

Gaffers Log

WINTER/SPRING 1994

THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



Fyne Lyne , at Portaferry 1993 - Picture by Attracta Neeson

The Galway Hooker *An Lady Mor* at Strangford Lough Regatta
Picture by Neil Eastham

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Claremont 6010, Western
Australia

There are no Area Secs. for the following areas:
Channel Islands North East North Wales

Member's Advertisements

Macaria (OGA No. 73) 1922 Gaff Yawl
LOA 34ft LWL 27ft 6in Beam 9ft 6in DRAFT
5ft 6in.



Builder Dickie of
T a r b e r t .
Restored over
several years to
p r e s e n t
i m m a c u l a t e
c o n d i t i o n .
Mahogany and
pitch pine on
oak, new teak
deck, new Volvo
diesel, new mast,
sails and rigging,
6 berths, original
m a h o g a n y
interior. A rare

example of an unspoilt classic yacht ready
to sail. Contact Gordon Findlay for full
details. (01698) 358111 (Day) or (0141 427)
5993 (Home).

Havasule (OGA No. 1091) 20ft Cooper
Shetland fourteen. 1978 larch on oak; very
good condition, ready to sail. Dipping
lug, four oars, beach launching wheels.
Fitted bilge pump, anchor and warp. Kept
under cover since new. OIRO £2,500.
Haggle! Contact Bruce Chapple (01243)
821566.

HOLIDAYS IN HOLLAND?

Two lovely, new, self contained appartments to rent on a Broads-like lake adjacent to
OGA member's boat yard near Gouda. Either phone Rik Homan direct on 00 31 1820
15007 or ring Graham Wadeson on (01394) 383082 for details.

Association Stock List

There is no room in this issue to advertise the association stock list, however, a full
listing can be found in previous copies of the Log.

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

Mark Taylor, 5 Hawthorn Close, Colden Common,
Winchester, Hants SO23 1TW Tel: (01962) 715042

NOTE: MEMBER'S OWN BOAT/GEAR ADDS ARE FREE!
DETAILS OF CHARGES FOR NON-MEMBER'S ADVERTS CONTACT JAY CRESSWELL

The following abbreviations are used throughout the newsletter to denote OGA areas

NE - North East	SOL - Solent	BD - Dublin Bay	FR - France
EC - East Coast	SW - South West	NW - North West	GER - Germany
MNK - Medway	CWL - Cornwall	MB - Morecambe Bay	USA - U.S.A.
& North Kent	BC - Bristol Channel	CLY - Clyde	CAN - Canada
CP - Cinque Ports	WAL - North Wales	NI - Northern Ireland	WA - Western Australia

All advertisements are published in good faith and, subject to editing, as received from contributors but we cannot guarantee or accept any responsibility for their accuracy of description.

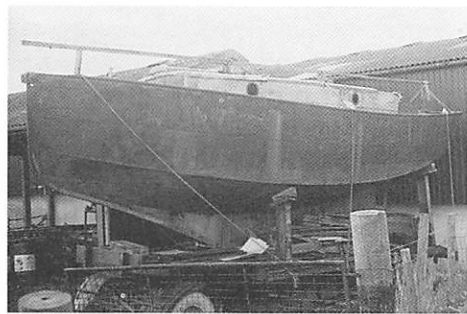
Puffin Bac (OGA No. 1725) - Tamarisk gaff cutter. 1986 LOA 30ft 1in, LOD 24ft, LWL 21ft 2in, Beam 8ft, Draught 2ft 11in

Dark green GRP hull, ply deck sheathed in GRP, wooden spars. Four berth layout with separate sea heads, Taylor paraffin burners, Volvo Penta MD1B 10HP, roller reefing foresails.

All equipment for sale, down to the Breton plotter, due to arrival of daughter and part time degree. Based Portsmouth. £12,000. Part share considered if all else fails. Contact Brian Henderson on tel/fax 01428-723901 day or evening.

Duinlander - 34ft LOD "Islander" (day) steel gaff yawl. Built N/V B. Tans & Zonen, Rotterdam 1927. Lloyds registered YO28370/185585 to 1977. Local history since import c.1938.

