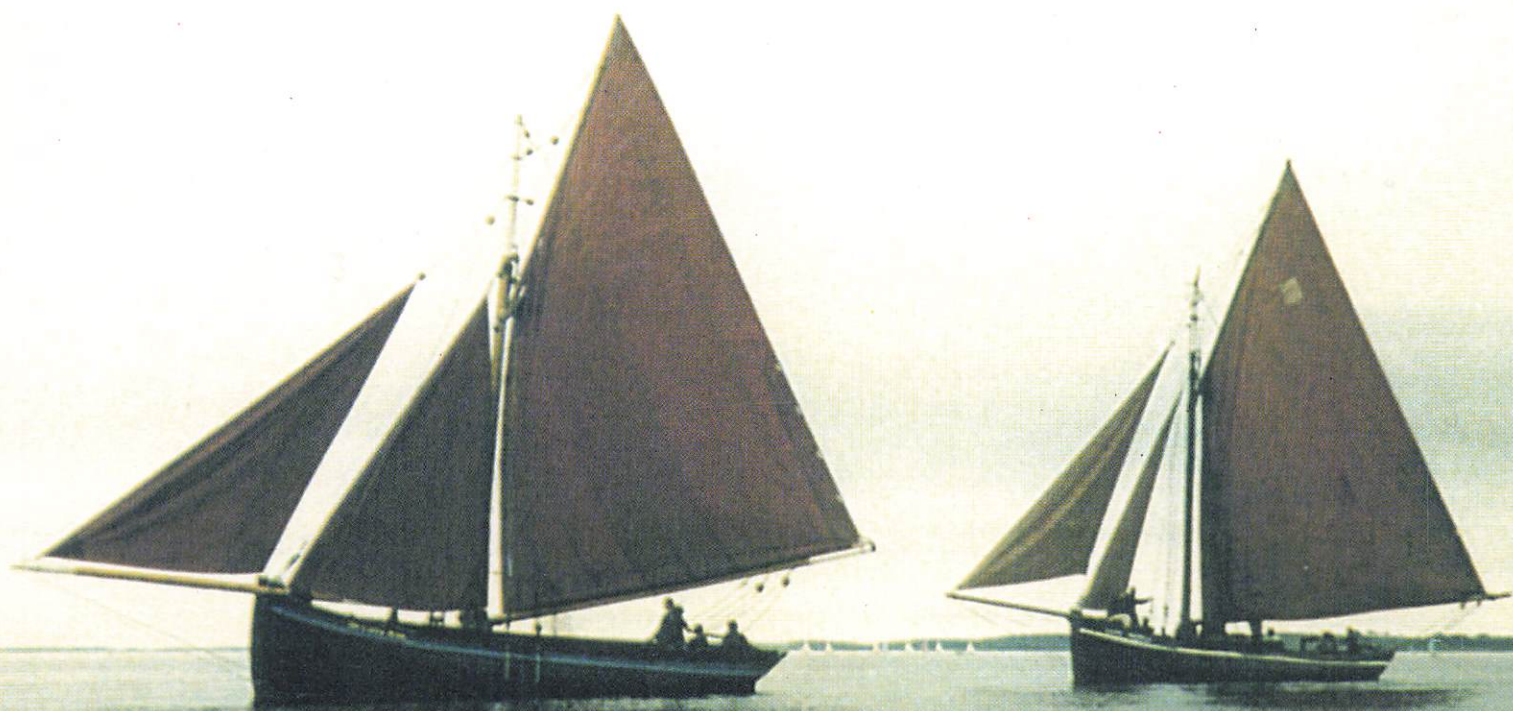
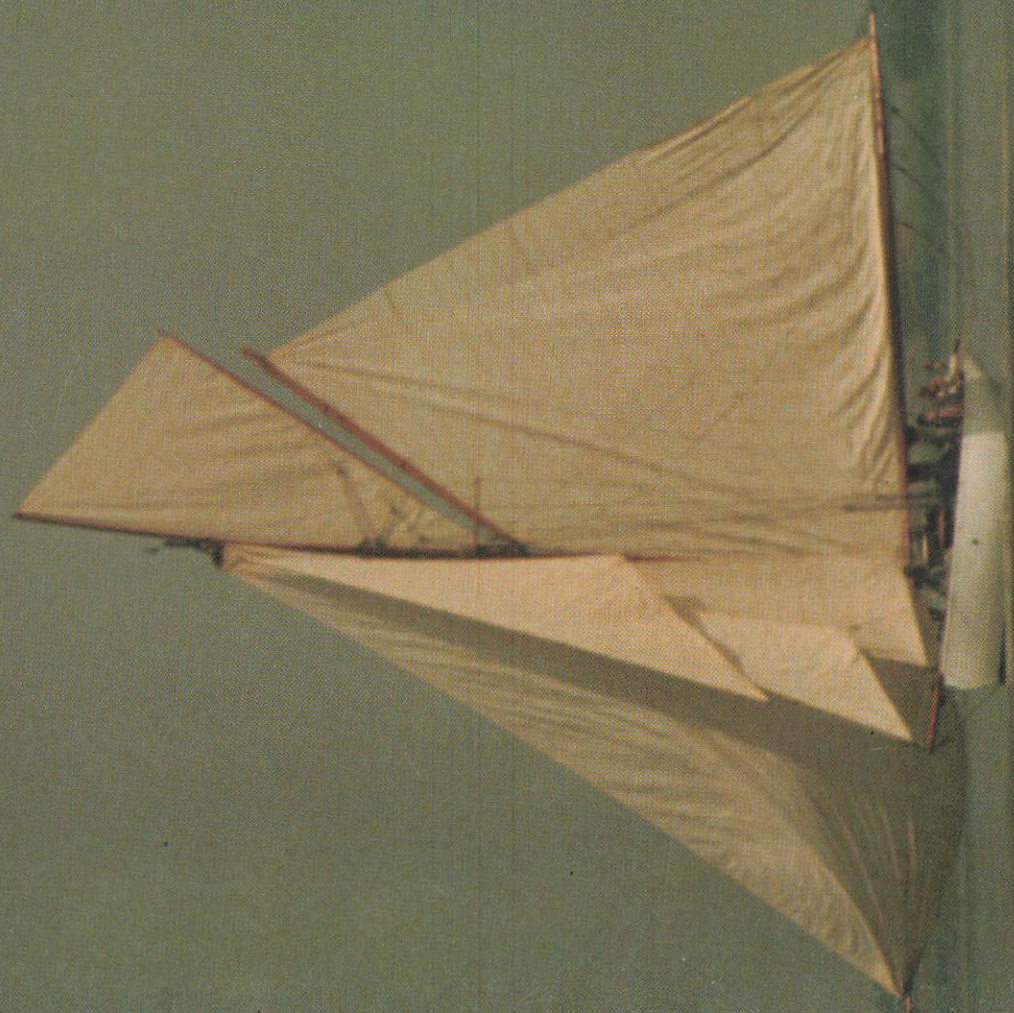


JUNE 1996

Gaffers Log

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



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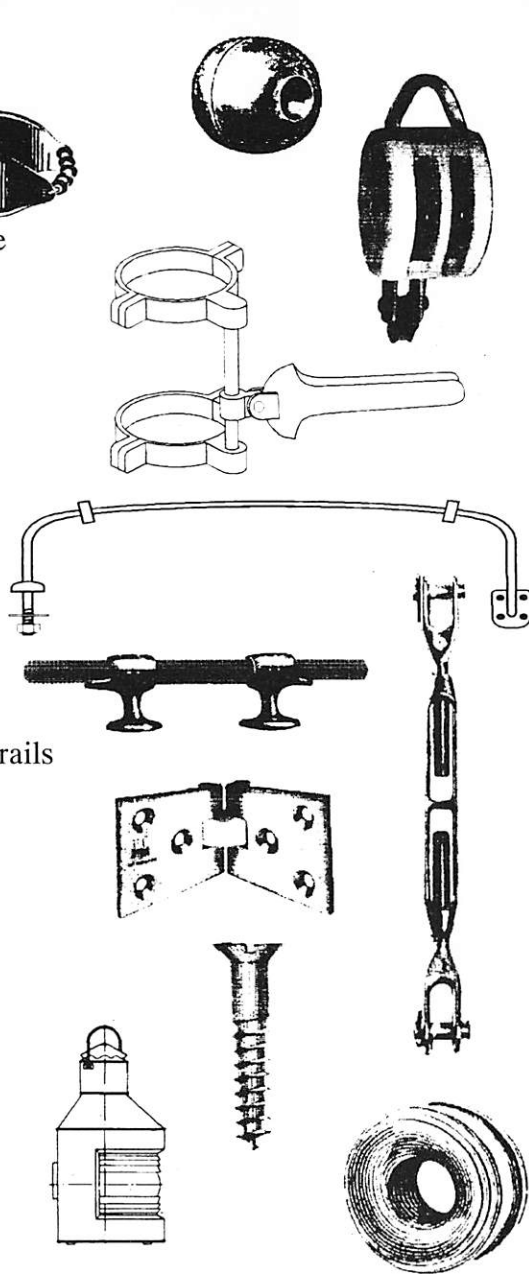
Anchor Equipment

Rigging Screws & Wire

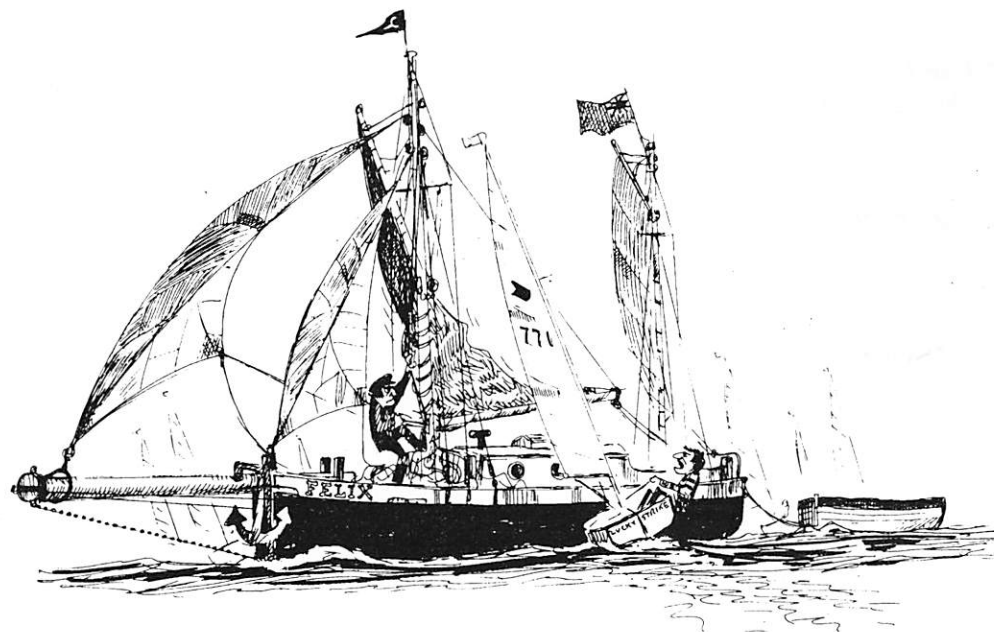
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Catalogue from: Classic Marine,
Lime Kiln Quay, Woodbridge, Suffolk IP12 1BD
Tel: (01394) 380390, Fax: (01394) 388380



"Starboard!!!"

FOR SALE: FALMOUTH QUAY PUNT "Black Duck"

Designed by Harley Mead, built by Burts of Falmouth in 1905. LOA 28', draught 6'. Pitch pine on oak. New rudder, propeller and shaft. Perkins diesel, Decca, radio, etc. £ 16,000.

Tel. 01703 870038.

FOR SALE: COMPLETE SUIT OF SAILS by well known traditional sailmaker.

Nine years old but well cared for and serviceable. Main (3 reefs) - luff 13'7", leech 24'8", foot 17'3", head 12'5". Topsail - luff 15'8", leech 7'8", foot 12'4". Jackyard topsail - luff 16'8", leech 8'6", foot 14'. Working jib (Wykeham) - luff 22'1", leech 16', foot 9'2". Working foresail (Wykeham) - luff 17'9", leech 15'3", foot 8'10". £200.

Also immaculate Nutshell pram dinghy with mast, sail, centreboard and rudder. £350.

Martin Scannall, tel. 0171 208 2900 (day).

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		£ 15.00	£ 16.00
Polo Shirts		£ 15.00	£ 16.00

Both the above available in Navy, White, Red, Green and Grey. Sizes S, M, L, XL, XXL.

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

Special Orders - Please ask about delivery time and price for other sizes and colours.

