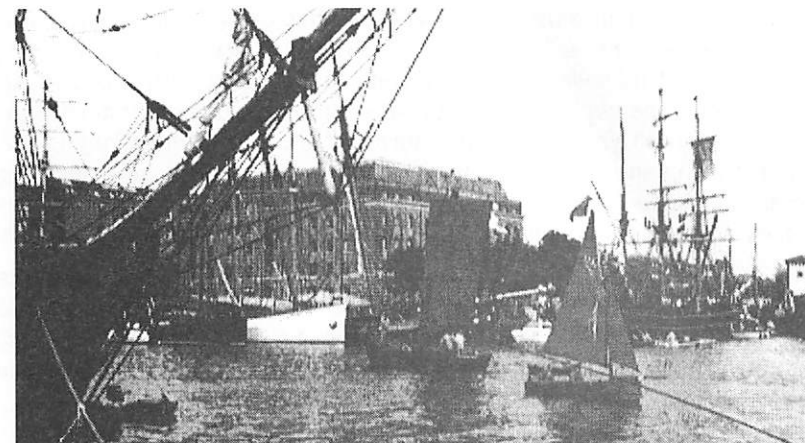
21ft x 7ft x 3.5ft.

Built by Hillyards 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 very good conversion to Gaff Cutter. Price £5,000.

Contact: C A Robins, tel. 01797 222150.



FREJALA (OGA No. 1785) and others at Bristol '96

Photo: Editor

The Gaffers Log belongs to the members of the OGA, not just the editorial team; nor do the East Coast area have a monopoly, so please can we have more photographs and articles from our wider membership. For example, look and see where most of the photographs for the photographic competition came from!

Going back to the days of John Scarlett, I want the newsletter to keep members informed on events not only in their own area, but in all areas where the OGA has activities. I also feel it is good to hear about visits of members to events in other areas.

For the Log to be interactive, it must be produced at regular times, and this is still one of our main aims.

Today, finance governs most activities. Spending your OGA subscription monies responsibly is the task of the Finance & General Purposes Committee (F&GP). A tight budgetary proposal has been agreed for the Log, but there is also a subscription increase on the horizon (see page 2). For the future, the F&GP have a number of commitments - monitoring new legislation (see Rose Hamilton's article on the CEMHC), publicity at shows like Bristol, and the revision of the Members Handbook. If you consider the effort that goes on behind these simple headings, this is not bad value for your yearly subscription.

Since the last issue, the OGA has had a stand at both Bristol 96 and the Wooden Boat Show at Greenwich. At Bristol, the detailed project management left a bit to be desired, but congratulations to the organisers for making this first UK International Festival of the Sea happen. On the first evening, we stood on the bridge in the pouring rain and marvelled at the maritime panorama. To the right was *HMS Rose*, across to our left *Pride of Baltimore II* and *Eye of the Wind*, then *Royalist*, *Jolie Brise*, the British barque *Earl of Pembroke*, in front of her the *Matthew*, centre piece of the Festival, and many, many more....

The highlight of the Wooden Boat Show for me was an evening lecture given by a visiting American called Richard Wagner, who spoke about his Living Wooden Boat Museum at Seattle in Washington State. This is no ordinary museum and Richard Wagner and his wife are no ordinary mortals. This simple but very inspiring talk, supported by slides, set out the concept and development of their museum over the last twenty years. He is a quiet man who trained as an architect, practising but once, which is part of the story!

What started as a floating museum of local craft has grown over the years into DIY/ school rooms and workshops. The living aspect comes from taking people and teaching them about building and sailing traditional craft. Self funding, they hold rallies to raise funds by donation. The centre appears to cater for all age groups from all over the US and Europe. Open all year round, they have progressed to encouraging the young unemployed off the streets and those with disabilities to participate. I feel a great admiration for this man and his wife, who still live in their original 'floating home' at the centre, because they give more than just building/ sailing skills to these last groups of people.

I was amused by the consideration in Richard's closing remarks, when he suggested to his Greenwich hosts that the Wooden Boat Show should remain on the front lawns at Greenwich for 365 days a year, to form the nucleus of a UK living museum. It will be no surprise to anyone that this proposal was not taken up in the closing appreciation by the Maritime Museum.

Please remember the copy date for the next Gaffers Log is 1st OCTOBER.

Enjoy the rest of your sailing season.

George Jago

WELCOME ABOARD

BC Mr M Jones, 9 Lock Close, Stratford upon Avon, Warwicks CV37

HIRTA

CWL Mr W D Hugh, 4 Trescobeas Manor, Falmouth, Cornwall TR11 2JB

PICA

Mr A Masters, 16 Highlands Avenue, Leatherhead, Surrey KT22 8NN

FORAYS

EC Mr K E G Binns, 8 The Hollies, Park Lane, North Walsham, Norfolk NR28 0TN

Mr D W Brown, 40 Hill House Road, Streatham, London SW16 2AQ

Mstr B Butler, 22 Tower Street, Brightlingsea, Essex CO7 0AL

SAXONIA

Ms J Clementson, 92b Mountgrove Road, London N5 2LT

Mr A Cocker, Riverpoint, Cliff Road, Waldringfield, Woodbridge, Suffolk IP12 4QL

QUERY

Mr C J Coulson, P.O. Box 12, Woodbridge, Suffolk IP12 4QG

Mr M A King, 27 Waltham Road, Scartho, Grimsby, Lincs DN33 2LY

CITY OF EDINBORO

Ms J C Martin, 35 Station Road, Burnham on Crouch, Essex CM0 8BQ

Mr P Simons, 57 Speldhurst Road, Chiswick, London W4 1BY

MACAVITY

kippers, while the fleet was assembling for the race, *Golden Nomad* and *Honora* slipped away, going to Ardglass and Bangor respectively.

Mike Clark, one of the event organisers, has told me that the race was a drift for the most part, before a light breeze filled in after an hour and a half, making it a pleasant mornings sail. Some boats finished the race and prizes were awarded at the discretion of the organisers.

Prize for the Gaff Rigged Boat was given to *Vigilance*, the Brixham Trawler.

Prize for the Classic Bermudan Boat went to the 6 Metre *Monolulu*.

The Isle of Man Steam Packet Prize for Powerboats went to the Trawler *Veronica*.

The vessel which contributed most to the event was *HMS Rose*.

The Prize for Best maintained Boat went to *Espanola*.

The Pennington Trophy for the best Galway Hooker went to *Star of the West*.

Mike Clark, Keith Hewson and the rest of their organising team would like to thank all participating boats for coming to Peel and all their sponsors for the support they gave - Okells Brewery, The Viking Association, The Peel Sailing & Cruising Club, The Peel Town Commissioners, and all those others who cannot be mentioned here.

Peter Lyons

NORTH WEST

1996 got off to a good start for the North West Area. The first bit of fun was a weekend away on 13th and 14th April to Beaulieu, the main purpose of the weekend being a visit to the Beaulieu Boat Jumble, which, as all Old gaffers know, is a wonderful annual event at which we can pick up all those little bits and pieces we need for the season at very reasonable cost.

Our first race was held on 2nd June, between the mouth of the River Douglas and the Bar Lightship in Liverpool Bay. Only two boats entered - Captain David Green with *Polly* and myself with *Spray*. *Spray* won with David coming a close second.

On 16th June, the Nobby Owners Association held their annual Nobby Race on the River Mersey, to which all OGA members were invited. Congratulations this time to Captain Green, who came in first with *Polly*.

Our main event of the year is the North West Passage Race, which was held on 28th July. The race started in the River Mersey and finished at the Great Orme's Head, Conway, a distance of some forty miles. I was very pleased with the turnout for this race, eight boats in total. *Hannah Hambleton*, owned by Mr and Mrs Jim Roddick and skippered by Alan Price had a wonderful race against *George Pilkington*, owned by Roger Bucknall and skippered by Freddie Turner. *George Pilkington* won this particular race last year and the two boats were first over the line and stayed neck and neck most of the way, with *Hannah Hambleton* finishing first, just a few minutes before the *George Pilkington*. I was delighted to see Captain David Green's boat *Polly* in the North West Passage Race, but regret David was unable to attend due to further health problems. We wish you a speedy recovery David and hope to see you back on your boat in the near future.

At the point of writing these notes, I am looking forward to the Conway River festival, at which event a race for gaff rigged boats has been organised on 4th August. Last year, twenty three boats took part, eleven of which were OGA members, and I am confident that this year's turnout will be even better.

On 11th August we race back from Conway to Liverpool. We have seven entries to date for this race and I look forward to advising the outcome in due course.

For further information about any event please contact me on 0151 236 4530 (day) or 0151 652 9744 (evenings). Thank you for your continued support.

Tom Middlebrook, Area Vice President.

Editor's Note: A fond memory of Bristol '96 is the happy NW crew of *Frejale* eating their Crews' Supper in oilskins, sitting under an umbrella in the pouring rain.

There were a large number of classic bermudan yachts racing. *Lola* won Class I, *Dream Twister* won Class II, and the Folkboat Class was won by *Lassitude*.

Again the fireworks display was very good on the Saturday evening and the home made fun in the Sailing Club was good craic. Various different sessions broke out during the evening and the music was grand.

Sunday was a bad day. The wind and overnight rain played havoc in the harbour. *Madcap* broke her bow line and my inadequate shore line snapped causing panic for a time before things were put to rights again. Ben McDonagh and Mick Bentham came up by road from Dublin and joined us in the Sailing Club for the afternoon. The racing was cancelled, principally because of the fear of the mayhem that trying to get the boats out of the harbour would have caused.

The prizegiving at 18.00 went ahead as usual with the winners being:-

Most Musical Boat *Jean de la Lune*

Best Dressed Boat

1st *Will*,
2nd *Madcap*,
3rd *Honora*

Furthest Travelled Boat

Marelle
(from Falmouth)

Boat that contributed most to the event
Jean de la Lune

There was a special OGA prize, a brass and copper anchor light, which was presented to Hugh McColl with his Shetland Sixareen, *Old Stormalong*. There were cut glass prizes for all the Class winners.

Carrickfergus was again a memorable event. We were glad to welcome Mike Burn along. Mike was staying with relatives in Carrick but he visited lots of boats and was well satisfied with his sail on *Madcap*. I hope he got enough of the Ulster hospitality to do him until next year.

PEEL TRADITIONAL BOAT WEEKEND 15/16 JUNE

A good weekend in the Isle of Man, again sponsored by Okells, the local brewery, was had by all who attended. *Golden Nomad* left Carrickfergus on Friday afternoon, calling into Bangor to pick up crew Irene Aston and Alison Lyons. I was also waiting for crew for *Honora* and we all just happened to run into a champagne reception organised by Mumm. Someone had bought a Mumm36. Gaffers true, we joined in - nice stuff that Mumm champagne.

Golden Nomad slipped her warps and headed for Peel. *Honora* followed as soon as crew members Carol Lyons and Attracta Neeson came aboard. It was a beautiful evening, not much wind so iron tops'ls were the order of the day. We motored quietly to Peel, arriving at 04.00 on Saturday morning. We picked up a mooring outside the harbour mouth and retired for some well earned sleep.

We were wakened around 10.00 when John McCauley hailed us from his gaff cutter *Margaret*, asking us to take part in the parade of sail. We hoisted sails and joined about 30 other boats drifting about in the bay. Most spectacular boat in the fleet was *HMS Rose*, the wooden, built in USA, copy of a 17th century British frigate. I admire the skipper of this craft for taking her off the wall for a two hour sail about.

Afterwards, we were able to berth outside the *Golden Nomad* in the inner harbour. We were the first two boats in the raft of boats that closed off the harbour in Peel to enable the Chairman of the Town Commissioners to walk across the harbour. He was slightly inebriated before he reached the other side.

Crews did their own thing before attending a free meal in the Viking Longhouse, followed by a presentation at which the Skipper of the *Rose* was given a Manx flag. Joe Pennington was given a special mention for the first appearance of *Master Frank*, his 3 year rebuild of this 1894 Manx Longliner barely finished.