Raised topsides and new 6ft headroom x 16ft coach house. Some plating and welding required, cost approx £2,000 plus fitting out. Some steel and wood panels included, also 110v grinder, transformer, lights etc. No engine, but spars, standing rig, heads, Taylors, anchor, sterngear, sails, sextant, on articulated road trailer included. Contact Amyas Munday (Exeter) 01392-832683/01460-30655



Scow - one of two for sale. 11ft 3in overall, lugsail rig, ideal for youngsters and as a sailing tender:

Whizzpopper - John Claridge GRP Lymington Scow with teak strakes and trim, or

Phizzwizard - West Solent Scow, early GRP version by Palace Boat Yard, Beaulieu. Completely rebuilt, new spars, rudder and sail, a delight to see and sail. Trailer available with either boat. Choice and price negotiable. Contact Graham Dadd on 011252 716348 (Farnham, Surrey)



Alargh Du - (OGA No.1415). Falmouth Working Boat. Designed by Percy Dalton and built in ferro 1986. Traditionally rigged and fully equipped but in need of a little TLC. £3,000. For further details contact Derek Smith 01208 873541

Freda (OGA No.2110) - 18ft 6in Itchen Ferry built around 1890. Pitch pine on oak. Canvas decks. BMW D12 diesel engine. 5 sails including topsail and balloon jib. Successful and enjoyable OGA race contender. Lying afloat in Portsmouth. Still very original and well maintained. Moving to a larger boat. £3,000. Contact Barry Moody on 01245 513472 days or 01705 268863 evenings



Ploumanac'h '95 is just around the corner. This teaser is a flashback to the 1991 event.



PRESERVING AND PROMOTING GAFF RIG

EIDER ducks on my local estuary are at it making those "come-on" noises they're so good at as the mating season gets under way.

But there are no yotters devoting loving care to she-who-must-be-obeyed's most dangerous rival the mistress er boat in Newburgh.

In fact there are only three craft on the Ythan at the moment - a catamaran, a speedyboat and my wee skiff *Cailleach Bhan*.

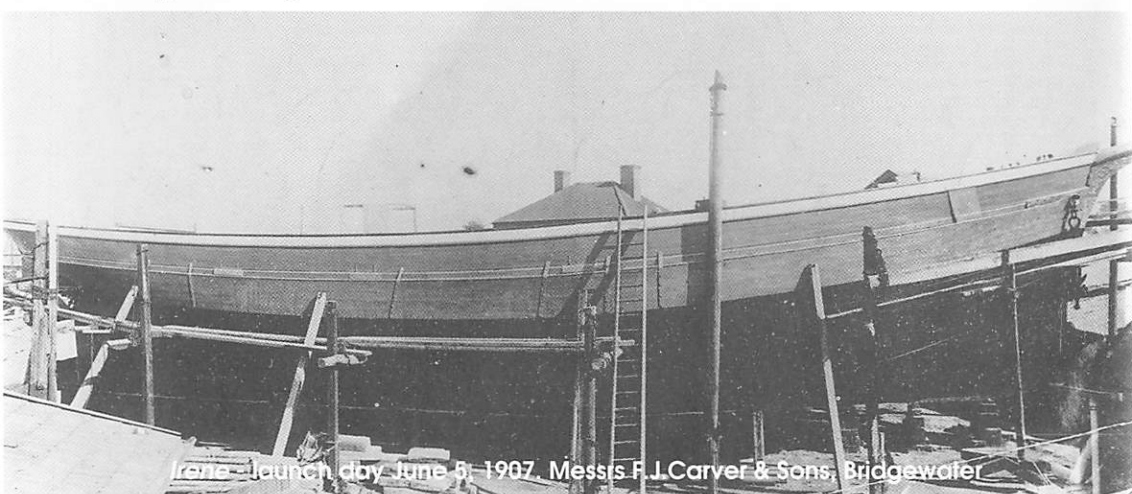
Happily there are enough interesting local pleasure craft and former fishing yawls in N.E. Scotland for there to be a trad boat festival at Portsoy in July.