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 :-

Mark Taylor, Honeyamead Cottage, Rectory Lane, Ashington, W. Sussex RH20 3LF. Tel. 01903 893193.

NOTE : Mark is only continuing with this job until a replacement can be found. **See Situation Vacant.**

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Bristol BS6 5BS
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Heswall, Wirral L60 6RW
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Tel: 00 353 1 8476279

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Tel: 01232 612233

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Glasgow G12 0SH
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2000 Hamburg 50, Germany

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Vancouver BC, Canada V6K 2T3

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Front cover : Hardy in Holland, by Julia Wright

Back cover : Two Galway Hookers, by Terry Needham

SITUATION VACANT

YOUR ASSOCIATION NEEDS YOU

A keen member is urgently required to take on the responsibility of ordering and managing the OGA stock of merchandise - burgees, house flags, sweatshirts, etc. (For details see Association Stock List, page 32)

ALL VOLUNTEERS PLEASE CONTACT : Dick Dawson, Hon Sec, tel. 01342 810303.

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	

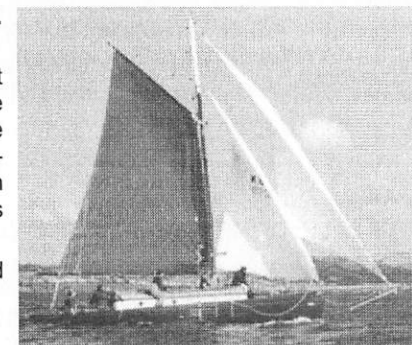
Advertisements

FOR SALE: Morecombe Bay Prawner "Peggy".
L.O.D. 36.0 ft, Beam 11.0 ft, Draught 5.0ft.

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 Mersey Nobby Races. First class recent survey available. Five berths, fully equipped with VHF, depth sounder, sea loo, solid fuel stove, gas cooker etc.

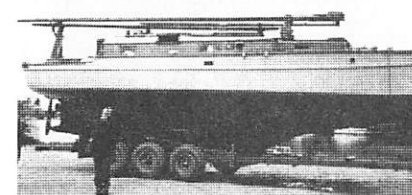
Reluctant sale forced by new monster project, priced to sell at £15,000 v.n.o.

Contact: Bob Ross, tel:01492 582079.



FOR SALE: BROADS GAFF CUTTER "Synix".
L.O.A. 31.75ft, Beam (not known). Draught 3.75ft.

Said to be built by Thornycroft around 1931/2. Engine Thornycroft Handybilly. Hull in good condition. Deck recanvassed summer 1995. Work to be completed, tabernacle, a hatch, rigging and that normal long list of jobs to finish off. Much of the interior is original. Equipped with solid fuel stove, gas cooker, compass and navigation equipment. Suit of sails (mainsail condition not good).



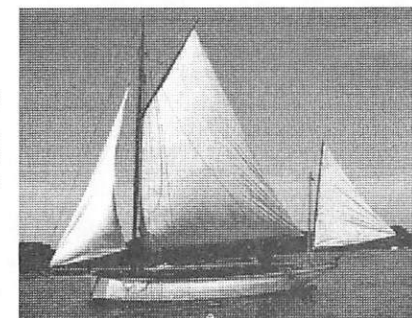
Forced into a reluctant sale by illness, priced to sell at £5,500 ono

Contact: Jessica Aitken, tel: 01904 640893.

FOR SALE: 22ft GAFF RIGGED YAWL "Maud"

Built at Isleworth in 1893 by J S Waite to a design by J R R Godfrey, her first owner. Last afloat in 1994, currently lying ashore at Shalfleet I.O.W. Needs some work. Asking price is £2,750 ono, but the main requirement will be time and commitment.

Contact: John Simson, tel: 01428 682327.



FOR SALE: FALMOUTH WORKING 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, cream/tan sails as new plus topsail and permanent topmast, many extras. All in very good condition and sails like a dream. Asking £17,500 ono.

Also separate wooden Barrow Boat tender/sailer - offers.

Tel. Dave Peace on 01252 615254 or 0171 719 3301 (work).



SAILING ON A MODEST INCOME - reviewed by George Jago.

Once again Waterside Publications Ltd have brought out a tempting addition to add to our bookshelves. Maurice Griffiths' anthology "Sailing On a Modest Income", has within its pages all the hallmarks of MG's old magic. Master story teller that he is, he weaves together his and the yarns of his contemporaries from a time which, to some of us, is tantalisingly just out of memory's reach. I remember as a boy, sailing up in Swan and seeing the top of the green and cream painted 'Lobster Smack' peeping over the sea wall, as on page 17, before the '53 floods put the sea walls up as high as they are today.

The book reminds us of a period which many people of today, both young and older, would have liked to have witnessed. A time when there was more room in the anchorages and the ubiquitous auxiliary engine had not established its place in the order of things. I have always enjoyed reading about this period, as I find it both relaxing and compelling. Compelling, because the stories often illustrate the ways some areas have changed so much in so short a time.

Attempting to look at the book from the eyes of some of our younger members, I would suggest it is worthy of reading, as it sets the background for many of the boats which we today have spent long hours attempting to restore. The part which refers to 'The Twenty Guinea Design Competition', with its line drawings, is a little reference book all of its own. The pen and ink sketches are very much a feature of the period, often portraying faithfully those moments when more urgent matters prevent you getting to your camera.

The problem is that I am totally taken with this book, so my judgement is not as objective as one should expect from a review. However, one good objective point is that it is what I call a 'Boat Book'. A 'Boat Book' you can keep on board, that you usually read for short lengths of time as sailing and tiredness permit.

If what I have described so far is not reason enough to tempt OGA members, there is real 'gilt' on this 'gingerbread'! The cover picture on the book portrays none other than our current President, David Cade, on his boat 'Storm', see page 77. I consider it totally unnecessary to say more to the real OGA faithful follower!

Thank you MG for this latest book and may we, the OGA wish you well in this your 95th year.

The book is priced at £16.95 and is available from Waterside Publications Ltd, PO Box 1992, Falmouth, Cornwall TR11 3RU.

Mate of the Caprice by Gordon Brown, published by Seafarer Books and reviewed by Jon Wainwright.

As with many other books from Martin Eve's (Privateer) stable, this is a very pleasurable read for an old gaffer. Gordon Brown was a grammar school boy who had, in a bad patch ended up on TS Cornwall, the Home Office floating reformatory. With Michael Howard's concern about rebellious youth, there are several interesting parallels to be drawn. However this floating "Boot Camp" equipped boys for a life at sea, and Gordon started his career at 16 years old as mate on the sailing barge Caprice. The author must be drawing his pension by now, but the book is written in a youthful and lively way as if it was only yesterday this young man left the London River. Unlike many contemporary accounts which tend to be rather dour and serious, we are given a marvellous insight into the social side of barging. There are the characters and the pets which made a great impression on a young mind, as well as the hefty meals and the "long haired mates"!

Much of the time Gordon was on barges was during the depression, and as now, working folk had to take on some pretty lousy jobs. The sailing barges were no exception and moving London's rubbish to the Kent brickfields or shifting ballast up to Battersea Power Station must have been terrible jobs for such fine vessels in their declining years. The East Anglian grain barges, which tend to make up the majority of the surviving fleet, had it much easier. Nevertheless, the skills required by skippers of old sailing vessels, working in with mechanised grabs and the like, had to be considerable to avoid injury or damage.

This book is not only entertaining for the ordinary reader, but also fills a gap in the serious barge student's background research.

Available from all bookshops; Priced at £6.95



Fastnet Rock from "Noorderzon" 1995 Fastnet Race Photo: Editor

It is always daunting for amateurs to follow in the footsteps of professionals, but we shall do our best to maintain the standards achieved by Jay and Duncan. Our thanks to them for all the work they put in over the last few years.

We feel the need, in this first editorial, to add our support to Jay's thoughts regarding the mindless destruction of wooden fishing craft. This is a far cry from the Government attitudes which prevailed in July 1934, when Lord Stanhope moved the National Maritime Museum Bill, at a time when it would appear that there was more concern about the disappearance of many types of fishing vessels.

The tide of change seems to be upon us, as we welcome three new Area Secretaries - Dave Keller (Solent), Roger Bucknell (North West), and Mick Bentham (Dublin Bay.). A big welcome also to Rose Ann Hamilton, from Amsterdam, who will be covering our Overseas Liaison.

As the new editorial team sit here reading through all the information that has been received, we get the warm impression of just how full of life this Association is, and we look forward to your further contributions.

Recently, we were invited to a very happy event at David Patient's boatyard at Maldon - the relaunch of the West Solent 'Linette'. Peter and Mary Brookes have done such a superb rebuild that we suspect she looks as she did when the Berthon boatyard launched her back in 1926. Peter and his father are long-standing OGA members and, although she is bermudan rig, refer to the Summer '93 Gaffers Log and Roderick Kalberer's article on page 8. Someone said, with a smile, "I suppose you two want to see her gaff rigged"!

We should like to take this opportunity of thanking all those who have helped us to get started and the members who have sent us their good wishes.

May we, in return, wish all members a happy and satisfying sailing season.

Copy date for next issue of Gaffers Log is 1 August.

George and Brenda Jago - Editors



REPORT ON 1995 PHOTO COMPETITION

I received over 40 entries for the 3rd of these Annual Photograph Competitions. This, from a membership of over 1000, should I suppose have been better. The standard of photograph was magnificent, with some beautiful shots of gaff-rigged boats of all sizes and shapes.

The competition was judged by Bob Hamilton, a professional photographer with a regional newspaper, Andrew Jaggars, manager of Bangor Marina and keen amateur photographer and Yvette Shapiro, a news broadcaster from BBC NI. The Royal North of Ireland Yacht Club was the venue where the photographs went on exhibition on Sunday 10 March 1996.

The winning photograph in the Best Photograph of a Gaff-rigged Boat category was taken by Peter Ford from Essex with his lovely shot of MN69 at Shotley.

Second prize was won by Terry Needham from the Northern Ireland Area with a picture of two Galway Hookers taken in the West of Ireland.

Third prize goes to Julia Wright from the East Coast Area with her picture of Hardy in Holland in 1995.

In the General Sailing category, the first prize went to Julia Wright for her picture taken aboard Emanuel during a North Sea crossing in 1995.

Second prize also went to Julia Wright for her photograph of an un-named gaffer at Shotley.

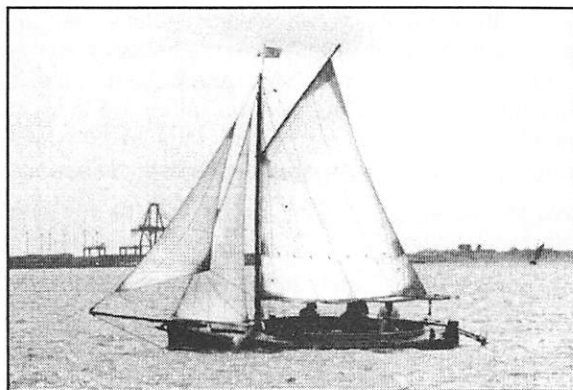
Third prize went again to Peter Ford for his picture of an un-named gaffer leaving Maldon in July 1995.

The prizes in the two main classes were: 1st £65, 2nd £35, 3rd £25. These amounts of money will be given in vouchers from Tecno.

For the third year of this venture we had a very successful competition. We have got a number of good photographs which will appear as covers on the Gaffers Log during 1996, as did all of the photographs on the covers of the 1995 Logs.

The competition is on again in 1996, so come on all you budding photographers, get out your cameras and take some more beautiful pictures. The OGA was formed over 30 years ago to promote gaff rig and we have been extremely successful in this so far. What better way is there to promote something than by showing pictures. Take some pictures and submit them to me - do not wait - do it now.

Peter Lyons,
Competition Co-ordinator,
4 Knockdene, Bangor, Co. Down
BT20 4UZ.



EMMA of BOSHAM Shotley 1995 Photo: Peter Ford

is one man's dream boat. Rumour abounded in Ireland for some time, as in: "you know there's a Dutchman building a hooker over there", "where?", "ah now, I couldn't tell you". Finally, a bit of networking led to a small shed behind a physiotherapy practice in North Holland.....and there was a hull shape you'd never see on a Dutch boat.

Rik was thirsty for information, as he was building nearly "blind". John Healion (Dublin Bay) was persuaded to come for a visit in December 1994 and gave the poor Dutchman a fair amount to think about, after a long day of inch by inch inspection! The contact continued to be friendly and fruitful, resulting in wood for spars imported from the Emerald Isle and Rik's first ride on a hooker as crew for Johnny when the 'Morning Star' visited the Netherlands in August 1995. Rik was faced with a problem which is unknown to the Irish hooker builders: the boat will sail almost exclusively on fresh water. Rather than face plank replacements every year, Rik took the decision to epoxy the hull. A radical departure from tradition of course, but having myself helped replace (new!)rotted planks on a botter hull only halfway through a restoration, I for one could fully understand the logic. One very nice touch is that the oak Rik used was inherited from his father.....there are many ways of keeping "in touch" with one's maritime heritage.