There was a race scheduled for Sunday morning, but some of us have to work for a living, so after a free breakfast of Manx

Mr D J Townson, 53 Blackmore Road, Kelvedon Hatch, Brentwood, Essex
CM15 0BE ANCHORESS

Mr C Yarker, 253 Goulden House, Bullen Street, London SW11 3HH
REGARD

MNK Mr R J Hanson, 2 Knowles Drive, Four Oaks, Sutton Coldfield B74 2QW
TREGATREATH

Mr M J King, 6 Court Farm Road, Mottingham, London SE9 4JH
Ms Y Mitchell, 12a Borstal Street, Borstal, Rochester, Kent ME1 3HH
SHOE STRING

NI Mr A Brown, 32 Cabinhill Gardens, Belfast BT5 7AP
Mr & Mrs J Lawson, 33 Ballymartin Road, Killinchy, Co Down BT23 6QR
Mr A & Mrs A McMurtry, 40 Bay Road, Larne, Co Antrim BT40 1DG
LOTTIE

NW Mr W I Fairclough, 41 Abercrombie Road, Fleetwood, Lancs FY7 7AX
SQUIB
Mr M Worthington, Wrekin Workwear Ltd, 26 Snedshill Trading, Telford TF2 9NH
SEA TOGS

FR Mr T d'Herbecourt, 4 Rue de Fougères, 29920 Nevez, France
MARLIN

SCO Mr & Mrs C Feeney, 18 Dolwarth Gardens, Edinburgh EH11 1LW
TEE-JAY

SOL Mr C J Beane, Trinity House, Pennstreet Village, Amersham, Bucks HP7 0PY
MERLIN

Ms L Duff, 38 Lancaster Avenue, West Dulwich, London SE27 9DZ
GOLDEN OTTER

Mr P A Mayes, 39 Malyons Road, Swanley, Kent BR8 7RE
BUCCANEER

Mr J Mears, 28 Waltham Road, Overton, Basingstoke, Hants RG25 3NJ
KERNETH

Mr B M Neale, 30 South Pine Close, South Wonston, Winchester, Hants
SO21 3EB VICTORIA RUTH

Mr E North, 3 Grove Road, St Albans, Herts AL1 1DQ
Mr J & Mrs C Regnart, 19 Hamilton Park, Downton, Salisbury, Wilts SP5 3QN
DILLY

Mr P Rice, 12 High Street, Chicgrove, Chichester, Sussex PO18 9HX
MATILDA

Mr M W Wilmot, East Dean House, East Dean, Salisbury, Wilts SP5 1HQ
BLACK BESS

SW Ms S Hall, Southerly, 23 Ford, Dartmouth, Devon TQ6 9EB
Mr D Sanderson, 16 Higher Brimley, Teignmouth, Devon TQ14 8JU

Boat mania

The editorial in the June issue of *Classic Boat* records that in their first year of publication, 1989, there were 18 recorded "classic" boat events between January and September, whereas in 1996, over 100 events were due to take place this season. Admittedly, the first issue of a new magazine may have missed one or two events, but this is by any account serious evidence of the sharp increase in general interest in "classic" vessels - which includes, of course, gaffers. Most people regard new gaffers as "classics", just as much as the older ones.

The editorial goes on to say that much of the new interest is commercial and that organisers are beginning to find that such events can be very profitable - something the French organisers of Douarnenez and Brest have known for years.

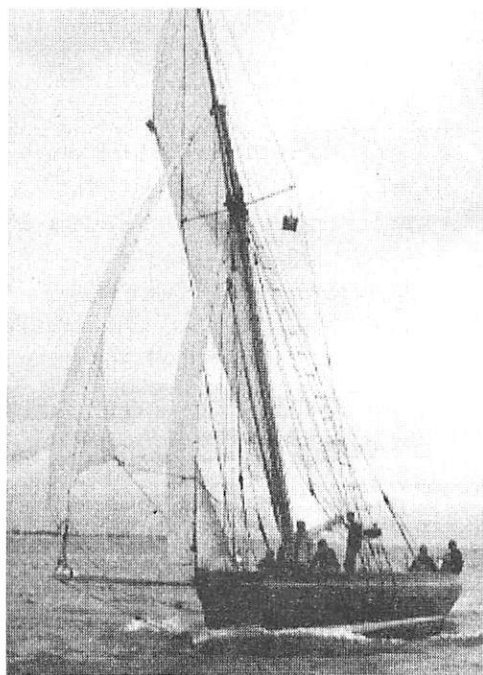
Comments heard with increasing frequency over recent years would have us believe that the OGA has nothing to offer that can't be found in other events, that there is so much going on that no time can be found to attend all the events, that the OGA should welcome Bermudan craft to keep up with the opposition, that this will mark the end of the OGA, and so on. Where does this boat mania leave the OGA?

I'll tell you where it leaves the OGA. We are still the only Association in the world whose primary concern is gaff rig. We are quite unique and maintain the only world-wide register of gaff-rigged craft. Whilst our events are often open to other rigs, our races are for gaff-rigged craft, old and new. We encourage the development of gaff rig and it is a subject of great pride to our members past and present that our enthusiastic promotion of gaff rig over more than thirty years has resulted in its increased profile and has had no small influence in the areas of yachting journalism and the design and building of new craft. We influence maritime heritage and preservation bodies and even those in government who implement EU regulations. We are active in the preservation of our coastline and traditional sailing areas and in the limitation of the depredations of government and commercial bodies who would restrict our use of it. We produce a publication that is the envy of other organisations, we have an international base and affiliations, and we do all of this, for more than 1,300 members, for no commercial gain. What other organisation even attempts to do this?

Do attend the other events - they are great fun, you will see a lot of very attractive vessels of all sorts of rig, you can join races that put a variety of rigs on the same course, they are often very professionally organised and you will receive a very enthusiastic welcome. But, and it is a big but, OGA events are organised for OGA members by OGA members, they have a unique atmosphere which can only be attained by the best of the rest and finally, they are organised for you and your boat, not in order to use you.

Beaulieu

Speaking of which, the first *Classic Boat* magazine Festival at Buckler's Hard, organised in conjunction with the Lord Montague estate, was a most enjoyable outing. A



CHLOE MAY was at Beaulieu Photo: J. Denner

Jim has asked me to thank Malcolm Kane and the crew of *Tam O'Shanter*, John Bates and crew of *Ebb Tide* and especially Bill Wallace and *Sukindazel*, who was able to pull him off. Bill, not knowing that Jim had his engine going full speed in reverse, did the job a little faster than Jim might have wanted, but no damage was done and Jim is grateful to them all.

The Sailing Club put on the folk group "Runt of the Litter" to entertain the masses and a good evening was had by all who attended; there was not much room left in the place. The Council had organised a circus, a funfair, and a large marquee at the top of the Quay for entertainment, which did cause some problems with noise levels in the harbour for those who wanted to go to bed early. The Fireworks Display from the battlements was very good. The music was not, it was deafening, and took away from the overall effect.

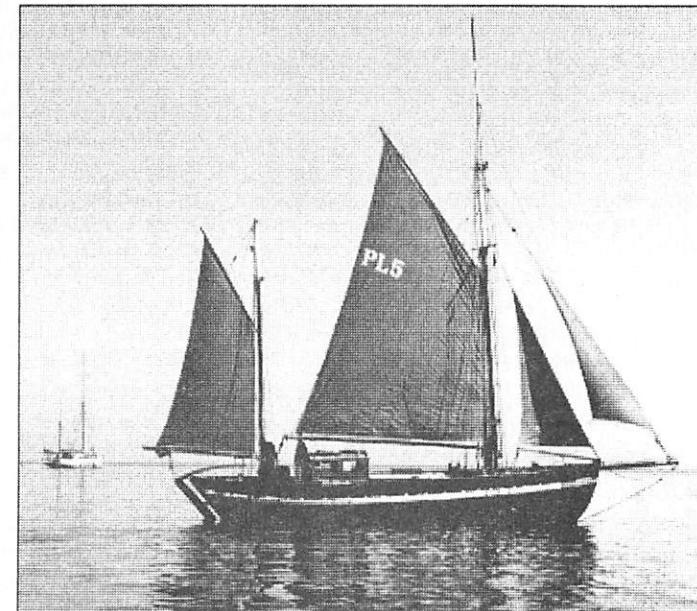
Saturday dawned a beautiful day and some of the crews went up the town for breakfast. The skippers' meeting took place as arranged, all be it a little late. Jackie Finlay from the Sailing Club was again OOD and our thanks must go to him for all his good efforts. A special thanks to Terry Needham, who stepped in to deputise for Alan Hidden when Alan rang in sick.

The boats eventually left the harbour in time for the race which started at 14.00. It was a beautiful sight watching the big boats powering away from the line in a lovely force 3 from the West. The rest of the races started at their proper times with no incidents to report.

Vilia again passed all the Class I boats to take the honours. *Madcap*, the 1875 built

Pilot Cutter was second, followed by the converted prawner *Provider* in third. *White Heather*, the Isle of Man Nobby finished the field in fourth place.

Oread, the 1898 Dickies gaffer screamed away from the Class II fleet to win on the water and on handicap, sailed by that astute



Manx Nobby WHITE HEATHER

Photo: Peter Lyons

and experienced skipper Richard Doig. Leslie Hughes brought the first of a fleet of Shrimpers, *Blue Chip*, into second place and *Tir Na Nog*, another Shrimper came in third. I was a little late over the line in *Honora*, but the boat sailed extremely well and finished well up in the bunch on the water, passing *Golden Nomad* on the run to the line. We were unfortunately beaten into 6th and 7th places by *Tam O'Shanter* and *Rauile Buaille*.

Class III open boats were led home by *Nymph*, a gunter rigged one design, second was the North Sea Skiff *Ebb Tide*. *Water Beetle*, a Winkle Brig was 3rd and Michael Hicks' home built gaff schooner was 4th. *Gilhooley* won the Drascombe Class from *Finvola* and the six Currags were led home by *Dingle Naevog*. The sailing canoe *Jensen* also put in an appearance.

BRISTOL 96 - THE INTERNATIONAL FESTIVAL OF THE SEA - 24/27 MAY

It was the sort of event where a man could sail his Ness-type yole of unknown provenance across from Chepstow for a jaunt, to have it immediately hailed as a long-lost friend by a Shetlander rowing his own sixareen, who recognised, from the spacing of the frames, the very builder who constructed her in the 1930's.

The coracle with its spotted hide, hair carefully on the inside (to keep the paddlers feet warm?); the lateen rigged Cypriot water taxi, manoeuvring smartly in a squall, under Exeter Maritime Museum colours; the *Pride of Baltimore*, magnificent two-masted Maryland Clipper and replica of feared Privateers; the smoked herring that really did provide for an excellent breakfast....

The Venice Pavilion, where a single postcard showing hand-crafted ply oar blades as works of art, encapsulated the style and presentation skills of a nation; splices and fancy work from Footrope Knots; a Stone Age log becoming a dug-out on the spot; ah, at last, a local OGA member - *Ann*, the Weston Bay Flattnr, whose flat ram keel shows antecedents of similar dug-out ideas, now with added planks! Three thousand years of continuity.

Wooden boat work of the highest quality, from the authentic *Matthew* replica to exquisitely crafted home-builds and Fairey moulded hulls refurbished with no expense spared; small commissions in wrought iron, salvaged from bygone Dockland warehouse rafters and pillars - beautifully crafted, yes, but on a scale now of souvenirs - that's the Heritage Industry for you.

Bristol Docks, but not as we have known it, in gentle decay: vibrant, buzzing, full of people at leisure watching people busy getting things done. *Krog an Barz* from Brittany, needed urgent repairs to the rotted main gaff: someone located a lump of mahogany, another a chain saw, stainless steel bolts, a patch of leather: half a day later, here was a set of jaws good enough for another fifty years. The skills are still there, though the technology changes.

Bart Wordsworth, Area Secretary

NORTHERN IRELAND

CLASSIC SAIL CARRICKFERGUS - 6/9 JUNE

Once again the NIOGA Gaffers and friends gathered at Carrickfergus on the first weekend of June for the annual Classic Sail. We had 116 boats registered for the event, but a number of those did not make it because of the weather. Those who did turn up had a great weekend to remember.

On Thursday evening, *Will*, the P&O Thames barge and *Jean de la Lune*, the brigantine which has been converted from a French fishing boat, took pride of place in the harbour. *Melora III*, *Provider* and a large number of smaller boats were in the marina, taking advantage of the Council's offer of free berthing for a week before and after the event, awaiting the call to go round to the harbour on Friday. There was a great singsong in the Sailing Club on Thursday night, led as usual by the Astons and ably assisted by members of the crew of *Jean de la Lune*.