It's a pity I don't live down south - judging by the huge calendar of events that has grown up in Britain and Europe for gaffers and other "classic" craft.

In the middle of the Log you will find a veritable cornucopia of fun to indulge in, whatever the size of your craft.

Besides the huge number of UK get-togethers, it is heartening to see Irish gatherings go from strength to strength; for the Isle of Man to be sure enough about its pulling power to launch a new beer to mark Peel '95; and for the Clyde or rather Scottish OGA to pull itself together.

I hope the UK/Irish events can be every bit as stylish as those organised in France, not least the Ploumanac'h '95 Festival in North Brittany. Jay Cresswell Hon. Ed.



Irene - launch day, June 5, 1907. Messrs F.J. Carver & Sons, Bridgwater

The Lovely Ketch Irene

THE Lovely Ketch *Irene* - that is how Captain Hugh Shaw described her in his book, 'Schooner Captain' and is an opinion shared by all who have known her during the seventy-five years she has graced the coastal waters of the British Isles, since her launch at Bridgwater in 1907. On that occasion the local press report of the launching doubted whether the builders, Messrs. F.J. Carver and Sons, had '...previously built a more shapely and graceful ship than the *Irene*...'.

It seems that it had been several years since a new craft had taken the water from a local yard at Bridgwater, so the launch of the *Irene* attracted more than ordinary interest - a fact borne out by a contemporary photograph showing both banks of the river solid with onlookers - some of whom got pretty damp from the launching wave. Built for Messrs. Symons and Captain William Lee (her first skipper), she was named after Miss Irene Symons and was to be employed in 'the general trade of the port'. Thus another little coaster joined the large fleet already working in and out of the Bristol Channel. In fact, she proved to be not only the last sailing coaster to have been built at Bridgwater but also the last Somerset commercial sailing vessel in trade, discharging her last cargo in 1961.

A typical coasting ketch of her period, the *Irene* is wood-built of oak, elm, pine

and - perhaps not so typically - chestnut. She was, and still is, gaff rigged, with a long, nicely raked bowsprit setting off her shapely stem, a mainmast surmounted by a tall fitted topmast and a pole mizzenmast. Her basic dimensions are, length on deck 85 feet, beam 21 feet and depth 9 feet and 6 feet forward. As launched, she was registered to carry 165 tons. She also had a deep half-deck built in forward, aft side of the forecastle and entered from there. This suggests that she may have been intended for the Newfoundland trade but was, in any case, a feature of many vessels in the Continental trade.

The *Irene* started work on June 17, 1907 - less than a month after her launching - when she loaded at Bridgwater for Penzance and sailed in company with the fast fore-and-aft schooner *Kings Oak*, bound to Liverpool. They left the river together and the local sailing fraternity

A misunderstanding with a sponsor left Solent Area unable to meet a financial commitment which was therefore paid out of central funds.

Newcomers to the expenses list were the photographic competition prizes and essential repairs to the laser printer. The former, which has provided cover pictures for the newsletter, may be ongoing, whereas the latter should not.

These accounts are those of the Central Committee of the Association and do not incorporate the assets and liabilities of Area Committees. Returns from the Area Committees show further net assets of £2,646 (1993 £3,315)

G A Beagley FCCA

Hon. Treasurer

I have examined the financial statements on pages 1 and 2 and certify that they are in agreement with the books and vouchers presented to me. In my opinion the financial statements give a true and fair view of the Association's affairs at 30 September 1994 and of its surplus for the year then ended.

G Beckett

Hon. Auditor

BALANCE SHEET as at 30 September 1994

	1994 £	1993 £
CURRENT ASSETS		
Bank Deposit Account	7,143	17,000
Bank Current Account	328	255
Cheques and Cash in Hand	678	926
Prepayments	732	-
Insignia Stocks	2,153	1,660
	11,034	19,841
CURRENT LIABILITIES		
Sundry Creditors	455	2,622
Corporation Tax	86	139
	541	2,761
NETT CURRENT ASSETS	10,493	17,080
GENERAL FUND		
Balance from previous year	17,080	15,234
Expenditure from Reserve	8,550	699
	8,530	14,535
Excess of Income over Expenditure	1,963	2,545
	10,493	17,080

TREASURER'S REPORT

The result for the year was a surplus of £1,963 but this was achieved because there were only three issues of the newsletter during the year instead of the normal four. If four issues had been published the result would have been a loss of around £280.