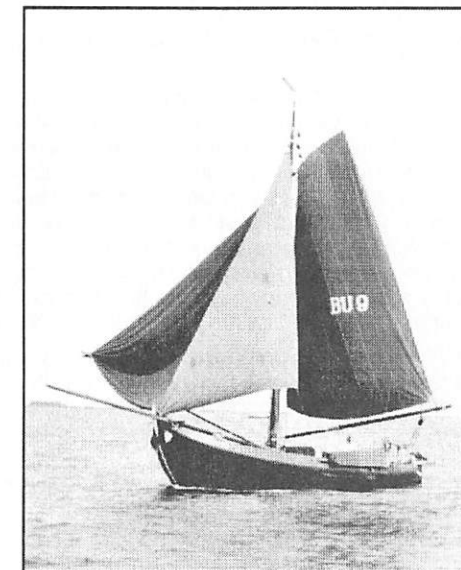
So the question is: is this a Dutch Hooker or an Irish Hooker or ??

Sailing is, by its very nature, an international activity and the OGA has been casting its net as far as Canada and Germany. Therefore the need for an Overseas Liaison. Curiosity has done in many a cat and my innocent inquiry of Dick Dawson as to what had happened to the OSL listed in the Log, got me volunteered for the job! (My predecessor has set sail to see the world - perhaps permanently). As an incurable networker, it is probably inevitable that I end up with the watch duty and I look forward to it. I live in the Netherlands where I am surrounded by brown sails and wooden hulls. I am hoping to include a bit on what's happening "out there" in each log and invite over-

seas members and affiliates to keep me informed. I have noticed that sailing a long way to an event is always rewarded with enthusiastic hospitality - but it will happen more often if we have a destination and date to aim for. My background includes journalism with a tourism and maritime angle, events promotion and generally being involved in what's happening with old boats, both here in the Netherlands and at the European level.

I joined the OGA originally as a Dublin Bay member. I highly recommend their fabulous recruitment method: first you surround the prospect at the bar (Mick Benthams, Ben McDonagh, Tim Magennis and Yves Chavanne are all bigger than me) and then you give the said prospect the choice of paying a sub or paying for the rest of the evening's pints. Faced with that thirsty gang, I chose the Dutchman's solution! At the moment I haven't got my own hole in the water, but I am working on that a piece at a time.....in Amsterdam, the first thing you need to get is a (legal) mooring.

I am delighted to function as OSL and can be contacted at: Rose Ann Hamilton (OS), Boomstraat 72c, 1015 LD Amsterdam, The Netherlands. Fax only: +31 20 6260929.



Brown Sails & Wooden Hulls Photo: Ed

of today's barges, such as Reminder, Repertor, Xylonite and Adieu. However, go back a couple of hundred years in time and you would have been able to see some of Britain's sailing Navy in frame. The 5th Rater "Amphian", weighing in at 914 tons and with 32 guns, saw action in 1799 and was Nelson's flagship for a time in 1803.

Obviously, much has changed over the years. This is the first opportunity we have had to actually land at the shipyard site. The old basin, which predates Rigby's quays, is being dug out and there will be mooring alongside both here and in the river. It is a very pleasant location with beautiful views down the Stour Estuary. There are also some interesting artefacts which have been salvaged and Rigby's 18th century development of the Mistley and its quay is still very much in evidence. This quiet backwater, forgotten in the mists of time, makes for a very pleasant and possibly the only quiet venue to be had on the East coast!

Sailing events will include a passage race on Saturday to get you there, plus races for gaffers, smacks, classic yachts and open boats on the Sunday. Onshore there will be a barbecue, food, drinks and possibly entertainment and exhibitions. There is potential to make much of this location for a regular fixture, with the extensive quays, access ashore from a pontoon at low water and local facilities. Please contact me for details.

Last year's OPEN BOATS RALLY at Dabchicks Sailing Club, West Mersea, proved very successful and it will be repeated on September 14 this year. This is an event which members from other areas could attend and they would be made most welcome. There are extensive facilities for launching and no doubt B&B could be found for those wishing to stay overnight. The large local contingent of very active brigs ensures a good turn out, although their skills do tend to show up the rest of us! The format normally involves some interesting circuits of the West Mersea creeks as well as some estuary work on the Blackwater. Sue Taylor

will again manage the event and she can be contacted on tel. no. 01206 382843 nearer the time.

THE ANNIVERSARY RALLY at Maldon will be held on 28 September and will likely follow a different format from previous years. We have received some very interesting ideas from a member, which are being looked into.

Details will be published in next issue.

Jon Wainwright, East Coast Area Secretary.

FOREIGN PORTS

THE NETHERLANDS

A New OGA Affiliate ?

All but two of the many traditional boat groups in the Netherlands are exclusively for Dutch vessels. The two exceptions are the Dutch Sharp Yacht Society (VKSJ) and the Cutter Society (KotterZeilen). Both of these groups include a large percentage of British and Scandinavian vessels and a handful of French and Irish built boats. The VKSJ run a great festival bi-annually at Hellevoetsluis (see Log A/W 95) and their members participate regularly in English events. Some KotterZeilen members met the Galway Hookers in August and Mick Bentham (from Dublin Bay area) handed out OGA applications right and left. At the moment, KotterZeilen are interested in developing affiliation and especially a networking effort to exchange/notify each other of available crew berths for events. They are a merry bunch to put it mildly and would love to see some folks venture over to their side of the Canal.....ah er, Channel.

There was this Hooker and this Dutch Sailor.....

On 11 May, the Galway Hooker 'Moorhen' will wet her toes for the first time in the Schermer Lake near Alkmaar in the Netherlands. Built by Rik Janssen, from lines taken by Joe Murphy of the 'Truelight', she

CP	Mr P Adams, 132 The Street, Ash, Canterbury, Kent CT3 2AA	LADYBIRD
EC	Mr B M Browne, 39 Byde Street, Hertford, Herts SG14 3AR	OLAF
	Mr M Butler, The Moorings, 22 Tower Street, Brightlingsea, Colchester, Essex CO7 0AL	SPELLBOUND
	Mr K W Drewery, 425 Brentwood Road, Gidea Park, Romford, Essex RM2 6DD	SALAMAT JALAN
	Mr J Durant, Lark Rise, Whatfield, Ipswich, Suffolk IP7 6RB	
	Mr J Fraser, 4 Swan Grove, Chappel, Colchester, Essex CO6 2DU	HEQEND
	Mr D Hart, Anchorage, Berwick Wharf, Atcham, Shrewsbury SY4 4TJ	LA MOUETTE
	Mr M Hodges, Tumbler, South Dock, Rope Street, Plough Way, Rotherhithe, London SE16 1TX	TUMBLER
	Mr A McVean, Chestnuts, Frith Hill, South Heath, Great Missenden, Bucks HP16 9QF	
	Mr R H Negus, 38 Oaklands Close, Hill Ridware, Rugeley, Staffs WS15 3RJ	
	Mr K Tidbury, Amanda Cottage, Basin Road, Heybridge Basin, Maldon, Essex CM9 7RN	MAGGIE
	Mr P Winter, The Granary, Harefield Farm, Selling, Faversham, Kent ME13 9QZ	
	Mr P Yerbury, 9 Richmond Mansions, Lower Richmond Road, London SW15 1EL	IMPUDENCE
NI	Mr T Bloxsom, 26 Woodland Avenue, Carrickfergus, Co Antrim, N Ireland BT38 8PP	MOONWIND
	Mr R Browne, 76 Bangor Road, Holywood, Co Down, N Ireland BT18 0LW	
	Mr M D A Coulter, 2 Old Movilla Road, Newtonards, Co Down, N Ireland BT23 8HH	
	Mr R E Doig, 21a Ballyhampton, Larne, Co Antrim, N Ireland BT40 2ST	OREAD
	Mr R Tomalin, 22 Drumfad Road, Millisle, Co Down, N Ireland BT22 2JQ	
NW	Mr R Danby, Gosling Green, Parvey Lane, Sutton, Macclesfield, Cheshire SK11 0HX	TILLY
	Dr C M Fielding, 28 College Road, Blundellsands, Liverpool L23 8UT	EIDER DUCK
SOL	Mr B Curtis, The Old Coach House, Brownhill, Salterns Lane, Old Bursledon, Southampton SO31	UNITY
	Mr & Mrs P Lees, 29 Phylidon Road, Parkestone, Poole, Dorset BH12 3DQ	NADINE
	Mr R Lewin & Ms Y Rannochan, 20 Watersedge, Hedge End, Southampton SO30 4AE	UNITY
	Mr J D Manns, 76 Heath Road, Locks Heath, Southampton	UNITY

Situation vacant

You will see elsewhere in this issue a reminder that we are still looking for a volunteer to take over from Mark Taylor in managing the OGA's stock of merchandise - burgees, house flags, sweatshirts and the like. In addition to handling orders, a small amount of stock needs to be held and of course, ideas for new lines are always welcome - a little bit of creativity is an asset. Merchandise sales have always made money for the OGA. If no-one can be found to handle the job, we will have to make arrangements with a supplier to take orders direct. This will mean an increase in prices, as each order will be one-off, and as like as not the useful profit we make will disappear altogether.

Whilst on the subject, I have a stock of very fine T-shirts left over from the Galway Hooker Rally to Sail Amsterdam. They are available in black or white and have a fine colour picture of a hooker (An Lady Mor, Morning Star or a collection) on the front, with the legend "Hookers to Holland". A fine production and yours for only £10, of which £1.50 goes to OGA funds. Your orders to me, please! Did I hear anyone mention coals to Newcastle?

Jay Cresswell and Duncan Spencer

You all know that Jay Cresswell has retired as Editor of this Log. A more recent retirement is that of Duncan Spencer, who together with Jay brought the publication up to the very high standard of production that we see today - a standard that is the envy of other associations.

Do not underestimate the energy and commitment that this team put into the job, involving haranguing members to produce reports and articles, ditto with printers to produce on time at a reasonable cost. The OGA owes Jay and Duncan a major vote of thanks.

A new editorial team will fill the gap. George and Brenda Jago have stepped in and are willing to have a go. They hope to maintain the Log as an effective means of communication for the OGA and keep the production quality as high as possible, whilst keeping the cost within budgets.

Their major problem will be to fill the Log with the right kind of material, on time. The team can only print what you, the members, write, and can only do it on time if you send it to them on time. Please help George and Brenda by sending your material to reach them by the following copy dates: the first of February, May, August and October. The Log will be mailed during the first week of the following month.

Regarding content, it was agreed in committee and at the AGM that the Log should not only report what we have all been doing since the last issue, but should also be used to let all members know what is coming up before the next issue. It is up to you to provide the material and will Area Secretaries please make an effort to produce something as a reminder to all members for each issue of the Log.

Subscriptions - You can hardly fail to have noticed that the annual subscription has increased - only the fourth time since the OGA started over 30 years ago. It is always a difficult balancing act and, because the subscription changes so infrequently, the increase always seems large. In the past we have delayed increases as long as possible because nobody likes them and it is a real game for the Membership Secretary to get all the banker's orders sorted out. However, the feeling of the AGM was that little and often is better, so we will review the subscription level more frequently in future. As a matter of interest, when the AGM votes in an increase, it's not until a year later that the new subscriptions begin to be collected and there is inevitably a decrease in membership - in the past, up to 30% - which takes a year or two to recover. Thus the OGA's financial position actually worsens before it gets the benefit of the new subscriptions.

low enthusiasts, there should be about 200 boats there. For those who wish to cruise in company, there are cruises to the Deben, Mistley, Walton Backwaters and Pin Mill. This is a specially good festival for the open boater, because most of the cruises and races take place in relatively sheltered waters. If your boat is difficult to sleep on, you can bring a caravan or pitch a tent on a site overlooking Harwich Harbour. Oh, there is also racing for those who wish to participate - round the cans, passage races, sea races, round the islands, etc. Mid-week there is an action packed fun day, when there will also be opportunities to trial sail some of the classic boats

The Festival is open to classic yachts, gaffers, vintage motor craft, steam vessels, ex-Naval craft such as whalers or gigs and any other vessel of special interest. Please note that 'classic yacht' does NOT include grp bermudan sloops, as at some festivals. Please check with me for a ruling. We should very much like to hear from organisations with Naval connections, e.g. Sea Scouts, RNSA dinghy skippers and those involved with the preservation of ex-Naval vessels. Shotley was of course, the site of HMS Ganges and 1996 is their 90th anniversary.