Honora left Bangor at 17.00 on Friday and Alison and myself had a good sail over to Carrick. We went straight into the harbour and berthed alongside *Golden Nomad*. We were soon joined by *Dream Twister*, *Mandarin*, and a host of other boats - *Blue Chip*, *Wee Maggie* and *Diligence*, the old Customs cutter, who did a wonderful job of parking in a very confined space, to name but a few.

Another boat worth mentioning at this stage is *Crois Anndra* and Jim McGloughlin, who came into the harbour late. Jim strayed too close to the shallow part of the harbour over towards the castle and provided some unprogrammed entertainment for the gathering thousands of spectators - he ran aground. He assures me that he is going to use what little influence he has with the Irish Lights to build a lighthouse in that part of Carrick harbour. As he felt the boat come to a slow halt he says the sailors prayer came to mind; it goes like this:-

From rocks and sands and barren lands,
good fortune set me free,

And from great guns and womens' tongues,
the good Lord deliver me.

number of very fine vessels attended, with as fine a bunch of Bermudan classics (this time I use the word advisedly) as I have seen in a long while. None so fine as the collection of gaff-rigged boats, though, including *Marigold*, *Jenny Wren*, *Lona II* (winner of the concours d'elegance), *Bertha Fisher*, *Chloe May* and many others. Dare I mention the secretarial craft, which gained an honourable mention in the concours?

Shoreside activities included Norman Gaches, the well known woodcarver and gaffer, and the crew who look after all the rigging on HMS Victory. Certainly the noisiest part of the show was the Trafalgar Gun Company who, armed with a 6-pounder cannon and various electronically-controlled mortars, put on a show of destroying a French man of war with much banging and smoke, twice a day!

Shotley

It is with great shame that I admit that this year was the first time I managed to attend Shotley. Despite the unrelieved foulness of the weather, I enjoyed myself enormously for the day I was there and was very impressed by the number and quality of boats attending. Unfortunately, more or less all events afloat were cancelled for the day, but that didn't stop the general jollification continuing into the night, aided by a very fine band. This is one of the OGA's most impressive events - drop everything to attend the next!

Merchandise

The response to our request for help with the OGA stock of merchandise was superb and gave us the difficult task of choosing between several volunteers. In the end, we decided that Moray MacPhail of Classic Marine was the best qualified applicant, not least because he runs an established mail order business. Those of us who know Moray are impressed by his service and we all wish him well. The stock list advertisement elsewhere in this issue gives details of how to contact him.

I would like to place on record my thanks to the other volunteers: Paul Parmenter, Keith Simmons, Clive Wall, Mr Kilvington and Mike Burn.

Recreational craft regulations

The EU Directive on Recreational Craft has now been enshrined in UK legislation and is very much as you will have learned from reading Rob Holden's occasional reports on the subject. For those who are interested a copy of the UK Recreational Craft Regulations are lodged in this office and copies can be made available at cost plus postage. Health warning - it's 25 pages long!

New Dublin Bay Area Secretary

You will have seen the Editor's announcement in the last issue that Mick Bentham is the new Dublin Bay Area Secretary. Our thanks go to Yves Chavanne, who held down the post for many years.

New Western Australia representative

Frank Marchant, the WA representative from its inception, has handed over the reins to Wally Cook, whose address is in the list of representatives in this issue. We wish Wally the best of luck and extend our grateful thanks to Frank, whose enthusiasm over the years has helped generate a flourishing Association.

Boat news

Whilst at Shotley, I was privileged to spend some time on two very different boats. If you have read the Log over the last year, you will know about Mike Burn's 1905 Albert Strange yawl Sheila. Beautifully restored and very original, she is a joy to behold. Something strange took hold of Mike and I and we sailed Sheila out into the teeth of a lot of wind for a thrash about up and down the Stour. Starting with only a reefed genoa and reefed mizzen, we soon added a

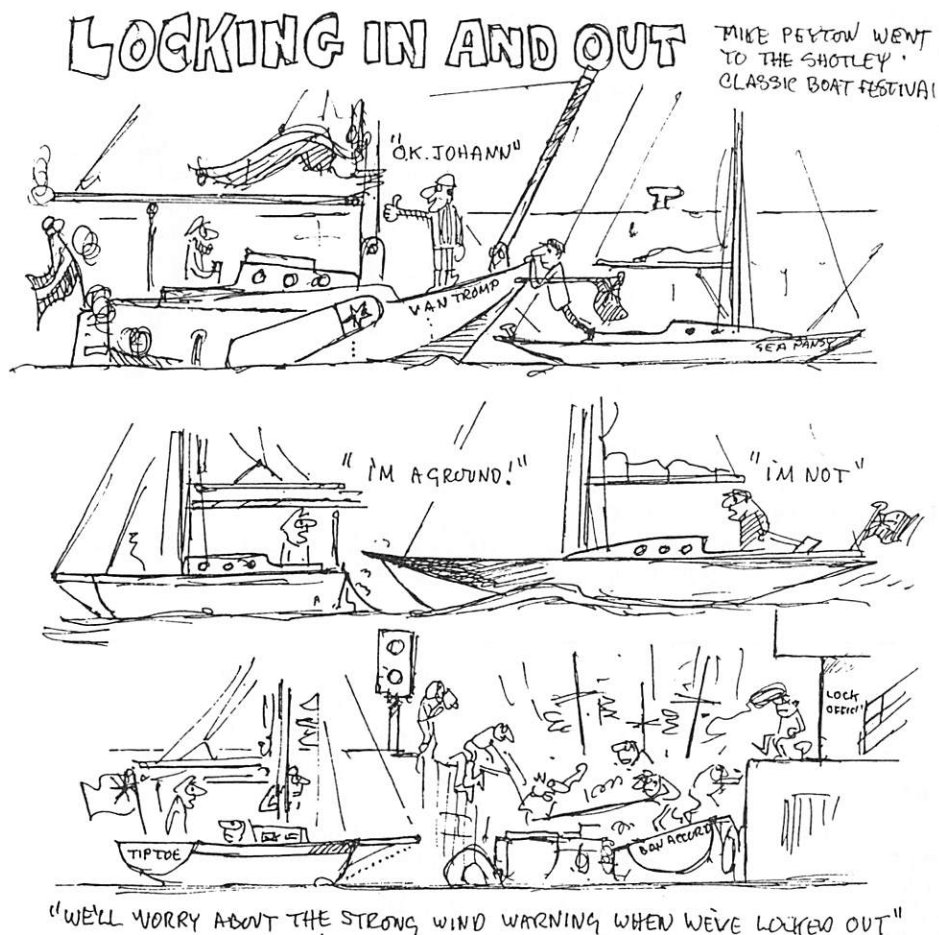
reefed mainsail and she went like a scalded cat - but all the time beautifully balanced. Getting back into the lock with a strong wind over the quarter and no engine had its interesting moments, but all was well. Thank you, Mike, for a memorable sail.

The other boat was Beroë, an 1887-built racing yacht, designed by G L Watson of Britannia fame. Simon and Beverly Brown have owned her since 1991 and are nearing the end of a very comprehensive refit, including some of the nicest yacht joinery on deck and below I have seen for a long time. She remains very original, missing only the mizzen which made her a rule-cheating racer in her early years. Altogether she is a picture and a credit to her owners. Simon believes she may be the oldest yacht originally built for racing still in commission. Can anyone confirm or deny this?

AGM

The OGA National AGM will be held at the Cruising Association in London on 30th November. Full details in next Gaffers Log.

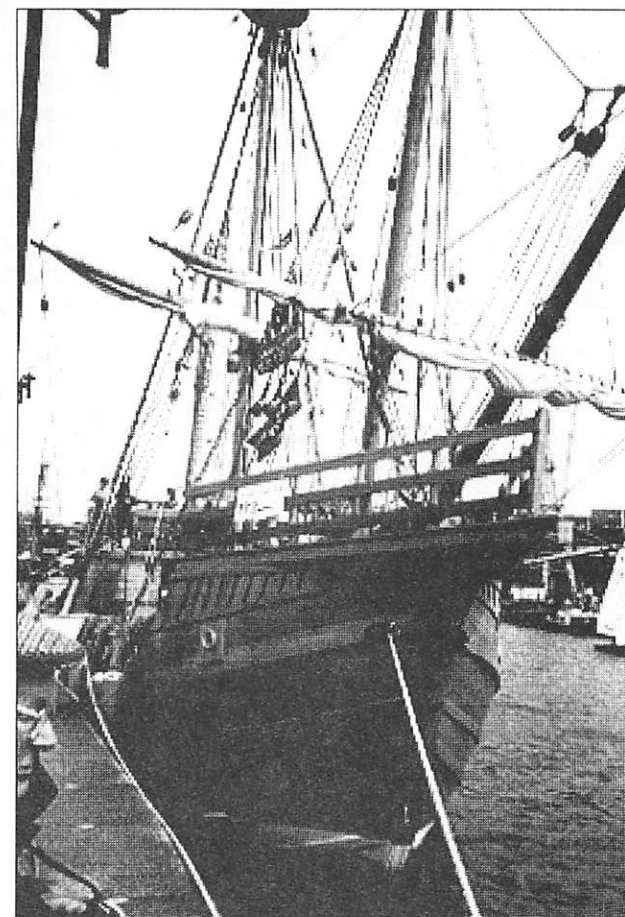
Dick Dawson



Later, it was time for the Concours d'Elegance, which was won by Mike Burn for *Sheila*. He also won the Rising Hope Trophy for parking his boat on the waiting pontoon all week! The Special Committee Prize (Pain in the A...) was very difficult to award this year but in the end, for complaining so much about the amount of paper used to publish the sailing instructions and the Shitley Spot, this fine trophy was awarded to Marina Director Richard Lingard! Then came the major awards for the festival - the Points Series for the best overall performances for the week. The Stoy Haywood Cup for the Classic Racers went to *Rising Hope*, with *First of May* second and *Orana* third, each also receiving a "Classic Boat" subscription. The Shotley Marina Cup for the Bermudan Cruisers was won by *Jifanix*, followed by *Skandale* and *Forelle*, also receiving "Classic Boat" subs. The Open Boats Points went to *Gone for a Burton*, second *Dipper*, each receiving "Boatman" subscriptions. The Shotley Marina Cup for Gaff Rig was won by *Beroe*, second *Deva*, third *Snippet*, each receiving "Boatman" subs. The OGA Victor Ludorum Trophy for overall performance was won by *Beroe* for her restoration, participation and racing results.

Our thanks go to all those who worked behind the scenes to make this event happen. The logistics of turning a marina into the operations base for a major week long regatta attracting hundreds of boats and thousands of people are quite incredible. However, the greatest thanks go to the entrants whose lovely boats not only make the festival visually attractive, but whose attitude makes the whole event great fun and very worthwhile.

Jon Wainwright, Area Secretary



MATTHEW, Bristol '96

Photo: Editor

BRISTOL CHANNEL

On Saturday 18 May, Barry Jobson organised a triumphant reunion of scattered Bristol Channel Pilot Cutters. They raced down to Porlock and back again to Barry Island - a brisk sail in the biting Northerly wind. *Marianne* finished in the lead, with *Peggy* a close second. The steel *Annabel Jay* and the *Dyarchy* replica compared well with their illustrious forebears. That, after all, is what inspires the OGA.

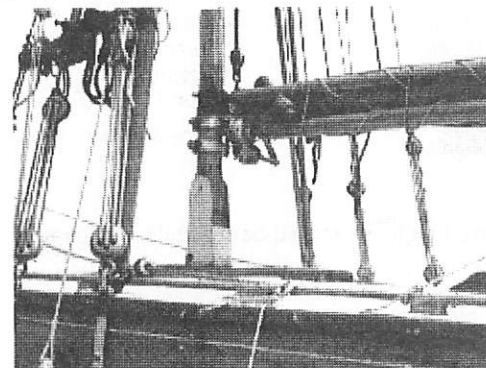
pity, as a number of people, including a school party, had come along especially for these events. We tried to improvise. Some dinghy owners provided sailing in the marina basin for the school party, the Met. Police gave a superb demonstration of rowing in Harwich Harbour and the Treasure Hunt was set ashore. But what about the afternoon? Matt had the idea of staging a nautical quiz in the marquee. We were very heartened by the response - every table was occupied by people determined to make the best of the situation and have fun. The nautical quiz was followed by knot-tying competitions, and then the Dog Show! This originated with a throwaway remark by Brian about the number of entrants' dogs at an early CBF and now we have dog owners buying classic boats so they can enter the Dog Show. Thomas Jackaman and Benny Marshall from *Ahah! Minnie Ha Ha* won the Treasure Hunt, David Evans on *Eccelin* the knot-tying prize, whilst the Drowned Rats beat the Jon Wainwright Fan Club to win the Quiz and Lizzie won the Classic Crufts Championship. The evening was well rounded off with a fantastic performance from "Soul Kitchen".