Our reserves were depleted by the cost of producing and distributing the Members' Handbook which in total was £8,550. At the end of the year the reserves stood at £10,493.

The Association's main sources of income from membership fees and donations showed a small decline over the previous year. Investment income was down due to smaller balances on deposit and lower interest rates. Insignia surplus was lower as provisions were made against possible losses.

Costs were very much in line with those for last year except for some specific items. Newsletters have been previously mentioned but we should not forget the 'knock-on' effect which means that we may have to bear the costs of five issues in the accounts for next year.

INCOME AND EXPENDITURE ACCOUNT

for the year ended 30 September 1994

	1994 £	1993 £
INCOME		
Membership fees	11,307	11,468
Donations	1,120	1,369
Insurance Commission	611	633
Investment Income	256	560
Insignia Surplus	131	365
Miscellaneous	37	-
	13,462	14,395
EXPENDITURE		
Newsletters	6,303	7,702
Stationery, Post and Telephone	1,274	1,488
Printing	315	669
Travelling & Subsistence	1,116	1,139
Hire of Rooms	235	235
Professional Assistance	-	171
Subscription RYA	32	24
General Expenses	66	70
Bank Charge	63	53
Area Funding		
(South West)	76	49
(Solent)	916	-
Donation RNLI	250	250
Photographic Competition Prizes	250	-
Formation Expenses - Dublin Bay	117	-
Repairs to laser printer	486	-
	11,499	11,850
Excess of Income over Expenditure	1,963	2,545
	13,462	14,395



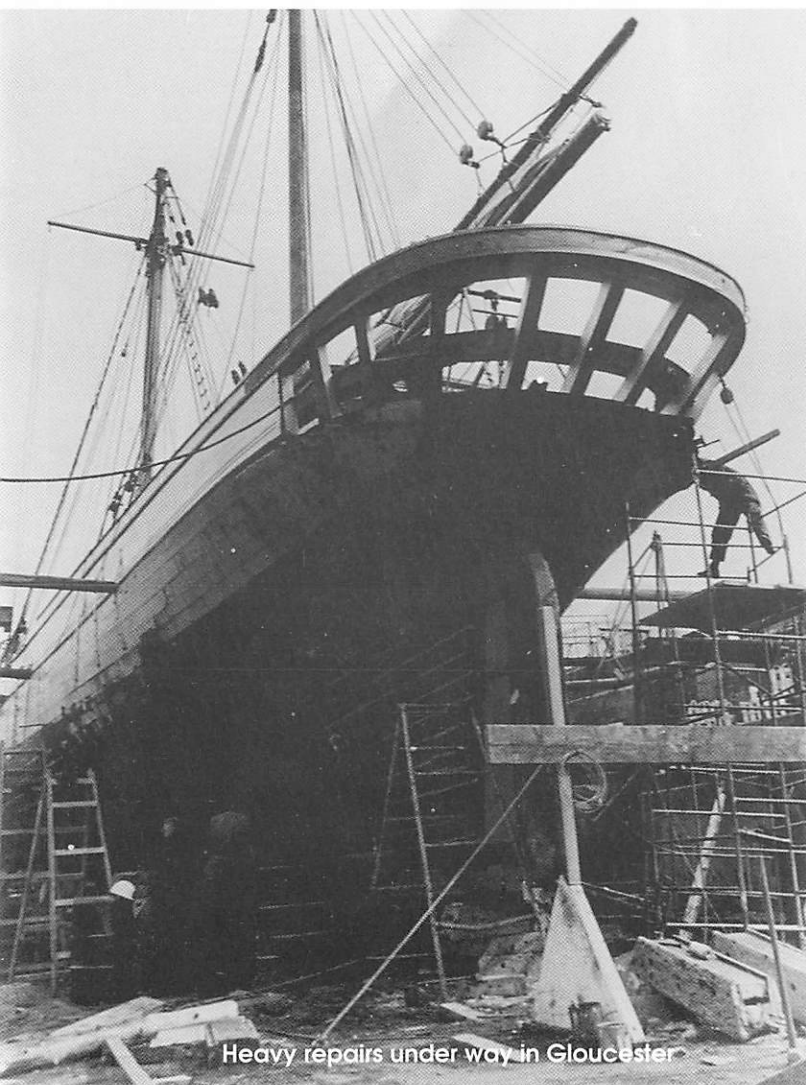
West Countryman Irene visits Aberdeen mid 1980s. pic: Jay Cresswell