Entry forms for Shotley CBF are available from Shotley Marina, tel. 01473 788982.

THE EAST COAST OLD GAFFERS RACE is all set to have a new lease of life in West Mersea on 27 July.

Although we have enjoyed sailing from Stone Sailing Club for many years, the club was going to have to charge the OGA for hosting the race, in line with their usual practice for other open events. This made the committee look for new venues and an offer from West Mersea Yacht Club was gratefully accepted.

West Mersea, as many members will be aware, is the major sailing centre on the Blackwater Estuary. It also has links with our sort of sailing, with strong local smack,

gaffer, classic yacht and winkle brig contingents. At the EC AGM, Sue Taylor, our West Mersea representative, hinted that there was a strong possibility of sponsorship and I am very pleased to report that this has now become a reality. Fox's Marina of Ipswich have come up with support for the cost of staging the race, e.g. rescue boat, prizes, posters, mailshot, band and beer. Matters are still to be finalised, but there is every indication that this very special fixture will receive a timely uplift in stature.

This event has the makings of being a super weekend in a great location, for the pleasure of all who watch or take part. More details of the event and entry forms will be included in the next area mailshot. If you are not a regular recipient of Eastcoaster, please let me know.

The event is open to all gaff or lug rigged boats. The provisional time of start for classes 1, 2 & 4 is 10.00 hrs and class 3 for open boats 10.30 hrs - on Saturday 27 July 1996 at WEST MERSEA, PLEASE NOTE!

The committee instructs that all entrants to the 1996 East Coast Race will enjoy themselves!

If you have any queries, please telephone me on 01206 393537. If you cannot make the event with your boat, please do come down to watch.

STOUR RIVER FESTIVAL 24/25 AUGUST

Arrangements are in hand for a new format to our traditional rally on August Bank Holiday weekend. I appreciate that there will be those who have other plans for that weekend. However, if you know someone in a smack, sailing barge, classic yacht, winkle brig, tug, steamboat or other vessel of interest, which might be in the area at that time, this event may be worth a visit.

The site for this Rally is the Mistley Boatyard, which is very significant indeed in terms of our maritime heritage. Sailing Barge enthusiasts should know that it was Horlocks on this site who built some of the most famous

they get in touch. My intention would be to see out the 1997 season, making sure that West Mersea EC Race, Shotley, Ipswich, Hellevoetsluis and the Stour River Festival go to plan, showing the ropes to a potential recruit.

The winners of the new VKSJ EUROPEAN CLASSICS SERIES were announced in Amsterdam on 14 January. Classic boats from several European countries took part in a 10 match series of inshore and offshore events over the glorious summer of 1995. In East Anglia - Lowestoft, Shotley and Harwich hosted qualifying races.

The Series was won by an ex-British boat, the 10metre Hillyard cutter 'Soma', owned and skippered by Dutchman Hugo Krueze. Her sturdy hull enabled her to make the best of strong following winds in races from Holland to Shotley and Lowestoft and gain maximum points. She received the magnificent VKSJ Challenge Cup, beating off competition from potentially much faster "sharp" yachts.

Korybant, in second position, is a Scandinavian built 30 Square Metre, based at Levington in Suffolk. Her skipper, David Osborne, used her natural speed and manoeuvrability to score well in races at Shotley Festival and win her class at the Dutch Classic Yacht Regatta at Hellevoetsluis.

Third place went to the smallest and oldest boat, Deva, built at the Morecambe Bay Prawner yard of Crossfield of Arneside. She was second gaffer at Shotley, third on the Harwich - Roompot North Sea Passage Race and won the Gaff riggers class at Hellevoetsluis.

Prize giving was held at a well-attended reception on the historic ship Hydrograph, where the British prizewinners were made very welcome. Other British boats that did well were the Gaffers Mary Ritchie (9), Noorderzon (11), who also raced the Fastnet, Hardy (15), Avola (16), Sunbeam (19) and the YW 5 Tonner Elfreda (21). The VKSJ system of handicap was used, please

note all those who question the Secretary on these things!

I found the Series brought together a good season of sailing events, making friends with lots of people on both sides of the North Sea. Thank you Ron Valent and team, who organised it all.

Assuming we can get the dates right, it is hoped to stage the Series again in 1997.

Jon Wainwright

Our MIDWINTER MEET on 10 February at the Royal Burnham Yacht Club proved that this is still a popular event. Over sixty members and friends enjoyed a very good dinner, joined by about a dozen officers and members of the RBYC. We were hosted by Vice Commodore Johnny James, himself an OGA member. Earlier, a number of people had watched videos of OGA events and had the opportunity of looking at photographs and logs on display, or just enjoyed chatting to old and new acquaintances. Guest of honour was Captain Simon Waite, Master of the Cutty Sark, who gave a very interesting talk on this famous ship, enhanced by some unique slides. Our thanks to the RBYC for once again welcoming the OGA to their club.

The OGA had a stand at the SE BOAT SHOW at its new venue in Ipswich at the beginning of May. Unlike previous years, there were no 'afloat' facilities, which usually attracts many people to our boats. There was the usual level of interest in our Association and may I say a special 'thank you' to all those members who gave up their time to man the stand.

Brenda Jago

The CLASSIC BOAT FESTIVAL at Shotley, organised jointly by the Marina and the OGA, is all set to go from 29 June until 7 July. This event has something for every individual taste. If you just want to sit and talk to fel-

Racing or cruising - or both ? In his letter published in the last issue of the Log, Richard Woodman highlights the attitudes prevalent amongst some racing people and finds it not to his taste. I am sure that many other members share Mr Woodman's view, but it was one of the OGA's founding principles that each area should hold at least one race each year. After all, the Association was formed to allow gaffer owners to race when the yacht clubs of the day refused to accommodate them in their fleets.

Nowadays, the OGA is not the only organisation putting on events for gaff rigged and "classic" craft, almost all of which include a race of some sort, so much so that it is difficult to organise OGA events.

Is our attitude now out of date? Should we decrease the amount of racing in favour of more rallying, raft-ups, barbecues, seamanship trials, treasure hunts, shore-based events and the like? If everybody else is doing the same thing as the OGA (after all, we started it) maybe it is time to do something different. It is important that OGA events encompass the needs and wants of all members, so please write to the Editor and let me have your views.

Odds and ends. If you plan to visit Brest '96, please write to me with details of your planned arrival date and details of your boat so that I can forward it to the OGA/Vieux Greements de France, who will give you a splendid welcome and free moorings for the few days preceding the event.

The South West Area of the OGA consists of a very cheery bunch of individuals, as I found out once again when attending a supper there in March. They have a beautiful setting for their events, from Dittisham up the river Dart, to the open expanse of Start Bay. So, if you are cruising in their area, do visit them. I think I will be forgiven for saying that at least one member can be found in the Dartmouth Sailing Club every evening during the season.

The OGA of Western Australia, based in Perth, is also very active. They keep me up to date with their events and certainly seem to fill the summer and winter months with a mixture of races, rallies and shore-based events, together with a newsletter which is produced at least every two months. Once again, if you're cruising in their area.....

Finally, a note to remind you that the next AGM will be held in November, date to be advised, as the result of a motion carried at the last AGM. What do you call the second AGM of the year?

Dick Dawson



Hon Sec's LONE WOLF

Photo: Patrick Roach

Dear Sir

At Henley Sailing Club at Wargrave, there are three open boat gaffers: a Drascombe Lugger, a Cormorant and my Whilly Boat. At the 1995 Thames Traditional Boat Rally there were five open gaffers.

The Thames Traditional Boat Society has several members with sailable skiffs, whilst I spied a fascinating collection of larger open gaffers and some small cruisers racing off the Desborough Sailing club at Shepperton.

There must be many more lugsail and gaff rig dinghies and day boats tucked away on the middle and upper Thames or within easy reach, so why don't we form a new Thames based area?

If anybody is interested, then please contact me on 01483 303040 daytime or 01494 727768 and I will happily act as initial 'co-ordinator' for the formation of an informal or formal grouping.

Your sincerely

Robin Ford

58 Long Park
Chesham Bois
Amersham
Bucks HP6 5LF
24 March 1996

R.R.2, Apohaqui
New Brunswick
EOG 1AO Canada
28 March 1996

Dear Sir

I have just received my Autumn/Winter 1995 issue of the "Gaffers Log" and a delight it is. Things have obviously progressed and changed since I used to be a member of the OGA about 18 or 20 years ago. Very impressive work all round.

A letter that Mr Richard Woodman sent in caught my attention. I have just rejoined, so I have no idea what editorials/letters may have preceded it, but it sounds a familiar ring. I have no quarrel with the racing crowd; I suspect that, while it does help to create some situations that are not considered good seamanship by most people under most conditions, I think we must also admit that the impetus of racing has contributed some benefits in terms of the search for better materials, equipment, etc. Most of us are glad to use to our advantage these discoveries.

But Mr Woodman does mention one particularly touchy area where I think he hits the nail squarely on the head. When I was previously an OGA member, before we sold our boat (family health considerations), I noted that a very large proportion of the coverage of OGA events had to do with racing and racing is not why I like to sail, either. There is enough tension and pressure in my profession, that I go sailing to escape from it, not add more. Yes, if I am sailing on a similar course to another vessel of similar size, I do take a little extra care in trimming my sails, etc. But this is a far different matter than charging about a small area of water trying to squeeze out a perfect start, or buying new sails and seeking extra crew to handle them....things normal to competitive racing. Mr Woodman is probably right; there are some who look down their noses at those who do not care to participate in their favourite method of sailing.

If one wants to really promote gaff rig and seriously influence others to try it, then the racing circuit is the last place to look. Take a friend for a quiet sail sometime. Maybe he or she will be a racing type growing tired of the "Grand Prix" attitude and looking for relaxation under sail again. Perhaps they will recall an old boat once owned by their family or a neighbour, in which it was fun just to get out and sail around quiet waters. Maybe they have been reading the writings of Maurice Griffiths or Francis B Cooke and that sort of relaxing pottering seems like a wonderful respite from the office. But take someone with you, let them handle the tiller and feel the reassuring steadiness of a vessel built to the conditions of the water, rather than the measurement rule of a race handicapper. Show them how versatile, economical, simple and relaxing some of the traditional gear can be when properly understood. Who knows? Next year you may see them sailing a gaffer past your mooring.

Besides, life is filled with competitors; let's be about making some friends.

Best Wishes

David Keith

stopped the engine. The sound of running water was heard and on investigation, a hole was discovered in the port bow area, where the ice had punched a hole in the mahogany planking. 'Vilia' was careened over for the night and lifted out of the water the next day. The damage was quite severe, with the planking being cut through on both sides of the bow. Commiserations to Stephen - his insurance claim form will look good with "holed by an iceberg in Bangor Marina" as the reason for the claim. Thankfully 'Honora' suffered little more than paint removal in the stem and bow area. Next time we go to Portpatrick it will be warmer.

A good night was held in Carrickfergus Sailing Club in January when Jim McGloughlin gave a talk on Irish lighthouses. It was a very interesting and entertaining evening with one of the old lighthouse keepers from Blackhead lighthouse also in attendance. There were about forty Gaffers and Carrick members attended this evening, which ended up with the usual sing-song, led by Alan and Irene Aston.

We visited Belfast Coastguard M.R.C.C. during February when Bill Mills gave us a very informative talk on the duties, responsibilities and operations of Belfast Coastguard. He gave us a tour of the building, showing us the operations room and all the backups that are there in case of major emergencies. The evening was rounded off with a video of the Coastguards in action. All in all a good night, thanks to Belfast Coastguard and to Bill Mills in particular.

The happening held in Holywood Yacht Club on 16 March was a great evening. There was a full house in the large downstairs room to listen to the John Neilly Ensemble playing a mixture of music ranging from sing along "comalyees" to dance tunes. We had various singers performing during the course of the evening, with Irene and Alan Aston and Johnny Healion from Dublin worth a mention. I would like to thank, on your behalf, John Neilly for organising the Band and Holywood Yacht Club for organising the food and putting up with a load of rowdy Gaffers

for the evening. St Patrick has a lot to answer for.

I have been glad to hear that our fleet of boats is starting to return to the water, with Robin and Alison Brennan's newly decorated 'Mandarin' going in at Carrick. I helped Stephen Clarkson to sail that well known icebreaker 'Vilia' back from Donaghadee to Bangor, complete with four new planks in each side of her bow. 'Madcap' has also returned to her sailing mode with a shake down cruise over the Easter weekend. My own boat, 'Honora', has not been out of the water but has had her spars redone and is now back in sailing trim. 'Golden Nomad' has also been relaunched after major refurbishment by Alan and Irene Aston.