For some reason the Two Rivers Race is considered the premier race of the festival. It was also Press/ VIP Day and the OGA video team attended. The race start, in wind over tide conditions (force 6 from the West) was vicious, making it difficult to see or bear away at times, but the fleet got away in good order. Reefing was the order of the day, but there were those who set topsails banking on an easing wind. The deep keeled racers were clearly in their element, *Orana*, *Korybant* and *Linette* setting a very fast pace. The cruisers were well away too, the plank on edge *Beroe* ploughing under the tidal loup, chased by *Wyona* and *Snippet*. At the smaller end, the Kestrel *Jifanix* put in a very accomplished performance, equalled by the *First of May*, a new Orwell OD. *Fleetwing*, *Itchen* and *Elfreda* were reefed down, giving the most seaworthy rides. By contrast, the open boats *Gone for a Burton* and *Dipper* were shipping it green. Round Holbrook Beacon and a broad reach down to Copperas, many thought the hard work was over, when a blast from the skies struck.

Recording 40 knots at Shotley, the water boiled, whilst helmsmen wondered what would happen when they came off the plane. But how competitive Shotley can be! *Jifanix* set her spinnaker and planed the rest of the Stour at 10 knots or more! The gybe at Bloody Point led to a beam reach to Collimer in much calmer conditions. The close fetch up the Orwell to finish at Pin Mill was easier work but few of us wanted to go ashore at the Butt & Oyster, a comfy berth at Shotley being more appealing in the circumstances. On corrected time, *Rising Hope* won the Two Rivers Trophy. The Ellen Trophy, a new award for line honours, went to *Orana*, second on corrected time and first "workboat" *Deva*, third and first cruiser *Snippet*. Open boat *Dipper* was awarded a prize for survival!

The Mistley Ditch Crawl on Friday was blessed with light winds and was the best attended event of the festival. There was a gentle beat up the Stour, the usual MASSIVE raft up alongside Mistley Quay and lunch at the Thorn Hotel. The race started off Ballast Hill. For the smaller boat, starting at the leeward end of the line there was a fair chance that the breeze would go from NW to SE and, once round Ballast Hill they could cut in on the inside and avoid the foul tide. Local boats spotted this wrinkle, but the real winner was the THCF, as the near flat calm conditions meant the boats stayed close together while the clock ticked away. Because of the light conditions, the race was terminated at Shotley. There were some very interesting placings. Open Boat *Gremlin* was first on corrected time and *Celtic Witch*, a Drascombe Longboat, second, followed by *Deva* and *First of May*.

With the Pin Mill Barge Match on Saturday, it was also time for the President's Race offshore. A good breeze from the NNW at the start gave a stomping broad reach with wind and tide to Medusa, *Bona*, *Dirty Girty* and *Beroe* going especially well in *Korybant*'s wake. From Armada to Stone Banks, the main beat of the course, was where the race was won or lost in the fierce tide. *Dirty Girty* won the Harwich Haven Cup on handicap, *Korybant* took line honours, *Bona* first Workboat, *Beroe* first Cruiser.



POLLYs rigging.
Which POLLY?

15 Victoria House
The Arsenal
Alderney
Channel Isles
8 June 1996

Dear Editor

The old French gaffer on page 19 (June Log) is the *Marie Madeleine*.

She was built with her sister ship, *Notre Dame du Sacre Coeur*, now fishing off the South Coast of England if still afloat, at Saint Vaast-la-Hougue near Barfleur in 1934 and moored at Barfleur.

Both boats were used as longliners and both were modernised with big Boudine engines and wheelhouses.

A few years ago, some enthusiasts converted *Marie Madeleine* back to sail as a yacht. She is a perpetual sight in these waters.

Sincerely

C J Greenslade

Mr David M Hart
Head of Water Activities
Sneyd Water Activities Centre
Vernon Way
Bloxwich, Walsall
West Midlands WS3 2PA
Tel. 01922 710020

18 June 1996

Dear Editors

Are there any members out there with gaff rigged small boats they are not using and who might like to help some young sailors from Walsall schools?

I am a teacher who runs a lake beside the M6 just north of Birmingham for Walsall schools and I am seeking to make sailing more interesting by linking it with history and using older style boats with gaff rig on the lake.

The centre is run by one member of staff and a team of community volunteers. It does not have much money to operate, so is seeking donations of any interesting small gaff rig boats, wood or grp.

The boats will receive tender loving care and be well maintained by the young persons involved, under my supervision. I have recently joined the OGA and own La Mouette, a Privateer class, trailer sailer, gaff cutter, which I sail on the East Coast rivers.

Please contact me at the address/tel.no. above or at my home: The Anchorage, Berwick Wharf, Atcham, Shrewsbury SY4 4TJ, Tel. 01743 709680

The Editor, Old Gaffers Association Log

Dear Sir

Further to correspondence on OGA Races, I believe that these should be maintained wherever possible.

While it is true that "Classic Boat" events are proliferating around the coasts of Europe faster than Japanese seaweed, the races included in them do not always provide good sport, since they are often organised by people with more goodwill than knowledge of what makes a good race for gaffers. A wide variety of handicap systems are used, and the fleets are so mixed that often the main preoccupation is keeping out of the way of anything that looks bigger and faster. The priority on the agenda of some organisers is to create a spectacle rather than a race to be enjoyed by the participants. In some of the events the racing takes priority and is extremely well organised, Falmouth for example.

While it is some time since I took part in an OGA race, I always enjoyed the day's sailing more than in other events. The Classic Boat gatherings, be they huge events like Brest or Bristol or more modest affairs like Plymouth, are great fun and often very interesting for all sorts of reasons (often connected with food and drink!), but for the skipper who likes to get his boat really going and to pit his skills and wits against a fleet of broadly similar boats the OGA races are still likely to provide maximum satisfaction.

Keep up the good work!

Jonathan Ward-Hayne

2 Whitehall Manor
Churchstow
Kingsbridge
Devon TQ7 3QR
6 June 1996

69 Wylie Road
Hoo
Rochester
Kent ME3 9EG
23 June 1996

Dear Editors

The question of whether to race or not to race has been a topic of conversation now for very many years, in nearly as many clubs and associations.

As the owner of probably the slowest smack on the active list, perhaps I can add something to the discussions a view from astern.

I happen to believe that if I belong to an association, then I should try to support activities in my area organised by that association, whenever possible. To this end I try to support events organised by the Old Gaffers Association, the Kentish Sail Association, the Sailing Smack Assoc., and the Medway Bawley & Doble Assoc. A large percentage of these events seem to be race orientated.

The argument often put forward is that it is the racing that has aroused the interest in keeping old boats afloat and sailing may have had some substance in earlier years but, of course, is no longer credible. With the utmost respect, the restoration of many of the barges, as well as smacks such as mine and *Enterprise*, cannot be speed related in any way.

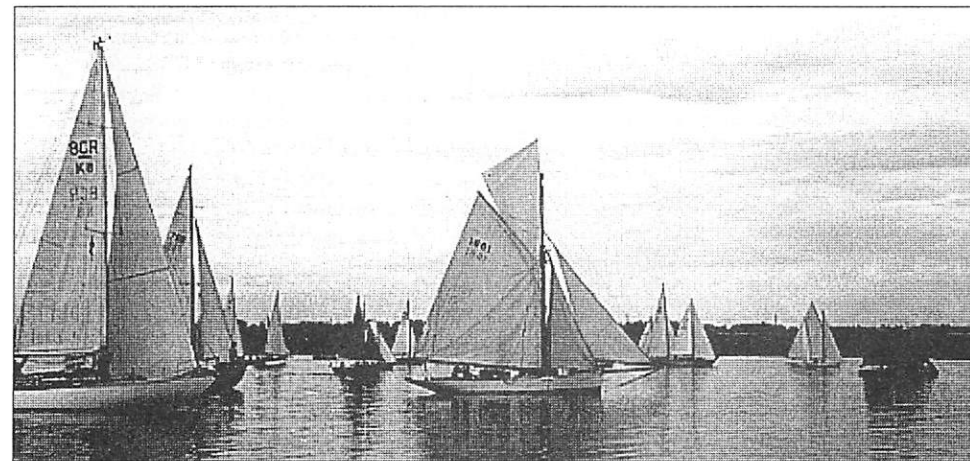
My own smack sailing is, unfortunately, governed by a modest income. Five days of the week I need to sail a desk to provide limited funds to restore/maintain/sail my smack. I am only able to keep her afloat by financing the materials in order that I can do the work myself. A broken spar or torn sail probably means that the rest of my season is non-sailing. Yet, on race day, when I see some of my "competitors" immaculately turned out with a large number of bags on deck providing a sail for every occasion, it is all too apparent that the cheque backing them is considerably larger than that which I can afford. We hardly start level at the gun.

Race Officer Matt Wring was eventually located on a strange boat! Committee boat *Stadats* locked out, and were ready to start racing! The sluicing ebb and the beat up the Stour was clearly going to test both crew and tidal knowledge. The answer was to short tack in the shoals along the Shotley shore, a quick dash across tide to Copperas, then lay the windward mark in a single board, getting a lift from wind blowing through the refinery at Parkeston. That was *Deva's* secret, which won her the race from *Jifanix* and *Forelle*. Ness Yole *Gone for a Burton* won the Open Boats and *Rising Hope* won the Racers from *Linette* and *Natica*. The evening saw a popular performance by "Bo Diddly Diddly".

There was a nice breeze on Monday, albeit another grey day, to take the boats up the Deben. Many tied alongside the quay at Ramsholt and visited the pub. The race back was problematical - the wind fell away to nothing at the Cutler, with a sluicing ebb tide, followed by some tremendous thunderstorms and squalls from all directions. Only *Eccelin* made it in the time limit to win the Scandinavian Seaways Bell. At Shotley, there were races for Hotshots, Cruisers and Open Boats. *Linette* won from *Rising Hope* and *Orana*, *Dipper* was winning open boat, *Beroe* beat *Snippet* and *Forelle* for the cruisers, *Privateer* was first workboat.

Fortunately Tuesday, the day for our cruise to the Walton Backwaters and picnic lunch off Stone Point, was a calm day. The Swallows & Amazon's open boats race round the Backwaters proved successful, won by *Gone for a Burton*. The afternoon pursuit race for the larger craft was run on slightly different lines from previous years, the staggered start groups being based on OGA THCF. The wind for the race was very fickle. *Deva*, having worked into the lead was forced to anchor after rounding Pye End, whilst everyone else picked up a breeze astern and swept by. Most of the hotshots went tearing off in the wrong direction for the next mark, Armada, which has a habit of sitting below the horizon. After rounding Armada, many thought they could just head for Outer Ridge, but even the fastest boats were swept away to the north by the ebb. From Outer Ridge in, there were some options with a back eddy along the Felixstowe shore, which *Snippet* and *Sheila* used to advantage. *Rising Hope* won the new Bona Trophy, second was 30 Square Metre *Korybant*, third ECOD *Nancy*. *Beroe* (4th) won a prize for first cruiser and Lena Reekie in *Linnea* was awarded a special prize for being the last within the time limit.

The weather was awful for Regatta Day - the trawling competition, "Sail a Classic" and whaler racing all had to be cancelled - a great



BEROE (centre) at start of the Mistley Race, Shotley CBF

Photo: Editor

Yacht Club.

The race next day was sailed in very fresh SSW winds, the boats starting in three groups - small, big and open. No less than four Shrimpers were in the fleet of twenty, with Godfather Ray Austen helming Blackwater sloop *Adelle* for possibly the last time. Setting full sail, *Deva* managed eventually to overtake leader *Cotehele*, but then a squall came to bring *Emma of Bosham* through. At Outer Crouch, a modern 30ft Bermudian sloop was nearly swept up the bank by the shock-wash of three mad gaffers trying to round the mark at once!