wondered, not unnaturally, how this new and very trim vessel would shape up against a schooner of proven good performance. In due course a telegram from Watchet arrived, stating that the *Kings Oak* was leading by two miles and both vessels were shortening sail. Then it began to blow very hard so the *Irene* put back to Penarth and the 'race' was off.

Honour was redeemed, however, in July 1911, when the *Irene* left Bridgwater in company with a new Goole-built ketch, the *Young Fox*, both bound to the south-west of Ireland. The *Young Fox* took a course direct to Cape Clear whilst the *Irene* bore away more to the northward and they soon lost one another. On raising the Irish coast the *Young Fox* sighted the *Irene* reaching down

from the north, shaping a course parallel to her own. One can imagine both skippers immediately on their mettle to make a race of it. They rounded Cape Clear abreast, with the *Young Fox* four miles to windward, but the *Irene* steadily drew ahead until, by nightfall, she was a clear seven miles ahead and was not caught again.

Throughout her commercial life the *Irene* was made to earn her keep, sailing many hundreds of miles every year with cargoes varying from pit-props to flour, coal, scrap iron, brickyard goods, oil cake, and so on, and one remembers that before loading a 'clean' cargo, after carrying a 'dirty' one, the hold had to be thoroughly swept and scrubbed by her crew. This job must have seemed endless even in a small vessel like the *Irene*.



Heavy repairs under way in Gloucester

As an example of the sort of distances she covered, James Dew informs us that in 1913 the *Irene* sailed from Teignmouth to Glasgow, a distance of 500 miles, in five days which, even today, would be considered a very creditable performance for a modern sailing cruiser with a relatively large crew, self-steering gear and all other 'mod cons'. Mr Dew goes on to give a sample twelve months' work of the *Irene* taken at random from his notes of

the year 1913 - 'Sailed from Preston in January to Falmouth, Falmouth to Par, Par to London, London to Bridgwater, Bridgwater to Rotterdam, Rotterdam to Exmouth, Exmouth to Teignmouth, Teignmouth to Glasgow, Glasgow to London, London to Newquay, Newquay to Bridgwater, Bridgwater to Galway, to the Aran Islands, then to Queenborough in Kent, Queenborough to Arran in the Solway Firth, to the Kyles of Bute in the Clyde and from there to London, arriving there in December.

Her cargo books show that this was her trading pattern right through her long and busy working life, including both world wars when, like her sisters in trade, she was always a potential defenceless target for enemy action whenever we put to sea.

For the first ten years of her life the *Irene* worked out of Bridgwater, but, in 1917, she was registered in Swansea and re-registered there in 1919 under the ownership of W.A. Jenkins, who sold her to Captain Hugh Shaw in 1922. Captain Shaw, of Arlingham, Gloucestershire, also had the schooners *Camborne* and *Kate* working the Irish Sea out of South Wales and the *Irene* - by now fitted with a 1919 'Invincible' paraffin auxiliary motor - joined them in this trade under Captain Ira

PRESIDENT'S ADDRESS

Welcome.

I'VE been trolling through the old Newsletters to remind myself of the problems and debates that occupied the attention of the members in the early history of the OGA.

One of the themes that has cropped up most often is that of our emblem. What is it, pitch fork or gaff jaws? This debate has been running since the Association was formed, and continues to this day. However, it seems to me that considering we have now become involved with Heritage Afloat, itself an offshoot of English Heritage, our founders anticipated this new move and very cunningly devised an emblem that would span both land and sea - hence it represents both gaff jaws and pitch fork, reminding everyone once again that the OGA leads current thinking.