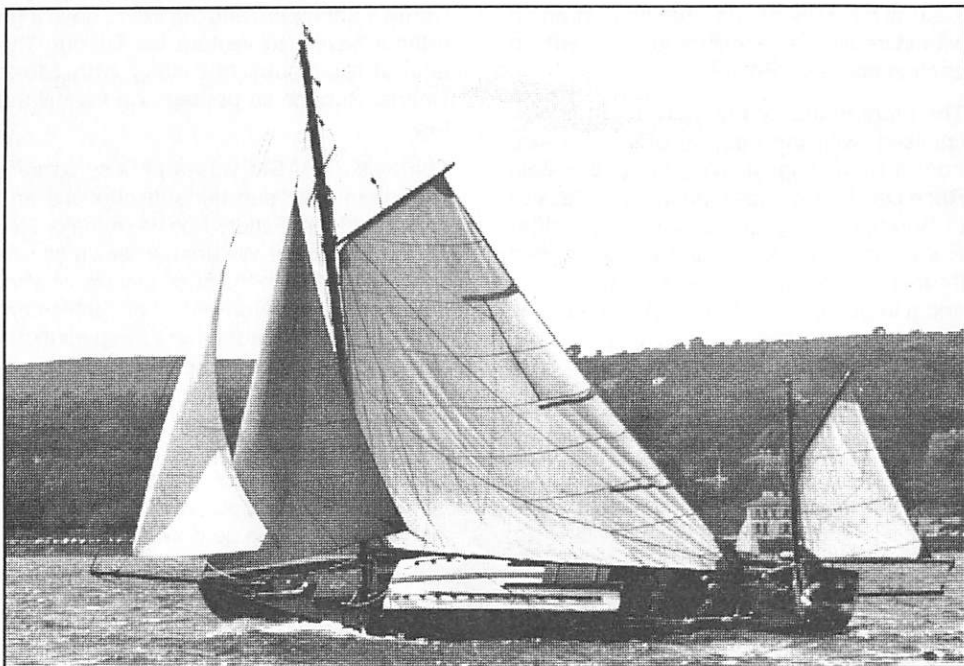
Good Luck to Joe Pennington, who has launched the rebuilt 'Master Frank'. Originally built in Ramsey in 1893. Joe has, after two years work, rebuilt this old fishing boat, putting her into absolutely pristine condition. I am told by those who attended the launching in Ramsey on 20 April.

Peter Lyons.

EAST COAST

By the time this is published, we shall have done battle on the Crouch and we should be getting ready for the Lowestoft Cruise and Shotley. There is a great season ahead for us, with some new venues and new arrangements for the sailing programme, with plenty for the non-racing members too. It goes without saying that we should love to see members from other areas at our events.

It has been suggested that perhaps I ought to spend more time with my family, write my memoirs or sail off into the sunset. The fact is that I have spent a very long time as EC Secretary and there are members who feel that new blood is needed on the committee. I am very happy to continue in the absence of any volunteers, but this is a serious offer to step down if any competent person wants the job. If anyone is really committed and is prepared to offer themselves, please could



VILIA Built 1910

Photo: OGA Archive

other work to 'Madcap' to bring her up to scratch.

One Saturday night recently, on returning to 'Madcap' after having partaken of a few bevs in the Steamer, Adrian lit the onboard stove to keep the crew warm, in the manner to which they have become accustomed. After a short while, Adrian decided to 'take the air' and went up on deck. He was met by blue flashing lights, two fire engines and assorted police cars. He was hailed by a fireman who asked him if he had a coal burning stove on board the boat and was he happy that everything was in order. Adrian assured the fireman that all was well and retired below for a good night's sleep. One of the doormen at the Windsor, a well known local hostelry, had seen the smoke, thought 'Madcap' was on fire and raised the alarm. A week or so later, Adrian was on board the boat when he was again greeted by the wailing of sirens and flashing of lights, a repeat of the previous episode - some well-meaning citizen had again raised the alarm.

There must be a moral to this story. It is probably 'get your chimney cleaned Adrian'.

As some of you will have seen on the BBC National News, 'Honora', my own boat, was pictured breaking the ice in Bangor Marina on Wed. 27 December, on her way to Portpatrick. The whole Marina was completely icebound. It was a new experience to me, ice breaking, but my crew, Adrian Spence, had experienced this before with his various trips to the Arctic aboard the Galway Hooker 'St Patrick'. I never thought that my first experience of ice breaking would be in Bangor Marina. It is not pleasant listening to the noise inside a wooden hull - it sounded as if a party of drummers was practising on the hull.

'Vilia' also did the trip to Portpatrick, with Stephen Clarkson and crew "Lady Killinichy" (Claire Buckley). The trip was uneventful and good fun until 'Vilia' arrived back in Bangor Marina, which was even more icebound. Stephen eventually berthed 'Vilia' and

Port View
New Road
Mistley
Essex CO11 2AE
24 April 1996

The Editor
Gaffers Log

Dear Sir,

As Richard Woodman's Local Area Secretary, I feel I must reply to some of the points made.

It may well be fair to criticize some of the attitudes of certain skippers when racing. Richard's experience is not generally mine, either at club or OGA level. I have experienced arrogant attitudes in the Crouch and on the Solent on occasions, by people who race the "other sort of boats" badly. The only problems I have seen in our sort of sailing have been when the inexperienced suddenly grow horns in the excitement and barge into the fray without knowing the rules. The really skilled racers tend to be cool-headed and analytical. As far as seamanship is concerned, there is a very dim view taken of any one who breaks local harbour regulations on shipping movements etc. Again, the harbour regulations are normally part of the racing rules, and the skilled racer knows he can be protested for any misdemeanour. The OGA's instructions at Shotley for example, do emphasise in several instances the need for consideration of other users, and even go so far as to give the potential offender a chance to extricate himself from obstructing shipping by using his engine for example. It is seamanship first, it has to be.

OGA Racing is not about cutting up fellow competitors. It is about getting the best out of the boat, using tactical skills to get the best out of the tide and wind, and working out what other boats are going to do. Skills in these areas are useful in all walks of sailing life, and are part of good seamanship as well.

However, if you do not accept any of the above, there is no doubt whatsoever that racing has ensured a longer life for many fine craft. The Scillonian Pilot Gig, the Thames Barge, the Essex Smack, the Winkle Brig, the Classic Yacht, the traditional Broads boats, the One Designs like the Hoylake Opera or Seabird Half Rater and many other fine craft have been kept having time and money invested in them because of the sport the OGA type racing has given. Indeed the OGA was formed in the first place because the dropping of gaff rig from the ordinary racing circuit pushed it to a state of near extinction. And what did the early OGA do - it held races!

That may sum up the case for racing. I suspect the real issue is one of attitude. We, as association members, must value the many different traditions of "Gaffering" that exist. There will be the chap who spends his whole life rebuilding boats and never getting near the water; there will be those who simply wish to cruise on their own; there will be those who want to tawl or do something practical with their boats; there will be those who wish to race. We are not a fundamentalist sect; we are a broad church which means that we practice tolerance and appreciation to each other, officer or member of the association.

I was upset not because of falling entries at East Coast Events. The Crouch, Shotley, North Sea Race, Walton & Stour all had entries well up to par, if not record entries in some cases. The East Coast Race was down to 70 entries, but it might well have been perceived as a bit of a come down just a week after a very good Shotley. And at seventy entries, it was still probably the largest gaff rig event in the country. My disappointment at Maldon, in the heart of a large traditional sail area, was that East Coast members were not prepared to come along to the MLSC to toast the OGA as the body corporate, although being very ready to criticize it in other respects. I doubt whether the Solent or Northern Ireland would have had the same problem.

The OGA members (especially on the East Coast) must start talking up OGA strengths more, which are considerable. The odd faux pas with a newsletter deadline or the wrong prize being given at a race happens in the best of organizations run by volunteers. The administration is not a branch of the civil service, after all! What we do have is a tremendous organization spread throughout the world covering every conceivable opinion in the promotion and preservation of gaff rigged sailing craft, including Richard's. In the context of this, being caught out on the port tack is just a bit of fun.

It will do the OGA a lot of good if we stopped worrying so much about differences between us all and really got down to the business of enjoying ourselves again!

Yours faithfully,

Jon Wainwright

A Most Pleasant Pastime - 4

Cruise of the cutter *Barbara Agnes* to Cornwall and the D-Day beaches

by
David Hornbrook

'At 5.45 passed Dungeness, weather looking bad, and blowing extremely cold off the Romney marshes. Outside my ordinary shirt and flannels I had a thick serge shirt, two coats, and a stout waterproof, besides a large woollen comforter; inside the indiarubber knee boots, a pair of high woollen stockings over woollen socks, two pairs of trousers, and a waterproof covering over the legs. With all this on, I felt extremely cold.'

R. T. McMullen, up Channel in *Orion* - August, 1887.

BARBARA AGNES and I arrived at Fécamp at dead low water after motoring from Bénouville and Ouistreham in flat calm.

The marina in the Avant-Port was crowded but we were once again able to come alongside a big yacht on the end of a pontoon. The sole occupant, a tall man in his 50s, kindly took the lines. It turned out that the schooner was owned by a school which worked with young offenders. Harry was employed as skipper - he had lost his own boat, he told me wanly, in a recent divorce settlement, and now made his living skippering and delivering. It seemed that he also did duty as cook, for he presently disappeared below and I heard the sizzling of fat in a pan and smelt dinner. Later, the delinquent crew returned and set about raucously consuming the results of Harry's labours in the galley.

In the evening, I escaped ashore. Fécamp is a working port and does not figure prominently in the guidebooks. However, its slightly shabby decline has a charm of its own and I enjoyed a fine, unpretentious meal in a dockside restaurant.

Back onboard, the hubbub from the penitentiary alongside continued. I felt sorry for Harry. He was certainly one of those sea drifters whose tenuous grasp on security had easily given way under the pressures of what was, by all accounts, a bloody sepa-

ration. Now, approaching 60, he had nothing, not even a boat of his own, and would be condemned, presumably, to seek jobs cooking and skippering until his strength gave out. Or until, like the captain in Conrad's story, he reached the end of the tether.

Next morning, the early forecast predicted SW5-6 so I made up my mind to use what promised to be a perfect wind to blow me back to England. There was no point in going on to Dieppe, I reasoned, unless one intended to go further up the French coast to Boulogne. And that was a long passage with no easy harbours to run into and without the benefit of the long tide that can sweep boats up the English coast, round Dover and up to Ramsgate.

Harry was going too, off to the Solent with the convict ship. He was alone on deck as I began to make ready shortly after six. 'The others are in no state to lend a hand,' he explained. 'Oh dear, I hope they didn't drop cigarette ends on your deck.'

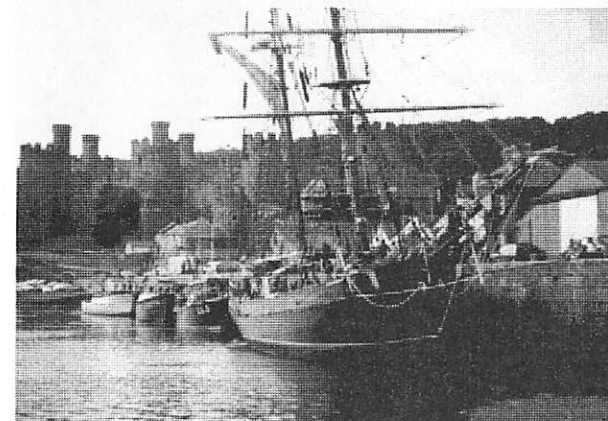
'No, no,' I lied, surreptitiously kicking some butts into the scuppers.

'A good wind for both of us,' he said.

I wished him a fair trip, wondering momentarily where the wind would blow him in that greater voyage, and steamed away out of Fécamp into the English Channel.

Festival have gone from strength to strength with increasing attendance for all events in each successive year.

The programme for the 1996 event is now finalised, with the Festival proper running from 3 to 10 August. Within this, the Main Race Day for Nobbies/Gaffers and Classics is Sunday 4 August. Additionally, further Racing and Rallying events are programmed throughout the week for all classes of boat and a large number of fun and shore based events are included.



Conwy Quay

Full details of events, programmes, entry forms, etc. can be obtained from either Tony Mead, tel. 01492 596253 or Bob Kemp, tel. 01492 592650.

Postscript - There is a strong rumour that 'Wendy May', for sale in last issue of Gaffers Log, will be attending the above event under her new ownership!Ed.