The big boats had caught up by this stage and were relishing the weather as the fleet turned back up river. The local boats went to the North shore, where they found a lift in the current, while the smoother water on the South shore attracted the visitors, but was slower going. The last leg involved some superb short tacking up the Roach, especially by the larger boats like *Touchstone*, *Orinoco* and *Jasmine*. But the French 7.5m *Sheena*, crewing two and a nearly one, had cut through the whole fleet and was by now well ahead. The last mark witnessed some spectacular gybes and it was fascinating to watch *Cotehele* surf along the edge of the mudbanks in less than a foot of water. No doubt he will be hearing from the NRA with a bill regarding bank erosion.

In the open boats match race, *Samphire* and *Memory*, owned and sailed by the Bishop brothers, raced neck and neck throughout their course and finished within seconds of each other, *Samphire* winning by a whisker.

Aqua Sulus formed the finish line in Quay Reach. When *Cygnat II* and *Sheba* had finished it was time to fire up the calculator and work out the results. The gaffers then went ashore on Foulness Island for a buffet and social evening at the George & Dragon, where Colonel Peter Marwood, Superintendent of the MOD establishment, presented the prizes. The Ind Coope Trophy went to *Sheena*, the Skua to *Cotehele*, the Teal Tankard to *Mary Ritchie* and match race prizes going to both *Samphire* and *Memory*. Thanks go to all those involved in staging

the rally, especially Brenda & George Jago and June & John Martin on *Aqua Sulus*.

SHOTLEY CLASSIC BOAT FESTIVAL - 29 JUNE/7 JULY

When this festival started in 1989, I did not think it was going to become the institution that it has. By some standards, it is raucous. The bands may be loud, there is a lot of boozing and laughing until the early hours and the sailing programme is arduous. But my goodness, after a week at Shotley you feel you have had a good time.

Entries this year of 190 boats held up well again, although there were some, especially from Holland, who were prevented from attending due to bad weather. We also lost several regulars to Brest. However, the fact is that 60,000 pints were sunk at the Beer Festival, a record 25 dogs competed in the Classic Crufts, and the racing was the best yet. Comments like "I didn't know the Old Gaffers were such fun", "I'm going to get a wooden boat next year, hang the maintenance" (from a grp bermudan owner), or "Best holiday I have ever had" were heard. It might have been the British spirit in adversity, but it was the happiest festival we have had to date. There was as usual a tremendous variety of craft - West Solents, smacks, cruising yachts, dinghies, barges, the list is endless

The week began with the Passage Race. Folkboat *Skandale*, skippered by an 80 year old, won, followed by *Rosemary* and *Beroe*. Special mention must be made of Ian Wright (noted for the OGA burgee flying from his wheelchair) who sailed his gaff cutter rigged Vertue *Patience* single-handed from Heybridge in adverse conditions for anybody. *Kenya Jacaranda* made the long trip down from Lowestoft, despite being minus her topmast. The day was rounded off with "South of the Border", a 60's/70's Blues Rock Band.

Bright (it was a bit grey) and early next morning boats were out again for the Parade of Sail, led by bawley *Bona*. Brian Hammett (Officer in Charge) reported a hangover, announcing he intended to check all the beers to see which one was responsible.

My attempts in the various races have been numerous. After many, many starts in the Swale Match, organised by the Kentish Sail Association, I have succeeded in completing the course only twice. In the Medway Smack Race, organised by the Bawley & Doble Association, I have yet to complete the course before being beaten by tide or light. The Passage Races, Faversham to Upnor, under the North Kent O.G.A. burgee, provide food for thought; by the time I'm at the Spile, the fleet is "Hull down and gone", so I give it engine to close the gap and find a breeze and then sail again to be off Stangate Creek entrance at High Water. Do I motor to Upnor and get greeted yet again by "Hello Ray, we saw you Motoring up", or do I go into Stangate and cook my own supper?

Knowing how slow I am and knowing how crucial seconds are to the racing machines, I keep out of the way at the start. My start times are recorded in minutes, not seconds after the gun. I then feel unhappy about being a hindrance while trying to get round the course and am definitely embarrassed to find that I have kept the race officials at their posts for a lot longer than they would have been had I not started.

We tail-enders plough a lonely furrow; we win no cups, our "prize" is just to be able to finish the course. Often we are the butt of comments and jokes that we have heard more times than we have changed headsails, and eventually begin to wonder if this racing game is all that it's cracked up to be. Yet without us the races are not such a fine sight - eighteen or twenty gaffers sailing is a much greater spectacle than half a dozen crack machines.

Finally, after the Swale Match some 3 or 4 years ago, I had a few days holiday. Lying peacefully at anchor off Harty, I had aboard visiting me the skipper/owner of a very fine well-known East Coast smack. We were on deck enjoying a pipe and a mug of tea, as smacksmen do, and admiring the approach of one of the crack Essex smacks, running before a light Easterly on the early flood. Passing close by, her crew recognised my guest and called "Hello X, what on earth are you doing aboard that thing?"

If this is an indication of the contempt with which we slow coaches are held by the pot hunters, then I am beginning to think that my race entry fees could be much better spent.

Ray Rush

Nercissa RR17

West Tye Cottage
East Grinstead
West Sussex RH19 4HT
16 July 1996

The Editor, Gaffers Log

Sir

I read with interest the letter from Richard Woodman regarding undesirable behaviour whilst racing, and the further letters from David Keith and Jon Wainwright.

I agree with David Keith's comment that life is competitive enough without adding to it by barging around the cans in an excess of winning zeal but, like him, if I can make my boat go better than the next on a similar heading, I usually try to do so. I agree also with Jon Wainwright's contention that OGA racing is about getting the best out of a boat, not cutting up fellow competitors, and that most skilled racers tend to be cool and analytical.

In a boatyard I know, an owner arrives every Sunday morning during the season to go racing and, when he casts off, complete with trendily clad crew (definitely not gaffers), he turns into a screaming martinet. He needs the buzz of competition to keep him going. Equally, another owner (definitely a gaffer) will arrive, put the kettle on, and is as likely to just sit and enjoy being there as he is to cast off and go sailing. He needs the balm of relaxation to keep him going.

I have written on another occasion about the founders of the OGA needing a group of like-minded people with whom to race their old boats when, in the 1950's, gaffer racing was not possible on the club circuit. The OGA has come a long way since then and can now be seen to represent all types of boat owners and flavours of activity. Here surely lies its unique strength. Jon Wainwright refers

to the OGA's broad church and it is the Association's ability to support the needs of such a disparate membership and their equally disparate boats that is so unusual.

Obviously, problems occur. The odd rogue gets carried away, an unexperienced helmsman makes a mistake - someone's pride or boat is damaged. A good race officer or protest committee member knows how to sort this out after the event. Before the event, members know how to impress on their fellows the importance of good old-fashioned seamanship and skilled boat handling - these are unfashionable things promoted by example more keenly by the OGA than any other organisation - particularly, dare I say, many sea schools.

Personally, I do not think it a good idea for the OGA to reduce the amount of racing it makes available to its members. More to the point, let's increase the amount of non-racing events - rallies, sails-in-company, seamanship trials (not just the usual treasure hunts - something from which all participants can learn as well). On the other hand, if sufficient numbers of keen racing members want to hold their own ding-dong racing series, I can see no earthly reason why they should be discouraged from doing so, as long as it is properly organised, under the aegis, I would suggest, of an experienced club.

Finally, I agree with Richard Woodman's first contention - elements of racing and the culture it engenders are inimical to the practice of good seamanship. I have experienced this myself. If the incidence of this type of behaviour is increasing in the OGA and members are being made to feel wimpish, then it is up to members generally to make its proponents feel unwantedish.

Yours faithfully

Dick Dawson

The following is a letter received by Mike Burn, Hon. Membership Secretary, and forwarded for inclusion in the Log. The William McCann Trust was set up to restore the Humber Sailing Trawler *City of Edinboro'* to her original condition of 1884 and to conserve her as a working museum. Editor.

The William McCann Trust
27 Waltham Road
Scartho
Grimsby
N E Lincs DN33 2LY
Tel/Fax: 01472 878421
20 June 1996

Dear Sir

Your publicity pamphlet and membership form were sent to me by a friend, who recently attended the Wooden Boat Show at Greenwich, where he met George and Brenda Jago.

Unfortunately, I was unable to attend, due to the pressure of putting the final part of a Lottery Heritage Fund application together, and gather that I missed a very good show.

Our Trust only really got under-weight in January of this year, so it is with some regret that we have had to concentrate our efforts on the stabilisation of the ship and the application for funding, rather than get out and talk to the Associations (other than the Excelsior Trust) that have done so much to hold the maritime heritage of this country together pre-lottery.

I read of your Association with great interest and feel it vital that our Trust be a part of it; to this end I have included a cheque for the normal membership fee but will put the matter before my Trustees to determine how they feel we may further contribute, allowing for our present circumstances! Also, please find included a small brochure and if you would like more information please do give me a ring - like many who have come to the rescue of an old ship - I can go on for hours about it!

Yours sincerely

Mike King

Chief Executive

successful - especially the foreign contingent - *Sablin* from Holland showed how well a big traditional Dutch yacht can fly down wind (and surprised us all to windward) and *Planet* sped round the course leading all the way to take line honours. She was placed first on handicap, winning the Jim Rawlings Trophy. *Scheherezade* was second with *Windhover* third.

Others were less active. *Lone Wolf* was more interested in lunch and watching the proceedings. *Foam* spent many happy hours anchoring and re-anchoring in an attempt to avoid sitting on the spit at low tide and on *Minx*, Paul and Annette Scivier were introducing probably the youngest member of the OGA, their six week old daughter Helen, to the delights of sailing.

In the evening, Marchwood put on a splendid barbecue and excellent music. Our hosts were very friendly and a good time was had by all. Many thanks to the Marchwood Yacht Club for their great hospitality and for giving us all such a great time.

Don't forget, there are still two events in our calendar:

Annual Race & Rally, Cowes/Burlesdon, 6-8 September 1996 (Please turn up, Dave's ordered 100 mugs!)

Autumn Rally, Yarmouth, IOW, 28-29 October, with optional Centenary Chase organised by the Royal Solent Y.C.

Pat & Dick Dawson

CORNWALL

The Cornwall Area O.G.A. Race will be sailed on Sunday 8 September, preceeded by a Barbecue on the Saturday at Turnaware Point. The race will start at 11.00hrs and the prize-giving will be at Mylor Yacht Club after the race.

This is the only date available due to the many other events taking place down here, notably the Plymouth Classics, Fowey Classics and Falmouth Classics, to say nothing of the ongoing evening races.

Mike Collins, Area Secretary

WESTERN AUSTRALIA

Many thanks to those members who were able to greet the *Endeavour* on her return to Fremantle. The day was a great success, with the OGA fleet gathering in Fremantle Harbour and then sailing out into Gage Roads to meet this fine vessel. On return, the OGA vessels had pride of place going into Fisherman's Harbour and berthing under the bow of *Endeavour* at the quayside, thanks to Kailis Fisheries. We are still waiting to see the "bird's eye view" photos - Gavin Reid was last seen scampering up the *Endeavour's* foremast clutching a camera! This event was a great day, with lunch and a couple of light refreshments enjoyed by all those who attended.

The first race of the Mounts Bay Sailing Club Winter Series Invitation Races was a bit wet with the rain, but still enjoyed. Five OGA vessels crossed the start line in a light nor'easterly, which changed to a nor'westerly blow. However, the day belonged to Rux and Win Ireland in their new and lovely craft *Windward*, an Oyster Class sloop designed by John Leather, which not only looks great but showed a clean transom to us all. Well sailed! This series is open to all-comers, so please participate and register on the day. These events are great days, but we need more vessels to attend. If you need crews or help, let us know.

Brian Phillips, President
Wally Cook, Secretary.

EAST COAST

The winds may have blown and the storm clouds gathered but the CROUCH RALLY went off with great gusto!

The event started with a timed Passage Race to Burnham, where entrants used their skills, not just in sailing, but also in working tides and times to best advantage to give the best average speed on passage. Cornish Crabber *Sixpincer*, sailed by Terry Taylor from West Mersea, won her first race ever from *Emma of Bosham* out of Brightlingsea. Third was Michael Bennett's Cornish Shrimper *Jaunty* from local waters. Moorings were provided by Priors and dinner was enjoyed at the Royal Burnham

SOLENT CHAPTER REPORT

The Spring Rally at Wicormarine was an enjoyable "jolly" as guests of Chris Waddington, a former Secretary of this chapter. It was to celebrate the thirtieth anniversary of his boat-yard and celebrate we did, despite the icy blasts blowing all weekend!