The other evergreen debate is that of rig, materials and eligibility and whether "proper gaffers" should entertain the use of anything but wood, flax, sisal, hemp and lignum vitae. One purist wrote that "no damned man made materials will cross my decks". Perhaps the rope and sail cloth manufacturers heard this and it prompted them to produce the man made look alikes that we all enjoy, but I doubt it fooled our purist!

The rig debate went even deeper and like that of the emblem, is still with us.

One boat on the East Coast that won everything in sight was almost banned because the angle at the throat was some 170 degrees. The owner, a well known sail maker changed the mainsail to a more conventional shape and still won everything in sight! His detractors were then seen tweaking their own mains, but to no avail. One bright lad twittered on about "having a gaff swinging about over your head is all that matters", and continued in this vein until, seeing over 100 Mirror dinghies with vertical gaffs at a local regatta, and mindful of the problems of spotting class 3, decided to shut up.

With the increase of interest in gaff rig

over the last twenty or so years, we have accepted modern building materials and have also invited wooden bermudian rigged craft to join some of our rallies.

The original objective of the OGA was to revive the then fast disappearing gaff rig. This objective has, I believe, been more than fulfilled. The wide sphere of our influence indicates this as does the continuing expansion of the OGA.

So where do we go from here?

Are we going to be content to sit back and congratulate ourselves on a job well done and leave it at that, or are we going to go forward and accept the new challenges that are offered to us?

I believe that the identity of the OGA is now so well established that we can, through the Heritage initiative, reach out to include the other branch of our maritime inheritance, the bermudian classics. This may be anathema to some, but we should at least look at, and debate, the idea to see if it can be achieved.

It is well to remember that if an organisation is to expand and grow it must accept change - if not it will stultify and die. I hope it will never be said that the OGA is unwilling to accept change.

I have enjoyed my six years as President, as I have my twenty or so years involvement with the East Coast Area. May I take this opportunity to wish the new President the same level of enjoyment and support and fireworks that I have experienced.

My thanks to all the Committees in the Areas for their very positive input of time and energy over the years, and also my thanks to all those members who have contributed in ways too numerous to mention.

May I finish on this note. The course and direction of the OGA is in the hands of you the members. There are new ideas and initiatives waiting to be developed to the enhancement of the OGA and if we wish to continue to earn the high profile and level of influence we now enjoy, we should embrace them.

COMMON EUROPEAN MARITIME HERITAGE CONGRESS

Introduction: The CEMHC is a network of persons and institutions which are involved in the preservation of traditional and historical vessels in Europe. More particularly, the CEMHC is a network of preservation organisations, societies and private owners, who keep their ships in sailing commission and who want to strengthen the ties between preservation organisations, private owners and maritime museums.

The CEMHC was born during a Congress in Amsterdam in August and September 1992. The Congress was concluded with the passing of two resolutions:

1. The CEMHC is a network of organisations and private persons who want to preserve historic vessels in Europe. The Secretariat, run by Henk Dessens, will until 1995 be based in the Netherlands Maritime Museum in Amsterdam. The main task of the Secretariat is to extend and strengthen the network in order to enhance representativity of the CEMHC's contacts and the corresponding file of addresses.
2. An international working group, led by a steering committee, examines the congress's recommendations and makes preparation for the second congress in 1995, where results of the analysis will be presented.