SOUTH WEST

Our OGA Race on 29 June is a bit earlier than usual this year, to allow for anyone going down to Mylor to join us. We shall have our barbecue as usual. Tony Knights has kindly offered to arrange some open boat events for us this year, both in Torbay and on the Dart. I think this will be tremendous fun and a wonderful addition to our calendar. It will also encourage the owners of

Cornish Shrimpers and the like to have a go without having to venture too far out. The annual race does not clash with Stoke Gabriel Regatta so perhaps we can fill the bay.

The National AGM was a bit less contentious than last year, but subscriptions and the cost of the Gaffers Log were major topics for discussion. We are perhaps a bit isolated down here to the huge amount of work put in by the OGA on behalf of yachtsmen, both traditional and 'others', especially in

defence of our traditional hunting grounds from the predatory fingers of corporate enterprise! It all has to be paid for. I said, on behalf of our area, that I would be disappointed to see the Gaffers Log go down market again, now that it has achieved a very high standard of presentation, but I suspect that some compromise will have to take place. Thank you, Adrian and Linda Sharpe for coming to support me, my voice had completely vanished (some said 'good riddance') and it was lovely to see a couple of familiar faces.

Finally, can I wish everyone a wonderful sailing season.

Paul Vincent, SW Area Secretary.

NORTHERN IRELAND

Congratulations go to our own Gaff Rigged Coastguard, Bill Mills, who was awarded an M.B.E. in the New Years Honours List.

Adrian Spence, owner and skipper of 'Madcap', had some misfortune when he tried to take a crew of Gaffers to the Isle of Man last September. They had only gone a few miles from Bangor when the engine in 'Madcap' blew up. Adrian turned and sailed for home and next day 'Madcap' was put on the hard in B J Marine's compound. He has had the engine repaired and has also done some

It seems that MNK Old Gaffers are still suffering from the aftermath of the horrible winter and are slow at getting their boats ready for the season. My own 'Linnaea' has had more work done than usual this year, but I was late starting, so she won't be in until mid/end May. 'Blue Jacket' however is ready and Tim tells me that he will try to do ALL the events this year, but will miss a bit of fun with the Crouch Mafia Boss now that Ray has sold 'Adelle'. 'Prince of Wales' is about to be sold to Peter Marchington in Queenborough, but Martin (committed co-owner of the Whitstable yawl 'Emeline', in the process of being rebuilt) will sail to Brest with Richard East (and the Bernthal brothers) on 'Willow', if she is ready in time.

Robert Gray, owner of the 'Christabel', a 22ft Dauntless based in Faversham, has started a Dauntless Club (see May issue of The Boatman). Anyone interested should contact Robert at 5 Trinity Grove, Greenwich, London SE10 8TE, or me.

By the way, Rik Homan has just bought a Dauntless to restore in his boatyard in Holland. Rik, in partnership with Hans Weehuizen, also owns the Cornish Crabber 'Otter', based at Heybridge Basin, giving them a 'pied a terre' in England.

The list of known sailing events in our area this summer are as follows:

JUNE 22 MNK OGA PASSAGE RACE - Swale to Upnor, River Medway.

JULY 13 OGA THELMA TROPHY RACE. Part of Medway Regatta. Programmes (which include a Jazz Evening on the Friday) are available from Rob Holden, tel. 01843 582997.

AUG 24 SWALE MATCH, including races for large and small gaffers.

AUG 31/1 SEPT MNK OGA RALLY at Whitstable, Kent.

Lena Reekie, MNK Area Secretary.

NORTH WEST

PEEL TRADITIONAL BOAT WEEKEND - June 15 & 16 1996.

This event, although not an official OGA happening, is organised by OGA members and is aimed at our type of boats. The dates are above, the event is free of charges and crews attending will be fed and entertained at no cost to themselves, in appreciation of their efforts in attending. There will be numerous additional attractions and diversions to amuse, should we be blessed with less than 100% sunshine (unlikely, I know!). We should be very pleased to see any OGA vessels either making passage specifically to attend or simply on their way home from Bristol 96.

For further details please contact: Mike Clark (Hon Sec), Pankina, Croit-e-Quill Road, Lonan, Isle of Man. Tel. 01624 861127.

The traditional Liverpool NOBBY RACE, though not an OGA race, welcomes OGA members to participate. This year's race takes place on 16 June. Details from your new NW Area Secretary, Roger Bucknell (see this Gaffers Log).

On 28 July, the NW Area are organising their usual PASSAGE RACE from Liverpool to Conwy, N. Wales. This race will be under the OGA handicap system and is a distance of about sixty miles. Again, please contact the Area Secretary for details.

THE CONWY NOBBY/GAFFERS RACE - This race was first run in 1992 purely as a friendly race for Gaff Rigged Boats based on the Conwy Estuary. During the following year (1992) a group of enthusiasts decided that Conwy, as probably the major yachting centre in North Wales and hosting nearly 1000 yachts, should hold annually, a week long River Festival. The local Gaff Rigger enthusiasts were at the forefront of this group and it was decided that the River Festival would be inaugurated in 1992 with the Nobby/Gaffer Race as the main event of the week. Since that time the Race and the

Passage from Fe'camp
to Eastbourne

Time	Log	Wind	Bar	Course	Position	Notes
0700		W3-4	1020		Fe'camp	slip up
0710					leaving Fe'camp	Tide slack
0800				020°C	Fe'camp 167° 4M	Nav. by GPS Flr E. Working Kg set.
0900					178° 9.2M	Tide flooding in channel
1000					187° 14.9M	
1100		V3-4		350°C	193° 21M	large schooner to port
1200				340°C	Eastbourne 353° 29.6M	in E. Loch tlt waters
1400				345°C	356° 26.4M	Weed.
1500		SW5		010°C	358° 18.3M	Swell getting up
1600				020°C	359° 12.4M	Beachy Head in sight.
1700				010°C	356° 6.9M	Tide ebbing.
1750		SW5-6				No E. Fort Hand stays?
1820					off Sovereign Marine	Hand main
1845					in Loch	
1940					in marina	Secure to postoon.

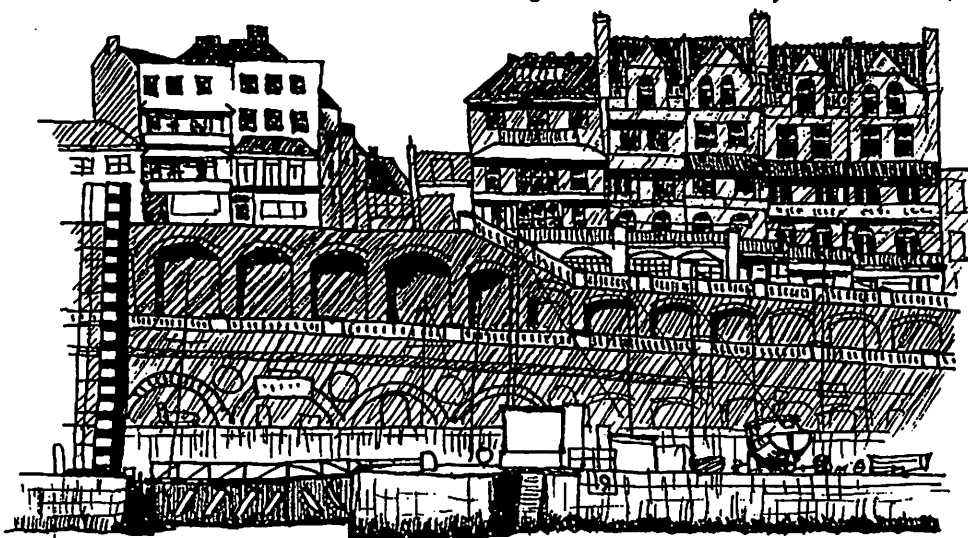
Rather less time had been spent planning this return passage. We would be returning to a familiar and prominent coast line where errors of landfall should be not so potentially catastrophic. And the arithmetic was simpler; 60 miles at five knots is 12 hours which is six hours of tide one way and six the other. Not having to take account of the fierce currents off the tip of the Cotentin peninsula, the tides on either side of the Channel cancel themselves out.

By mid-forenoon the visibility was only moderate but there was no sign of the predicted force 6. A three masted schooner loomed up to port - possibly a Baltic trader - making her way up-channel from the south-west under full sail. She passed slowly astern and we were alone again.

In mid-Channel by lunchtime, shipping on its way to the Dover Straits appeared ahead. The wind now began to get up and with it the sea. By 1500 it was SW5 with a heavy swell developing. In conditions perfect for her big driving main *Barbara Agnes* began fairly thundering along. At 1600 Beachy Head loomed out of what was left of the haze ten miles away on the port bow and in no time we were speeding into Eastbourne Bay. With the entrance to Sovereign Harbour Marina in sight, I clambered forward in the

rising sea - now depositing itself in large quantities on the foredeck - to hand the stay-sail, before turning my attention to the jib. Those who use it will know that in strong winds Major Wykeham-Martin's patent device will sometimes only furl a headsail if the latter is blanketed by the main, which means bearing away until the sail collapses and then heaving away on the furling line pretty sharpish. Not an easy job single-handed in a heavy, following sea, when all your attention is on not gybing. Still, after one or two attempts, it was done, and I turned into the full force of the wind to deal with the main. Some think the big galleys on *Barbara Agnes's* after deck is something of an eyesore. All I can say is that in these conditions, when you are trying to control 300 square feet of thrashing mainsail by yourself it is worth its weight.

Soon, although with not the best sail stow in the world, *Barbara Agnes* was out of the tempest and into shelter. Once inside the new breakwater, a line of buoys leads through a kind of desolate moonscape until you confront two huge sets of hanger doors. As I approached, like Charon at the entrance to Hades, one of these swung silently open and I found myself in the chill, cavernous interior alongside a deserted pontoon. The gates closed noiselessly behind me and, as



Ramsgate Harbour and the Royal Temple Yacht Club

SOLENT CHAPTER REPORT

Our AGM was again held at the Warsash SC (they look after us so well!) on 24 February 96. It is to be the same place in 1997 on 15 February. Our guests were David Cade and Dick and Pat Dawson, representing Head Office. George Beckett 'el Presidente' dispatched the business in double quick time and the evening then blossomed into a most enjoyable social gathering. Just what you need in the dark winter evenings.

Graham Benton stood down as Secretary and thanks were expressed for the valuable services he had rendered in that office. Fortunately, he remains a member of the committee in the capacity of Race Handicapping Officer, where he can keep an eye on the excesses of the new Secretary, Dave Keller! Sadly we also bid farewell to our Trophy Officer, John Denner, to whom we presented a trophy of his very own, as a token of our gratitude for many years of valiant service. Pete Hatchett has assumed responsibility for the 'silverware', so if the handicapper got it so wrong last year that you won a 'pot' he could be after you! Otherwise the committee remains very much as it was.

The first newsletter of the year has been issued under our new 'logo', which seems to have caused hardly a ripple of comment. Our programme for the year has been advertised as follows:

SPRING RALLY 1-2 JUNE at Wicormarine in Fareham Creek.

SUMMER RALLY 20-21 JULY, at the invitation of Marchwood YC who have laid on the weekend, including a race, for us.

ANNUAL RACE & RALLY 7- 8 SEPTEMBER, starting in Cowes and fetching up in the Hamble.

AUTUMN RALLY 29-30 SEPTEMBER in Yarmouth, IOW, with the option of joining in the Royal Solent's Centenary Chase which, as always, has a class for real sailing boats.

There are a couple of other events which are not at this stage 'officially' supported by the chapter but nonetheless may be of interest to gaffers -

BEAULIEU CLASSIC BOAT FESTIVAL 22-23 JUNE at Bucklers Hard.

ROUND THE ISLAND RACE 29 JUNE, run by the Island Sailing Club and which has a class for gaffers. We are looking into the possibilities of team entries and any developments will be announced in the next newsletter.

We are looking forward to some good attendances at all the above events and hope we can welcome some of our fellow gaffers from adjacent chapters. I have proved that you don't fall off the edge of the world if you sail Westwards past Beachy Head, although I can't vouch for Portland Bill sailing Eastwards. Must try it some time!

Good sailing.....
Dave Keller, Solent Area Secretary.

MEDWAY & NORTH KENT

Our AGM was held in 'The Three Mariners' at Oare in February. We were honoured by the presence of David Cade, as well as Arthur & Mary Keeble and crew, who each year make the sterling effort to take a mini winter cruise from Maldon in 'Gem' and join us for this event. The meeting went well and we discussed, among other things, the possible admission of bermudan rigged vessels to the MNK events - the Passage Race from the Swale to Upnor on the Medway (we have decided to go for a different course and venue next year) and our end of August Rally to Whitstable. We shall have a separate Open Gaffers Race on a date to be decided.