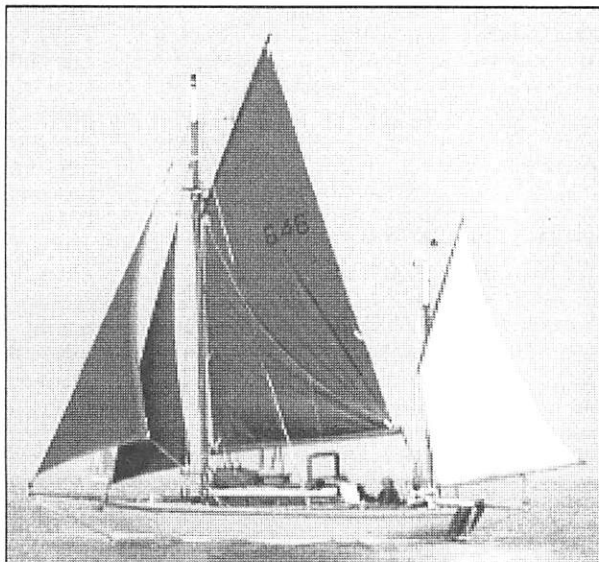
The top of Wootton Creek on the Isle of Wight was the next venue, home of the "Wootton Mafia" (the Crouch Mob have nothing on this lot!) who were our genial hosts. The weather was perfect, the beer most welcome and the lamb roast, literally, done to a turn. Pity about the "singing", but I'm told it improved once I had turned in! The numbers were much better, with fourteen boats rafted up off the green, with some elsewhere in the creek and others coming by car.

Some of us ventured to the Classic Boat Festival at Beaulieu, a lovely spot and ideal for the event. It was a commercial affair but very enjoyable, if a bit expensive. Needless to say, "classic" included everything from Saxon Longships to Steam Launches, Coracles to Thames Rowing Skiffs and of course an assortment of sailing craft. There were trade stands, but also numerous stands demonstrating many and various nautical crafts and skills. Not a bad weekend, but it has a long way to go to match "Shotley". (I wonder why we haven't got the wherewithal to run a "Solent"?)

Round The Island Race attracted 1368 starters (968 finishers) of whom there were only 13 Old Gaffers (6 members) and 16 New Gaffers (2 members). You can see there is a reluctance to join the "Charge of the Light Brigade"! Those who did were entertained with a Force 6 and the inevitable "Solent Chop". Only one of the New Gaffers (a Shrimper, non-member) finished, deservedly picking up two trophies. Of the Old Gaffers, all our members finished, *Kelpie*

picking up a trophy for 2nd, with *Marigold* getting 5th place and *Chloe May* 6th. A memorable day out, but perhaps we should run our own RIR?

Dave Keller, Solent Chapter Secretary



WINDHOVER

Photo: OGA archive

Marchwood Yacht Club invited all Old Gaffers to a race and rally on the weekend of 20/21 July. The Club is situated opposite the Container Port up the River Test at Southampton, and not only did they offer all the Club facilities, including free moorings, they also organised the most splendid weather.

There was a good breeze for the Saturday afternoon race. The 14 contestants battled down into Southampton Water and back. Fortune shone on some but for others it did not go so smoothly. *Young Alert* appeared to have problems finding the start line, deciding to begin her race almost up at the Eling Tide Mill! *Momento* was making up through the fleet when she had to execute a hat overboard drill; fortunately the hat was recovered safely but the advantage in the race was lost. However, others were more

GOING DUTCH by Graham Wadeson

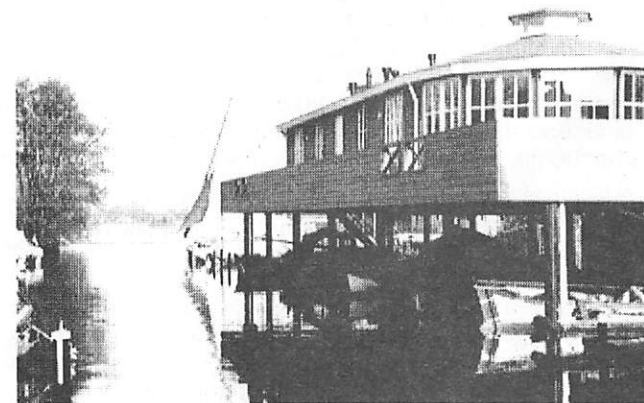
As we emerged from Harwich it was a bright, sunny day in late September, the westerly wind was already up to force 5 and threatening to increase further. We waited till the mouth of "our" river, the Deben, and the Bawdsey radar mast were starting to sink a little into the horizon before deciding to get something to eat where's the cafeteria?

Sorry folks, we were on the Stena line, but don't hang up now as our holiday **did** involve some interesting sailing. Having just seen the end of some domestic building work we were escaping for 10 days to Holland where we had been invited to use one of two apartments which Dutch OGA friends have recently had built on piles at the edge of their traditionally orientated boatyard near Gouda. We envisaged a very lazy time doing little except read and exercise the various interesting little boats which were offered to us, but that was not to be the case. However, a change is as good as a rest, they say, and in this case much more fun!

Tiny and Rik have a very pleasant 28 foot gaffer, *Pagan*, which was converted many years ago from a ship's lifeboat - it still says "42 persons" on the stem. She is of clinker construction and is double-ended. Rik also produces a nice 18 foot boat in GRP, which is fitted out in wood. Most are motor-only versions but several have been rigged as gaff cutters, including Rik's own *Elizabeth*, which was at Shotley in '93. She has a small electric motor just inside her pointed stern and a substantial battery under each side bench; a quick flick of a switch and off she goes!

Over a welcoming drink Rik explained that a rally of the Sloep Wezen club for converted lifeboats (at which the East Coast's Arthur Keeble did very well 2 years ago in Arnie Blake's little *Gremlin*) had been moved from the previous weekend to the next one and did we want to join his "fleet"? Of course we did! We were to be joined by Lena Reekie, Area Secretary MNK OGA, who was arriving soon to crew *Elizabeth* with Rik's pal "Bas". So at 10.00 hours on the Friday morning we were preparing to leave for an area known as the Kaag, about 5 hours motoring away to the north-west, roughly between Leiden and Haarlem. "We" comprised *Pagan* and *Elizabeth* and a wooden Bermudan yacht *Krab*, of about 21 feet, heavily built along the lines of a ship's boat, which lives in Rik's yard. *Pagan* is powered by a 2 cylinder, 10 HP petrol Penta engine of some antiquity, which usually runs like a sewing machine. However, this morning her magneto jammed solid - one of the arms which operate the impulse starting "flick" had come unriveted. As it was imperative to catch a local lock which took us on to the main canal system, we set off without delay behind *Krab's* trusty diesel; *Elizabeth* was to have been towed in any case.

Stage one was slow but very interesting, passing the narrow streets of Gouda itself, where the "bridge man" opened up the many picturesque bridges, mainly of the Van Gogh cantilever style, cycling on to the next one. This was all very quaint, in distinct contrast to



Our holiday apartment

Photo: G. Wadeson

the large north-south canal we eventually joined and on which there were very substantial barges operating, many carrying either sand/ballast or fuel for Schipol airport (they hedge their bets by sending fuel oil by both water and road). All our masts were lowered and we were able to pass under almost all the bridges we encountered. We stopped at Alphen to stretch our legs and get some meat for Saturday's barbecue; a pleasant and bustling town. The journey was of continual interest, whether passing through the open countryside, the residential areas where often houses were very close to the water (I noticed one modest pad called "Pied a l'Eau") or through the occasional more commercial area.

It was late afternoon before we were through Leiden and able to raise our masts again, whilst still under way. Rik and I had been working on the dead magneto, using a club hammer as an anvil on which to re-rivet "new" arms taken from a spare magneto which unfortunately was of opposite rotation. Our labours bore fruit and the engine ran again, but we continued to motor in convoy rather than sail as we were then fairly close to our venue, running our engine to lighten *Krab's* load.

The scenery, in contrast to the linear canals, began to open up into most attractive countryside, very reminiscent of the Broads but with a greater number of windmills of course. As the sky turned to a cherry red glow we arrived at the staithe which was to be our base for the weekend. Already there were perhaps a dozen other boats, quite a few of similar general shape to *Pagan*, though some were in steel. In the morning we were able to have a closer look at these and the newcomers; I think there were eventually about twenty boats in all. It was nice to see some youngsters with their own "yacht", a diminutive ex-lifeboat complete with a cabin, whose name obviously translated as "Gigantic"! Some others had a small open boat. A vast lifeboat appeared, straight from the derricks of the "Mauritania" or the like, its rounded form made of aluminium sheets rivetted together. About 2/3rds of her 35 feet or so was open, the rest covered by simple but adequate decking. The crew were kept in order by a beefy chap with blond curly hair who in previous life was obviously a Viking!

Saturday dawned bright and sunny for what was basically a treasure hunt, an excuse to send us to some of the very attractive corners of the Kaag. The sun was temporarily eclipsed by *Pagan's* magneto throwing another wobbly which this time seemed pretty terminal, as the arms had jammed to such an extent that they actually cracked the casing. So the gentle breeze was welcome and got us round the course, during which we saw quite a lot of BM's, an open gaff day boat which is Holland's most numerous class - rather like a slightly scaled down Broads "White Boat". We also saw many Lelie-vlets, the boat widely used by Dutch Scouts, of which several thousand have been built. They are open 18 footers, built of steel in a traditional schow style; they carry a gaff rig, are not fast (due to the weight handicap no doubt) but are virtually impervious to the sort of treatment that inexperienced and boisterous lads (and lasses) can dish out. The evening saw an excellent barbecue under the mini-marquee which had been erected.

Sunday was race day and, after heavy overnight rain, was dull and quite windy. Rik was going for gold and set his topsail, no doubt influenced by his heavy-weight crew! The course was a triangular one in the open Broad, except that the down-wind turning point was up a narrow channel, just to spice things up a bit. *Pagan*, crewed by Valerie and myself plus a young nephew, made a good start, but not quite so good as a young whippersnapper in an open 16 footer. However, we managed to put him in his place on the second leg, but he was not one to give up easily and by virtue of greater "tackability" he got through on the first leg of the second circuit and stayed there. Never mind, it was all good fun and I think all the other eligible boats took part. The prize-giving was at

at the Medway Yacht Club, in recognition of her's and her team's help this year and in previous years in timing in our motley collection of quite lovely craft.

Consideration is being given to changing the course completely in 1997. Current thoughts are for something in the Thames, with a finish, say, at Queenborough. Your Race Committee will be pondering over this during the long winter months, so please do remember them in your thoughts, as it is not easy sitting round a warm fire with some wine or beer, trying to make a sensible decision.

THELMA TROPHY RACE

This race was revived last year as part of the Medway Regatta Series, run by the Medway Yachting Association. This year's race was held on Saturday 13 July under superb conditions with clear skies and a hot sun. The wind was WSW 5, somewhat contrary to the forecast 3-4, but nonetheless ideal for beating back against the outgoing tide.

There were four entrants at the start, in the shape of *Foam* (last year's winner), *Katie*, *Nelle* and *Emanuel*, to be joined late by *Prince of Wales*.

The course was more or less a dead run down river to Stoke No.14 Buoy and on to the South Kent Buoy before crossing the river to the North Kent Buoy for the beat back. By the time South Kent was reached, the ebb was starting to run quite strongly, and with radio reports coming in of a falling wind, the course was shortened and the committee boat, *Baluga*, moved accordingly.

Emanuel was first across the finish line, followed by *Katie* (smack), *Nelle* (smack yacht) and *Foam*. *Prince of Wales* failed to finish. Positions on corrected time, using the OGA T(H)CF were the same.

Robert Holden, Area Vice-President

SOUTH WEST

There was a fairly small turn out for our race this year on 29 June - only 10 boats. This

number reflects, I am sure, the increasing number of events for classic craft around the coast, and the competition between venues.