The committee stays more or less as before, except that Denis Johnson (owner of bawley 'Doris') has taken over from Stuart as Treasurer.

Mrs Boxall suggested I register the boat in the Channel Islands, where they still issue Blue Books, without the need to renew after five years. As I worked in Guernsey 25 years ago, I said I would like to register her there, and Mrs Boxall told me that Mr Terry Dowinton, the Assistant Registrar of British Ships for the States of Guernsey, was very pleasant and very helpful. She was dead right!

I phoned Mr Dowinton, and he said he would be delighted to register my boat, and told me to fax Cardiff to reserve the name. Back came a letter from them - no fee, no help. Mr Dowinton told me not to worry, they had obviously forgotten that this did not apply for registrations through Guernsey. He phoned the RSS, and I received a very nice fax from them reserving the name 'St Philomena' for me. Mr Dowinton sent me the appropriate forms and declarations to sign, and I returned them, along with a cheque for £280. The YBDSA sent the Tonnage Survey straight to Guernsey for me.

Addresses and telephone numbers:

Yacht Brokers, Designers & Surveyors Association Ltd
Wheel House
Peterfield Road
Whitehill
BORDEN
Hampshire GU35 9BU

Tel: 01420 473862
Fax: 01420 488328

The Assistant Registrar of British Ships
States of Guernsey Customs & Excise Department
P.O. Box 417
Guernsey
GY1 3WJ

Tel: 01481 726911
Fax: 01481 71224

I received a letter from Cardiff telling me all was in order (after I had returned a form to them which I had omitted to sign in one place), and I then received a carving note from Mr Gilbert, a colleague of Mr Dowinton's, in Guernsey. Once I had returned the form affirming that the tonnage, official number, name and Port of Registry had been duly carved, I was sent the Blue Book.

So there you are. It is still possible to register a boat in the proper way. I must stress again how helpful the staff at the YBDSA and the States of Guernsey Customs and Excise Department were. Traditional Registration is also possible through Jersey, but, of course, I have no personal experience in dealing with the authorities there. Mr Dowinton told me he would be very pleased to hear from any Old Gaffers who would like to see their vessels properly registered again. The process was painless. I can recommend it.

the lock began to fill, the pontoon rose inaudibly on greased runners.

Until this point, there had been no evidence of human life. Then suddenly, a lad in designer sportswear was standing beside me on the pontoon with a clipboard.

Surprisingly perhaps, only once has a harbour ever charged for my bowsprit. *Barbara Agnes's* registered length overall is 28.5 feet and as Length Overall is what marinas always ask for that is the figure I give. For some reason, even when they are standing alongside and the extra 12 feet of bowsprit is in front of their eyes, officials rarely quibble. This young man, however, with his computer print-out, was insistent that if an LOA of 8.5 metres was to be claimed then the bowsprit would have to go.

Too tired to argue I steeved the spar up while the water rose. Satisfied, the lad contacted ground control on his mobile phone and showed me on a diagram where he had allocated a finger berth deep in among the pontoons.

Emerging from the lock into the marina the wind once again hit me with full force. There is absolutely no shelter from any direction. In my efforts to stop *Barbara Agnes* being blown sideways onto the fuel pontoon I forgot all the instructions the lad had given me. Then I saw him waving his clipboard way up on the inboard end of one of the pontoons. Between him and me were banks of empty fingers. I decided that whatever the future held for this exercise, *Nye Bevan* had to be deposited before the punt was crushed against a pontoon. I turned bow-on to the end of a finger and ran forward to secure a bow line; *Barbara Agnes* swung easily into the wind at 45° to the pontoon. Temporarily securing my tender in a vacant space, the lad came running up.

'You should be in F37,' he remonstrated, the wind threatening to tear the computer print-out from his board.

'Not a hope,' I replied. 'I'll never make it.'

We finally agreed that I should take whatever empty berth was easiest - there were, after all (I pointed out), plenty to choose from - and we would sort it out in the morning.

Sovereign Harbour is definitely a great deal

grimmer than Brighton. A later development, the Marina Village seems never to have got beyond the planning stage. Little spurs lead off the main marina under little humped-back bridges but go nowhere. Eastbourne itself is nearly two miles away across more moon-scape and the wind howls across this barren environment of straining mooring lines and rattling halyards as if it were an Arctic waste.

Next morning, the Marinecall forecast was dreadful. SW6 on Wednesday, possibly seven or eight on Thursday - worse at the weekend. Driven by an urge to leave Sovereign Marina as soon as was humanly possible, I had tucked in a couple of reefs and was in the lock going down before the end of the seven o'clock news. Outside, there was more wind than the previous day and the swell had had time to build up from the south-west.

Heavy quartering seas rolled under us as *Barbara Agnes* bowled along at six knots. We were well into Rye Bay when a towering wave lifted *Nye Bevan* and threw the punt hard against *Barbara Agnes's* transom. The bow fender prevented serious damage, but clearly what had seemed a long painter was not nearly long enough. As always on these occasions one thinks of all the things that should have been done before leaving - a small bucket over the dinghy's transom; two extra long painters, in case one broke. None of this would be possible now. All I could do was to tie a mooring line onto the existing painter and pay it out. Suddenly my battle-scarred punt seemed a very long way off, rising on huge waves, plunging down into the trough and snatching viciously at the line.

Off Dungeness, as expected, conditions became appreciably worse. The sea became more confused and the wind began to gust at force 7. Now trying to hold a course for Dover with the wind dead astern, the risk of a standing gybe became so great that I decided to keep off the coast maintaining a broad reach until it was possible to gybe decisively and approach South Foreland on the other tack.

Barbara Agnes continued to race eastwards. At 1430, five miles off Folkestone, I made up my mind to go about rather than risk a

Passage from Eastbourne
to Ramsgate

Time	Log	Wind	Bar	Course	Position	Notes
0800		SW5-6	1018		Sovereign Marina	Slip up
0815					In lock	Tide slack
0840		SW6		070°	off Eastbourne	Reefed main and jib
1000					off St. Leonards	Tide flooding
1100					off Hook Ledge	NB hits transom
1245		SW6-7		045°	off Dungeness	Big seas
1430				060°	SM S Folkestone	Go about. Water in cockpit
1545				090°	off S. Foreland	less sea in lee of land.
1610					Deal Bank Dy.	
1700					off Ramsgate entrance	Hard main in difficult sea.
1810					Ramsgate outer harbour	Secure to waiting pontoon.

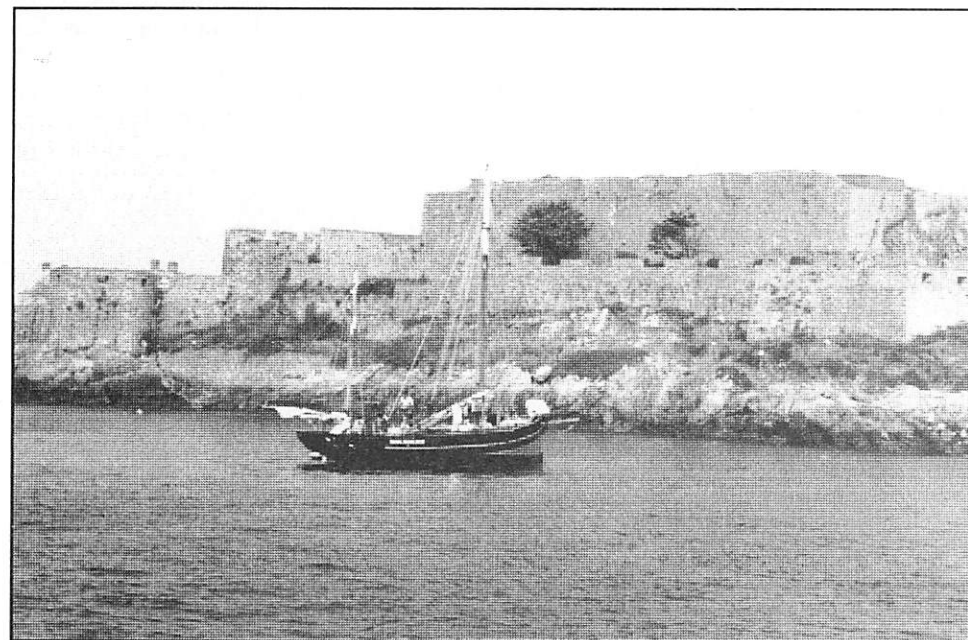
The Blue Book is alive and well, and living in the Channel Islands

by John McDonagh

Last November I bought a boat. She is a 22' clinker, larch on oak, gaff sloop, built by Elton Boats of Kirkcudbright in 1982. I wanted to register her, partly because I believe we need all the help we can get to cope with ever-encroaching bureaucracy, and partly because, as a member of the Royal Northumberland Yacht Club, I like my boat to wear a blue ensign.

I was not, however, looking forward to being the proud possessor of a sheet of A4 computer print-out, which is hardly designed to impress foreign officialdom, but I didn't think I had any choice in the matter. I am also not impressed with the need, under the new regime, to re-register every few years, no doubt at an ever-increasing fee, instead of the once-and-for-all payment we traditionally made.

I spoke to the YBDSA (please see below) to arrange a Tonnage Measurement Survey, which was carried out by one of their surveyors, Mr J McIlraith of Survey One in Renfrew in Scotland. Mrs Rae Boxall, who is Chief Executive of the YBDSA, was very sympathetic when I said I was not happy about registering with the Registry of Shipping and Seamen at Cardiff, which has taken over from the local Customs Officer at the Port of Registry for registering British Ships. I had already tried to reserve a name with Cardiff, as I had done with the (very helpful) local Customs Officer for the Port of Blyth when I registered my last boat. Cardiff told me (politely) to get stuffed. They would not even look at their computer to tell me if the name I wanted was free, without an application form and a fee!



FRENCH GAFFER, Havelet Bay, St. Peter Port, Guernsey 1995

Photo: Editor

The scene this set off Conwy Quay and to seaward was quite magnificent, for not only were the 31 gaff-rigged boats under sail as they left the harbour, but they were accompanied by an estimated 200 spectator craft of all shapes and sizes.

The race itself started at 12.30, with 20 Nobbies and 11 other Gaffers. The 'Ethel' (1937) got away first - 10 minutes before the start gun - and thoroughly enjoyed his time at the head of the fleet! The actual start gun saw 'George Pilkington' over the line right on time, followed within a few seconds by 'Albion' (1906), 'Hannah Hambleton' (1936), 'Peggy' (1912) and 'Polly' (1906). Amongst the non-Nobby section of the fleet, 'Tasma', 'Monetta' (a Hilliard gaff ketch with square topsail) and 'Suzy Belle' (Bermudan-rigged until the previous day) all started well. All the boats had a good reach down to the first mark at the Fairway Buoy, where the wind died, leaving most boats drifting with the tide. However, the first boats rounded the mark and made good progress to the windward mark before they too ran out of wind. 'Hannah Hambleton' was first round the windward mark and drifted towards the finish line, which had been progressively moved as progress slowed. A system known as the moving finish line was then employed, giving 'Hannah Hambleton' the gun somewhere near the Fairway Buoy. 'Peggy' was gunned second as she rounded the windward mark, with 'Naiad' (1894) third. 'George Pilkington' managed to round the mark in spite of drifting backwards for nearly an hour. First Gaffer to round the mark was 'Suzy Belle', with Tony Price rowing out from the Fairway Buoy. Unfortunately, he left the mark on the wrong side and forfeited the lead. Winning Gaffer was 'Tasma', with 'Irmgard' second and 'Sea Fever' third.

The return to harbour was in itself uneventful, except that the lead boats came up the approach channel with musical accompaniment from the Conwy Mooring Company launch, complete with electronic organ. Once all the boats were safely back on their berths, everyone repaired ashore to the "Clemence Restaurant" in Castle Street (which, as the name suggests, is overlooked by the magnificent 13th Century Conwy Castle) for the prize-giving and buffet kindly provided by the restaurateur Dave Pritchard. These post-race events are of course always fairly boisterous affairs and this was certainly no exception, with plenty of inter-crew rivalry and banter, not to mention fair amounts of eating and partaking of "Welsh Tea", amongst other beverages.

Following the prize-giving, an excellent band was playing for the evening on Conwy Quay, by courtesy of Bass Taverns and all in all a great day was had by everyone, competitors and supporters alike.

Prizewinners for the event were:-

NOBBIES

Murray Taylor Trophy for winning Nobby
Paysanne Trophy for Second Nobby
Murray Taylor Trophy - 1st Nobby under 34'
Conwy Mooring Trophy for Fastest Boat
Project Conwy Trophy - Best Turned Out Boat
The Screw You Trophy for the Biggest Mess Up
Certifications of Merit - Boatman Magazine

Hannah Hambleton
Peggy
Venture
Hannah Hambleton
Arthur Alexander
Albion
Bluebird & Welsh Girl

GAFFERS

M2 Sails Trophy for Winning Gaffer
River Festival Trophy for Second Gaffer
Classic Boats Certifications of Merit

Tasma
Irmgard
Irmgard, Sea Fever & Suzy Belle

All competing boats received both a commemorative tankard and a bottle of fine local wine by courtesy of Murray Taylor Jewellers and Jackie Power of Grand Hotels UK Ltd respectively.

We all look forward to 1996 which we know will be bigger, better and even more fun.

Pete and Sue Farrer - *Officers of the Day*.

gybe single-handed in that sea. Before picking up speed on the new tack, the little cutter lay for a moment broadside on to the weather while the waves took advantage and poured into the cockpit. But we had passed through the wind by then - that was the main thing - and *Barbara Agnes* soon began to make way again. I breathed a sigh of rather damp relief and looked astern. *Nye Bevan* was still there.

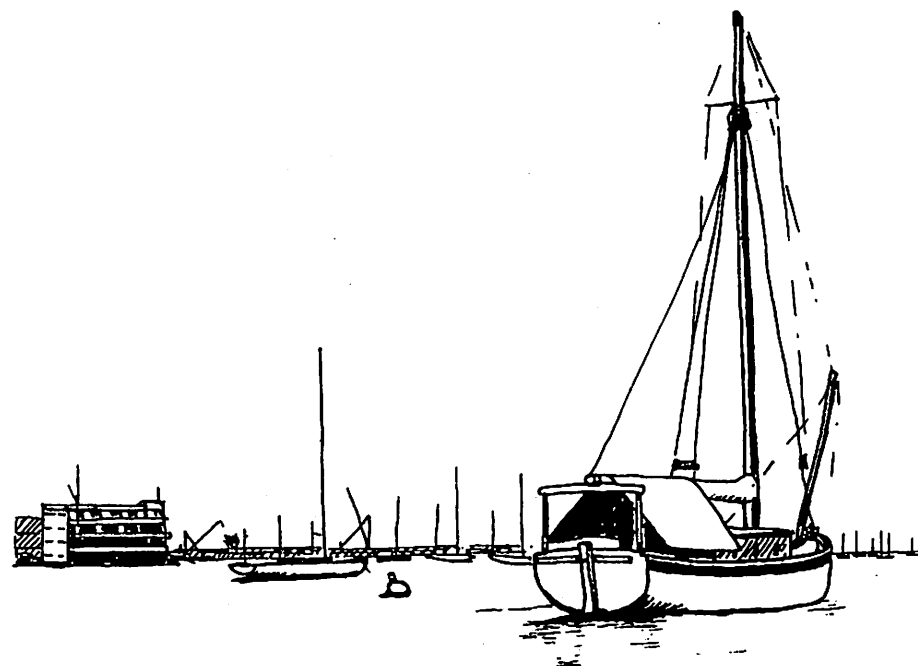
Once in the lee of the land, the seas and wind moderated and the reach to Ramsgate was a little more comfortable. *Nye Bevan* no longer danced astern threatening to board the mother ship at any moment, and I was able to shake out the knot and shorten up on the painter.

After this, the final leg home to Burnham was a welcome anti-climax. At 1230 next day, *Barbara Agnes* was rounding the Ridge Buoy and beginning a series of long tacks into the Crouch. By 1400 the Crouch Buoy itself was astern and soon my little cutter was sailing through her home moorings once again. At 1510, after exactly a month away and with over 800 sea miles in the log,

Barbara Agnes picked up her mooring opposite the Royal Burnham.

The end of a cruise is something of an anti-climax. No brass bands waiting on the jetty, no official reception. The dog lifting its leg on the corner of the sea-wall as I walked up the pontoon seemed to put my enterprise firmly in its place. On reflection, though, it had not been unsuccessful. After all, I had achieved what I had set out to achieve. We had made Falmouth for the race and I had visited the Normandy beaches. Some chances had been taken and I had made some stupid mistakes, although it's difficult to imagine an adventure worth the name without risk or error. And we had returned in one piece - more or less.

Most of all, though, it was all such a rush. Next year I will do things differently. After all, I have never visited the Walton Backwaters or been up the Deben to Woodbridge. Perhaps I shall leave Middleton and McMullen at home and instead keep as my bedtime reading the works of that dogged weekend sailor and true east-coaster, Francis B. Cooke.



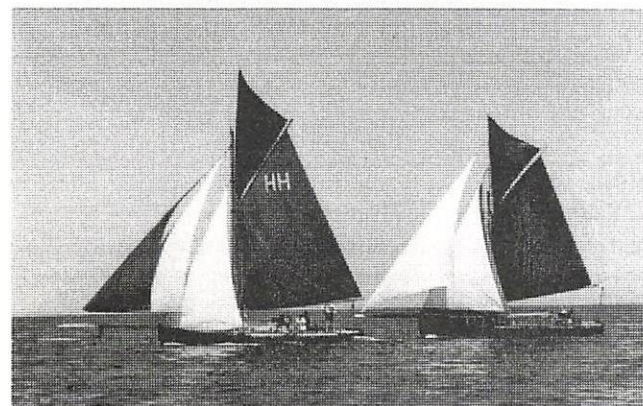
1996 OGA & OTHER TRADITIONAL SAILING EVENTS

- Jun 6-9 **CLASSIC SAIL CARRICKFERGUS**, N.Ireland. Organised jointly by NIOGA and Carrickfergus Marina. Alan Aston, tel.01232-426497.
- 8 **Medway Barge Match**, Kent. Fred Smith, tel.01795-521357.
- 13-16 **International Wooden Boat Show**, Greenwich, London. Jane Weeks or Lionel Willis, tel.0171 231 6919.
- 14-23 **Golowan Festival & Mazey Day**, Penzance, Cornwall. Roger Lowry, tel.01736-60214 or Geoff Nicholas, tel.01736-332617.
- 15-16 **Peel Traditional Boat Weekend**, Isle of Man. Mike Clark, tel.01624-861127.
- 15-16 **Trail & Sail Association Cruise**, Morecambe Bay area, Lancs. Norman Whewell, tel.01524-65784.
- 15-23 **La Rochelle**, Poitou-Charentes, France. Part of Rendez-vous Atlantiques -Bristol/ Brest. Tel.0117 922 1996.
- 16 **Nobby Race**, River Mersey, Liverpool. Roger Bucknall, tel. 0151 342 2158.
- 20-23 **OGA CRUISE TO LOWESTOFT**, via Southwold, meeting up at Royal Norfolk & Suffolk YC, Lowestoft. Jon Wainwright, tel.01206-393537.
- 22 **Blackwater Barge Match**, Maldon, Essex. Pat Boss, tel.01621-851147.
- 22 **MEDWAY & NORTH KENT OGA PASSAGE RACE**, E Swale to Upnor. Lena Reekie, tel.01795-534212.
- 22-23 **Beaulieu Classic Boat Festival**, Bucklers Hard, Hants. Classic Boat magazine, tel.0181 686 2599.
- 23 **Lowestoft Revival Smack Race**, Lowestoft, Suffolk. Excelsior Trust, tel.01502-585302.
- 29 **S W AREA OGA RACE**, Start Bay, Devon. Paul Vincent, tel.01803-722227.
- 29 **Thames Barge Passage Match**, Thames to Harwich. Julian Ackland, tel.01473-780424.
- Jun 29 to Jul 7 **SHOTLEY CLASSIC BOAT FESTIVAL**, Shotley Marina, Suffolk. Organised jointly by ECOGA & Shotley Marina. Tel.01473-788982.
- Jul 4-8 **West Cornwall Maritime Festival**, Penzance, Cornwall. Tel.01736-62341.
- 5-9 **Mylor Rendezvous**, Mylor Y C, Falmouth, Cornwall. Tel.01736-374391.
- 6 **Pin Mill Barge Match**, River Orwell, Suffolk. Julian Ackland, tel.01473- 780424.
- 6-7 **Ships Open Day**, Ramsgate Harbour, Kent. Tel.01843-587765.
- 9-10 **L'Aber Wrac'h**, Brittany, France. Part of Rendez-vous Atlantiques, Tel.0117 922 1996.
- 11-12 **5ème RASSEMBLEMENT INTERNATIONAL DES OLD GAFFERS**, Le Relecq Keruon, near Brest, France. Old Gaffers Bretagne Nord, Rue de la Grand' Porte, 35400 St Malo, France.. Tel.33 96 86 88 56
- 13 **OGA THELMA TROPHY RACE**. Part of Medway Regatta, Kent. Lena Reekie, tel.01795-534212.
- 13-20 **Brest 96**, Brittany, France. (Jul 17: Brest to Douarnenez. 18-20: Douarnenez)
- 20-21 **Trail & Sail Association Cruise**, Ullswater, Cumbria. Linda & Colin Haines, tel.0113-250-5727.
- 20-21 **OGA SUMMER RALLY**, Marchwood Y C, Southampton. David Keller, tel.01983-754000.
- 27 **EAST COAST OLD GAFFERS RACE**, West Mersea Y C, R. Blackwater, Essex. Please note new venue. Jon Wainwright, tel.01206-393537.
- 27/28 **Plymouth Classic Boat Rally**, Clovelly Bay Marina, Turnchapel, Plymouth, Devon. Dianne Webster, tel. 01752 406711.
- 28 **N W AREA OGA PASSAGE RACE**, Liverpool to Conwy, N. Wales. Roger Bucknall, tel. 0151 342 2158.
- Jul 27 to Aug 10 **Trail & Sail Association Cruise** from Queen Anne's Battery, Plymouth, Devon heading East. Norman Whewell, tel.01524-65784.

- Aug 2 **Harwich Sea Festival**, Harwich, Essex. Peter Goodwin, tel.01255-886004.
- 3-10 **Conwy River Festival**, Conwy, N. Wales, including, on 4 August, the 5th Annual Nobby, Gaffer & Classics Race. Tony Mead, tel.01492-596253.
- 7-9 **Fowey Classics**. Lyn Carter, tel.01726-833768.
- 10-11 **Falmouth Classics**, Falmouth, Cornwall. Tel.01326-375309.
- 15-26 **International Classic Matchrace & Regatta**, Horsens, Denmark. ICMR, Sondergade 33, 8700 Horsens, Denmark, tel.45 75 62 95 07.
- 16-18 **Brixham Classic Yacht Regatta & Rally**, Brixham, Devon. Tel.01803-853332.
- 17 **Southend Barge Match**, Southend on Sea, Essex. Tel.01483-729033.
- 24 **Swale Match**, River Swale, Kent. Open to barges, smacks & gaffers. Lena Reekie, tel.01795-534212.
- 24-26 **OGA MISTLEY RALLY**, Horlocks Old Boatyard, Mistley, Essex. Jon Wainwright, tel.01206-393537.
- 24-26 **Trail & Sail Association Cruise** from Port Dinorwic Marina, Anglesey, N Wales. Dave Evans, tel.01484-653998.
- 29-30 **Dartmouth Royal Regatta**, Dartmouth, Devon, followed by RNLI Race on 1 September. Paul Vincent, tel.01803-722227.
- Sep 7 **SOLENT AREA OGA RACE**. David Keller, tel.01983-754000.
- 7 **Colne Smack & Barge Match**, Brightlingsea, Essex. Mrs Allen, tel. 01206 305457
- 14 **OGA OPEN BOATS RALLY**, West Mersea, R. Blackwater, Essex. Sue Taylor, tel.01206-382843.
- 28 **OGA ANNIVERSARY RALLY**, R. Blackwater, Essex. Jon Wainwright, tel.01206-393537.
- Oct 6 **S W OGA 'IN-RIVER EVENT'**. Paul Vincent, tel.01803-722227
- 26-27 **Trail & Sail Association Cruise**, Lake Windermere, Cumbria. Dave Evans, tel.01484-653998.

4th ANNUAL CONWY NOBBY/GAFFERS RACE

30th July 1995



ALBION (no sail number) attempting to pass HANNAH HAMBLETON
Photo: unknown

The Big Race Day started in the now normal way with the skippers' briefing at 10.00hrs in the North Wales Cruising Club, which gave all the competitors a chance to meet one another. Those that had missed breakfast could get some coffee, or in some cases other refreshment, to get rid of the previous evening's fuzz! Even at this stage, it became obvious to all that this year the race was really going to be big and 31 skippers, owners and crews packed in for the briefing. Following this, all the crews were ferried to their boats in good time for the parade of Traditional Sail at 11.00, out through the harbour entrance to the start area in Conwy Bay, following the committee/ start boat.