The race itself started in a dead flat sea with the wind a Northerly 6 (gusts of 8+ being reported off Berry Head) and although everyone made it to the first mark things became quite exciting. *Diana Joan*, Peter Wyatt's 1904 Itchen Ferry sprang a plank and retired, filling up quite quickly. *Marie Louise*, Mike Lucas's Oysterman 16 broke her mast and had to resist the attentions of an Irish lifeboat! Considerable ribald comment was forthcoming as to the presence of an Irish lifeboat off the South Devon coast, but since the Area Secretary was not present he makes no comment. *Mureil*, Pat and Paul Heighway, broke a reefing pennant and *Mizpah*, Di and Pete Nash, seemed to try the race with a scandalised main. All the above retired, leaving only five boats in the race.

The results were thus:

1st Class 1	<i>George Glasson</i> (Mr & Mrs Pat Crockford, up from Cornwall and once again a powerful boat, beautifully handled)
2nd Class 1	<i>Hapara</i>
1st Working Boat	<i>George Glasson</i>
1st Class 2	<i>Roxane</i>
2nd Class 2	<i>My Quest</i> (an East Coast Area visitor)
3rd Class 2	<i>Reynardine</i>
1st Class 3	<i>Maid Marion</i>
1st Overall	<i>Roxane</i>

All other trophies were shared out between the finishers.

The evening get-together and meal was a great success, but when the Secretary arrived back the stories of the day suggested considerable excitement, to say the very least.

Paul Vincent, Area Secretary

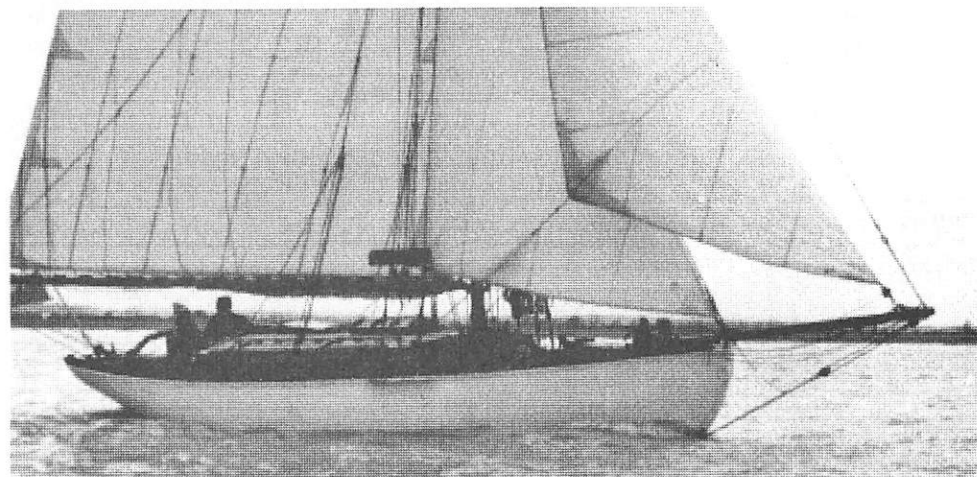
Editor's Note: We understand that the smack *Ellen* also arrived in the Dart on race day, after a very rough passage from Essex, and was made extremely welcome by the local Old Gaffers.

especially *Blue Jacket*, who found herself stuck inside a double row of connected trot moorings and had to very short tack her way out. 'Tis said the Pink Paddle, awarded to *Blue Jacket* last year, came in useful!

Special mention must go to "Rusty" and his crew aboard *Kailua* who although last home

and having to struggle against the young ebb tide, travelled all the way from St Valery sur Somme to do so.

Prize-giving was at the Medway Yacht Club, after our post-race supper. Our thanks to the Yacht Club for their superb and kind hospitality.



EMANUEL

Photo: Robert Holden

Prizes were as follows:

1st Start	<i>Blue Jacket</i>	Case of Beer
1st Home (Line Honours)	<i>Emanuel</i>	Mowlem Cup
Last Home	<i>Kailua</i>	Davey's Tail End Trophy
Longest Distance to Attend	<i>Kailua</i>	Petranella Pot
Booby Prize	<i>Sea Eagle</i>	Pink Paddle Award
Smacks -		
1st Prize	<i>Joyce</i>	Winters Cup
2nd Prize	<i>Polly</i>	Tyrrell & Young Trophy

Note: Because no Smacks were entered this year and to ensure as many entrants as possible receive an award, *Joyce* and *Polly*, being fishing boat types, were, for this year, reclassified by the Race Committee.

Class 2 (over 28ft) 1st prize	<i>Mary</i>	George Becket Trophy
Class 3 (under 28ft) 1st prize	<i>Blue Jacket</i>	Becket Rankine Cup
Class 2 & 3 on Corrected Time, 1st Prize	<i>Blue Jacket</i>	Owen Aisher Memorial Trophy
(Skipper, Tim Becket becomes Commodore for the year).		
2nd Prize	<i>Emanuel</i>	Mannering Mug
3rd Prize	<i>Bonita</i>	Joseph George Trophy
4th Prize	<i>Nelle</i>	Viking Trophy

The Smack Alley Trophy for this year is given to Marguerite Townshend, the Finish Line Marshal

midday, after which we set off for home, three-in-a-line again, in lovely sunshine. A pleasant and interesting weekend.

Later in the week we spent two days with other friends who live close to the North Sea coast where it heads up towards Den Helder. We cycled to the dunes, visited windmills, and were pleasantly surprised that Vollendam and Marken on the IJsselmeer were far less touristy than I had feared - but by then it was early October. After Marken, we bade these friends "Au Revoir", met up with Tiny and Rik again and with them spent the rest of the evening on a 35 foot steel "Colin Archer", *Flying Cloud*, in a boatyard near Amsterdam.

The last Sunday came all too soon and off we went to the Hook where we arrived just in time to see the *Albatross* passing by under full sail - a 100 foot cargo boat which doesn't know that the age of sail is supposed to be dead; she looked great. Our batteries recharged, we headed home after a most enjoyable holiday.

CEMHC: WHAT, WHO, HOW (much), and WHY?

WHAT is CEMHC?

The Second Common European Maritime Heritage Congress was held in October 1995 in Rochefort, France, with the purpose of following up progress and developments in the maritime heritage network since the first congress held in Amsterdam in 1992. Two hundred or so people attended: museum curators, builders, charterers, private owners and associations, lobby groups, insurers, teachers, harbour masters, magazines and publishers, and naval/coast guard authorities.

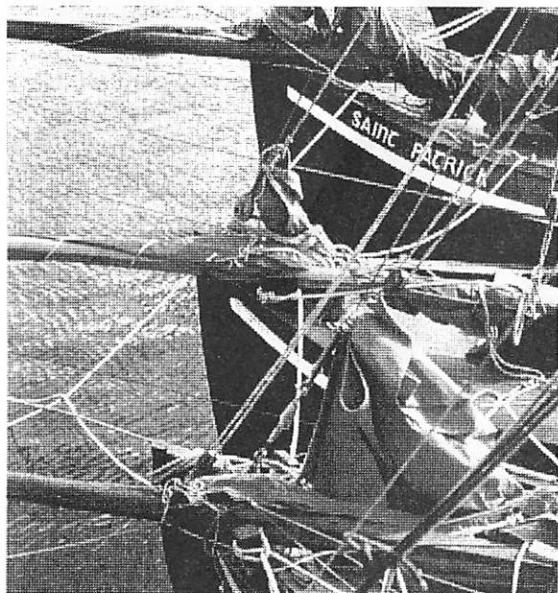
The gathering was fascinating, stimulating, and positive, with all sorts of experience and contributions invited and welcomed. A dozen countries were represented. The emphasis was on finding the common interests within the diversity of experience and opinion. Not always easy, but consensus was possible far more often than you would think at first glance. What struck me was the high level of mutual respect and general absence of ego and aggro. Another was the intense community and social involvement of many projects. Maritime heritage has thrown a life-line to many children and adults in all sorts of trouble, facing all kinds of obstacles

Being a member of the O.G.A. was a real plus. Not only the UK, but also the Irish, French and German O.G.A.'s are respected as very strong organisations, both nationally and internationally. Personally, it was reassuring to know that old-boat-itis is an epidemic of international proportions, affecting otherwise sane and sensible individuals!

A number of issues were dealt with by the speakers. The relationship between museums and private owners of vessels was explored. Discussion included restoration, preservation, conservation and replica projects, as well as preserving, recovering and passing on skills and knowledge. Commercialisation of traditional and historic ships was examined from several viewpoints ranging from national versus international regulations, to insurance and public awareness. Other speakers compared different national strategies of organisation and interaction with government - both successful and less inspiring models. Each session ended with lively discussions.

There was general consensus on several points:

Firstly, a number of countries have made enormous strides in co-ordinating and networking traditional boat interests since the first congress; several of them attributing this to the "push" they got three years ago. The formation of the UK umbrella organisation Heritage Afloat is an example.



Irish Heritage - Galway Hookers Photo: Dublin Bay OGA

Secondly, the need for improved networking and communication on everything from EU regulations for charterers to specific skills and knowledge. The latter was highlighted by a Swedish museum curator who had to weld instead of hand rivet a hull during a restoration because he could not locate the needed skill. A British museum curator responded that faced with the same challenge, they had got hold of the tools and taught themselves. Whereupon a (British) private owners association member piped up to say that to solve the identical problem, they had gone to the local steam train society for help and had got free lessons into the bargain! The point of the exercise being that none of them had known about each other at the moment of crisis and there is at present no central data bank for such information and skills.

Finally, it was agreed that a formal CEMHC should replace the present informal organisation, in order to create a usable network and a recognised voice for the people (and pockets!) actively involved in preserving our common maritime heritage. In this way we can "protect" ourselves from the EU, make better use of the existing advantages and facilities, and influence policy.

WHO does the work?

A "working group" was chosen to create a formal network for private, commercial and museum interests in the maritime heritage field, as well as forming an organisation which can help keep track of, promote, and lobby those interests on an international scale.

The working group is made up of a representative from each participating country's "umbrella organisation" for private owners (such as heritage Afloat in the UK), or a person chosen by consensus from countries without a recognised umbrella group (such as Belgium, Ireland and Italy). There are also a couple of people representing the museum network and steamboat interests, as they are not sufficiently covered by private owners groups and umbrellas. Many group members are notable for their strong experience and background in working at EU level and/or with international projects. This means that lobbying in Brussels can be based on good contacts at the personal level in addition to traditional political action. Members also represent a wide range of interests and have a good knowledge of their national situations.

Three working group members (executive committee) were chosen to co-ordinate and report on the full working group over the next three years, and will organise the CEMHC congress in 1998 - probably in Flensburg.

Anders Berg (Sweden) is chairman, with Jacques Chauveau (France), and Michael von Bauer (Germany) on the executive committee

John Robinson is the UK representative. He works not only with Heritage Afloat, but

Due to family ill health, skipper Ben McDonagh decided not to go to Carrickfergus with *An Lady Mor*, but the pair of us drove up early Sunday morning in driving rain and gale force winds. After a convivial day in the bar of the yacht club and a couple of hours in another bar in Bangor with the crew of *Madcap*, Ben and myself laid up in Belfast for a few hours. With a half five kick-off for the drive home, the pair of us felt quite seedy, but made the grade and went to work.

PEEL, ISLE OF MAN .

Leaving The Pier House, Howth at 21.00 hrs Friday 14th June with Ben, myself, Darren(my eldest son) and Stefan O'Leary (complete with banjo), we headed out steering 043 degrees.

When four miles south of the Chickens rock, the first of dozens of basking sharks came within a few feet of the *Lady*. Some measuring in excess of 25 feet, they looked awesome.

Arrived Peel 09.30 hrs - sun splitting the skies. Had one hell of a weekend with Ben coming runner up in "The Old Skipper" competition and myself winning an old tyre for swimming and towing the *Lady* at the same time, to the start line.

Departed Peel at 22.00 hrs Sunday in fine fettle with *Star of the West*, arriving in Ardglass 04.30 hrs Monday morning. Bus in the car park of the new marina, ready to transport us back to Dublin. Boats safe and sound awaiting our return to Ardglass next weekend for the official opening of the new marina.

Mick Benthams, Area Secretary

MEDWAY & NORTH KENT

The Annual Passage Race took place this year on Saturday 22 June, in conditions quite different from last year's calm start and Force 6 finish. Instead, the weather was quite benign, with a steady Force 4 north-westerly, although it remained cloudy and chilly all day.

For a change, the Race Committee decided to go for an anchor start, although some competitors expressed misgivings. These

were soon dispelled once start time arrived, with favourable comments later. At least there was no jostling at the start line, though a cruising catamaran chose that moment to saunter through the middle of the fleet, just as anchors were being weighed. Crew on *Emanuel* were somewhat aghast at the prospect of stripping the cat's guardrails off with her bowsprit, but as *Emanuel* came free of the anchor and turned down wind and tide, she gathered speed and turned in time to protect her dignity.

Sea Eagle was not so lucky. Having anchored close to Faversham Spit, on weighing anchor she found herself being swept onto the mud and it was only by a quick turn of the engine key that she was able to extricate herself. For their honesty in declaring this, *Sea Eagle* was awarded the coveted Pink Paddle Booby Award, an award consolidated by a later skirmish she had with the Spile Sand Bank.

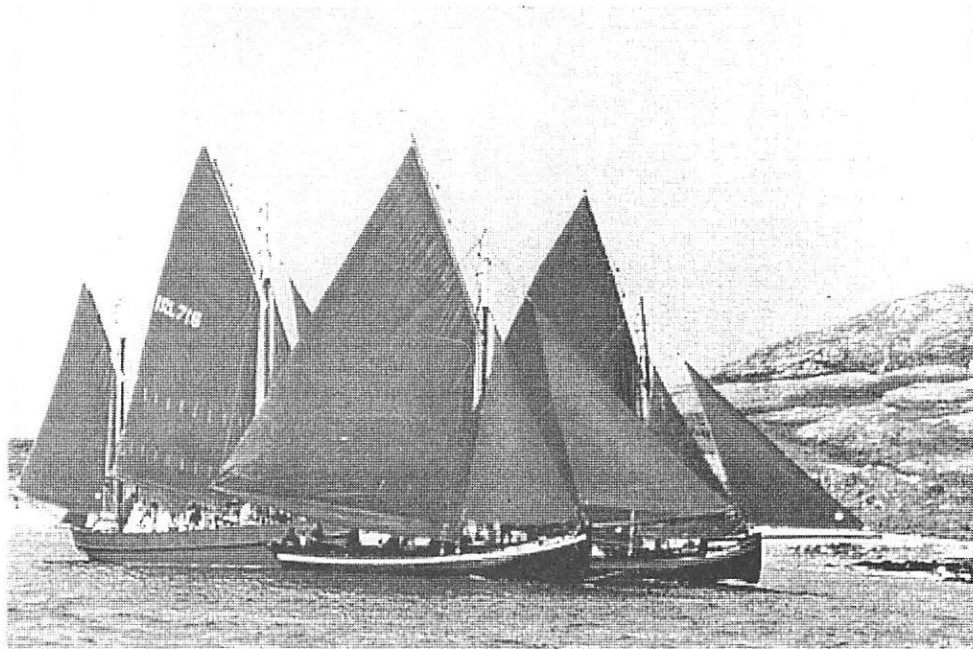
Blue Jacket showed the way at the start by being first across the line, closely followed by *Bonita*, *Prince of Wales*, *Sea Eagle*, *Nelle* and *Emanuel*. Many of the smaller craft bringing up the rear, elected to go across the shallower in-shore route, once clear of the Columbine Buoy. The leaders however, continued with a beat right out towards the Spaniard Buoy. *Emanuel*, not wishing to go that far out, tacked early to lay the Spile Buoy on a comfortable close reach to lead the fleet past this mark.

The wind would not allow Garrison Point, on the Isle of Sheppey, to be approached without a tack or two and most people tacked before getting close to the shallows off Sheerness. Once inside the river, it was just possible to sail an easier course, although the longer straight east-west reaches were best sailed diagonally, keeping well away from the piers and jetties and the wind shadows of the commercial ships moored to them.

In Gillingham Reach the course gradually turns into the north-west as Upnor is reached - straight into what wind there was, it being fluky in both strength and direction due to the effect of the trees and high ground. However, all but the last home were able to use the flood tide to good effect,

DUBLIN BAY

An Lady Mor was the very last of all the Howth Boat Club boats to be lifted in. With five gallons of black bitumen used to paint out her bilges and with our two and a half tons of pig iron ingots in situ replacing our usual West of Ireland boulders, the crew of *The Big Lady* had to adjourn to the Pier House to tend sore fingers and replace travelling ballast with a few pints of the "Black Stuff".



Nobby *VERVINE BLOSSOM* with Hookers *AN LADY MOR* and *MORNING STAR* at start of Dublin Bay race
Photo: Dublin Bay OGA

Skipper "Ben Two Tillers McDonagh" put his money where his mouth is and dug deep into his pockets and got me a new galley area. Although still out in the open "Mick's Fast Food Diner" may go 'cordon bleu' from this season on.

The Big Lady will be joining "Celtic Sail 96" to Brest, leaving Howth on the 5th July via the Mylor Rendezvous.

Whit weekend came and went with a good few of the tall ships coming in from Bristol to celebrate the Irish Navy's 50th birthday. With boats from all the local ports, the south quays of the Liffey and Poolbeg boat club were a hive of activity.

Our sailing calendar being full till late August and with Howth only being bi-annually now, we decided to hold our OGA race on the Sunday, racing round the buoys in Dublin Bay. We had SSW 4 winds and a good turn out of members, the overall winner being Willy Murphy in *Ann Again*.

Of the gaff rigged boats, *Vervine Blossom*, Mick Hunt's I.O.M. Nobby was first and Ben McDonagh in *An Lady Mor* was the first of the Galway Hookers to cross the line.

A special vote of thanks to Arthur Hughes who was race marshal and Sean Whiston and his boat *Tjaldur* for overseeing the event.

Over last winter, Arthur Hughes' Magyar *Siobhan* has sprouted a stumpy little mast aft and a port hole poker for'd and a beloved gaff midships. He has spent many hours labouring on this little gem of a boat and should now find her much easier to sail single handed with her new sail design.

Congratulations are in order to our friends Rik and Jitske Janssen over in Holland. After four years of loving care and attention their dream, the Galway Hooker *Moorhen*, is completed and was hoping to go to Brest.

also with the National Historic Ships Committee and the O.G.A. and is therefore acquainted with a wide range of issues and viewpoints.

As the only participant with any Irish affiliation or knowledge, I covered Ireland at the first meeting of the working group to ensure participation from the start. From May, Ireland's rep will probably be Meithal Mara's Padraig O'Duinnin, and I will move over to another aspect of the work, such as creating the network structures and media.

HOW...much?

Well, it all costs something of course. During the period '92 - '95 the maritime museums supported the greater part of the organisational costs through their own existing activities and budgets. Further help came from some EU subsidies such as Kaleidoscope.

Now the CEMHC is being squarely handed over to the private owners, both to operate and to finance. Private owners will be the foundation both in terms of influence and funds, with additional help from museums and hopefully EU subsidies. This is a logical move seeing that it is really we who have been keeping the old boats going and have the most to gain/lose.

The working group met in Denmark in May to discuss budget, possible structures, and ways of obtaining funding. International contact and travel can add up. We are working on ways to lower costs as dramatically as possible without sacrificing good communications.

Thousands of vessels are represented Europe - wide by scores of societies and associations... a few bob from each owner's sub is all it will take to form a powerful common voice: your voice. CEMHC ensures that our mutual needs are recognised at EU level as the powerful cultural and economic force that they are.

WHY?

What's in it for me down here at the local level, you ask? Why should the O.G.A. send my shekels to Heritage Afloat and why should they send anybody anywhere? What do Danish schooners and Spanish trawlers have to do with me and my Drascombe lugger?

Well for starters, a good inter-European network means international support and attention for national efforts. For example the 40+ Fishing Boat Association campaign to change UK fishing boat decommissioning policy under the EU rulings is being supported with information on successful alternatives supplied by CEMHC working group reps from other EU member states. That means saving local vessels and setting good precedents for the future.

CEMHC could provide good systems for information exchange - everything from who's making particular bits and bobs, and traditional boat festival schedules for all of Europe, to a document data base for studies, statistics, etc. Other possibilities: a regular newsletter? latest news of international regulations? an Internet web site? direct contact with other associations around Europe? crew exchange possibilities? trad-friendly insurers? skills offered/wanted ads? an informal message board? a service to research maritime heritage data for studies, funding applications, school reports? Tell us what you could use.

CEMHC can provide a direct link between questions and answers of all sorts and sizes. And when boat owners in several countries are experiencing the same challenge, we can lobby the common interest efficiently and at the source of the solution.

Many of the present regulatory nightmares have occurred quite simply because there was no voice for traditional boat interests at European level...and therefore no "expert" to whom the EU could turn to for advice! It is up to us to provide one.

Rose Ann Hamilton

1996 OGA & OTHER TRADITIONAL EVENTS

- Sep 6-8 **SOLENT CHAPTER OGA RACE & RALLY**, Cowes/Burlesdon.
David Keller, tel. 01983 754000.
- Sep 7 **Colne Smack & Barge Match**, Brightlingsea, Essex. Mrs Allen, tel. 01206 305457.
- Sep 8 **CORNWALL AREA OGA RACE**. Mike Collins, tel. 01872 863096.
- Sep 14 **OPEN BOATS RALLY**, West Mersea, River Blackwater, Essex.
Sue Taylor, tel. 01206 382843.
- Sep 22 **W. A. LAST RACE & PRESENTATION**, Mount's Bay Sailing Club, Fremantle, W. Australia.
Wally Cook, W. A. Secretary (see page 1).
- Sep 28 **ANNIVERSARY RALLY**, Maldon, Essex. Jon Wainwright, tel. 01206 393537.
- Sep 28/29 **AUTUMN RALLY**, Yarmouth, I.O.W. Optional Centenary Chase organised by the Royal Solent Y. C. David Keller, tel. 01983 754000.
- Oct 6 **S W AREA 'IN-RIVER' EVENT**, Paul Vincent, tel. 01803 722227.
- Oct 26/27 **Trail & Sail Assoc. Cruise**, Lake Windermere, Cumbria. Dave Evans, tel. 01484 653998.
- Nov 8 **EAST COAST AREA AGM**, Maldon Little Ship Club, Maldon, Essex.
Jon Wainwright, tel. 01206 393537.
- Nov 30 **NATIONAL AGM**, C A House, Limehouse Basin, London.
- Dec 7/8 **Classic & Wooden Boat Show**, Royal Freshwater Bay Yacht Club, W. Australia.
Wally Cook, as above.



SHEENA at Crouch Rally. Crew now three?

Photo: Colloryan

John McDonagh

Maritime Bookseller

Rare, Out-of-Print & Modern Books

Bought & Sold

Free Catalogue

117 Rothbury Road

DURHAM

DH1 5QB

Tel: 0191 384 2603

Fax: 0191 384 0221

**SURVEYS &
CONSULTANCY ON
TRADITIONAL CRAFT**
**CHRIS TEMPLE**

M.A. (Cantab), I.Eng.

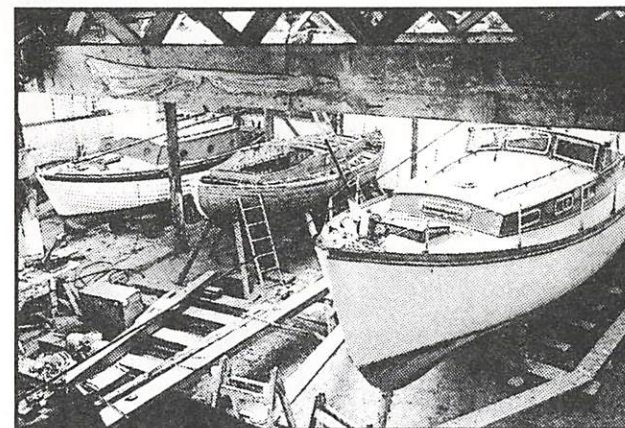
Associate Member R.I.N.A.

Member Y.B.D.S.A.

**NAVAL ARCHITECT
& SURVEYOR**

 8 ALMA PLACE, SOUTH STREET
YARMOUTH, I.W. PO41 0QQ

TEL. (01983) 760947

**QUALITY RESTORATION
& REPAIR OF WOODEN BOATS**


Consultancy and Advisory Service

A range of rugged pine on oak clinker launches
and dinghies up to 21ft
- at affordable prices

Winter storage - 60 Ton slipway

Timber & Traditional fastenings

Combes Boatyard

Smugglers Lane, Bosham

West Sussex PO18 8QW

Tel: (01243) 573194

Fax: (01243) 573827