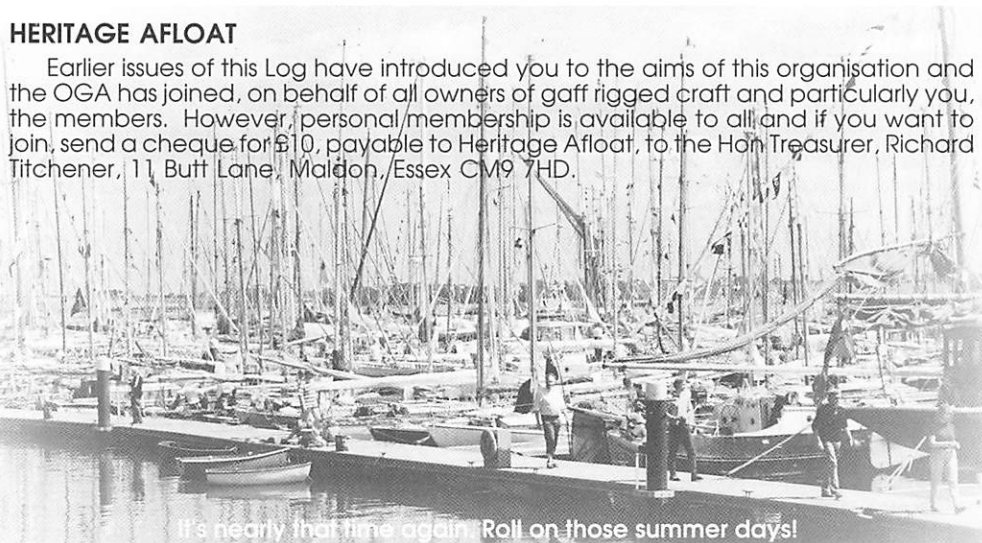
Finances: Owners of traditional ships are used to working with very low budgets, but all activities cost money, including the CEMHC newsletter. In the near future it will be unavoidable that the organisations which want to receive the Newsletter will contribute to the expense. At the 1995 Congress the steering-committee will present a proposal for a more formal organisation of CEMHC and a plan for financing activities.

Until this date and if you want to receive the newsletter, all member organisations and individuals are invited to pay DFI 50.00 to the Netherlands Maritime Museum, Kattenburgerplein 1, 1018 KK Amsterdam, Netherlands; Postbank giro account 33 22 689 (SWIFTcode ING BNL 2A).

The Steering Committee: Members of the steering committee are: Henk Dessens (Curator Netherlands Maritime Museum Amsterdam); Michael vom Baur (Chairman Association of German Museumports); Mike Stammers (Curator Merseyside Maritime Museum Liverpool)

HERITAGE AFLOAT

Earlier issues of this Log have introduced you to the aims of this organisation and the OGA has joined, on behalf of all owners of gaff rigged craft and particularly you, the members. However, personal membership is available to all and if you want to join, send a cheque for £10, payable to Heritage Afloat, to the Hon Treasurer, Richard Titchener, 11 Butt Lane, Maldon, Essex CM9 7HD.



It's nearly that time again! Roll on those summer days!

Aldridge, just in time to encounter the Irish 'trouble' of those days. But trade was slack on the English coast and Captain Shaw had no alternative but to send his vessels where cargoes were to be found, danger or no.

As can be imagined the Irish coastal trade was badly disrupted at this time and the fortunes of the Shaw fleet varied almost from tide to tide. They were either being chartered by shippers desperate to get their goods shifted, or being boarded by armed men demanding transportation. Sometimes a cargo could be rather unusual, such as when the *Irene* loaded live pigs at Dingle for Tralee. The hold was spread with earth ballast, upon which the pigs were turned loose! Fortunately, the weather was good and the animals survived the voyage safely.

The *Irene* seems to have come through those perilous times unscathed and continued into the deepening economic crisis of the late 1920s, which eventually forced Captain Shaw to sell her in 1928 back to her first owners, Messrs Colthurst Symons. In 1927 she had been re-registered in Bridgwater, which remained her port of registry for the rest of her working life and, indeed, right up to the present day, for 'Bridgwater' is still to be seen carved into her counter.

From 1928 onwards the *Irene* went quietly about the work for which she had been built, seldom getting into the news for she was seldom in trouble. It was inevitable, however, that this busy little trader should have had some anxious moments during her long and active career. One of the first must have been in 1910 when she put into Newhaven having lost her main gaff, splitting her mainsail, losing her gaff topsail and foresail, during a hard blow in the Channel. A year later she was in collision with a lighter in Rouen, sustaining slight damage to her stem. A similar misfortune befell her at Avonmouth in 1952. As far as the records show, the *Irene* has been put ashore only twice - the first time in the 1950s when she stranded just below Barry and had to go to Appledore for a new keel, and the second time in 1980 when she went aground off Combech on the River Parrett. This

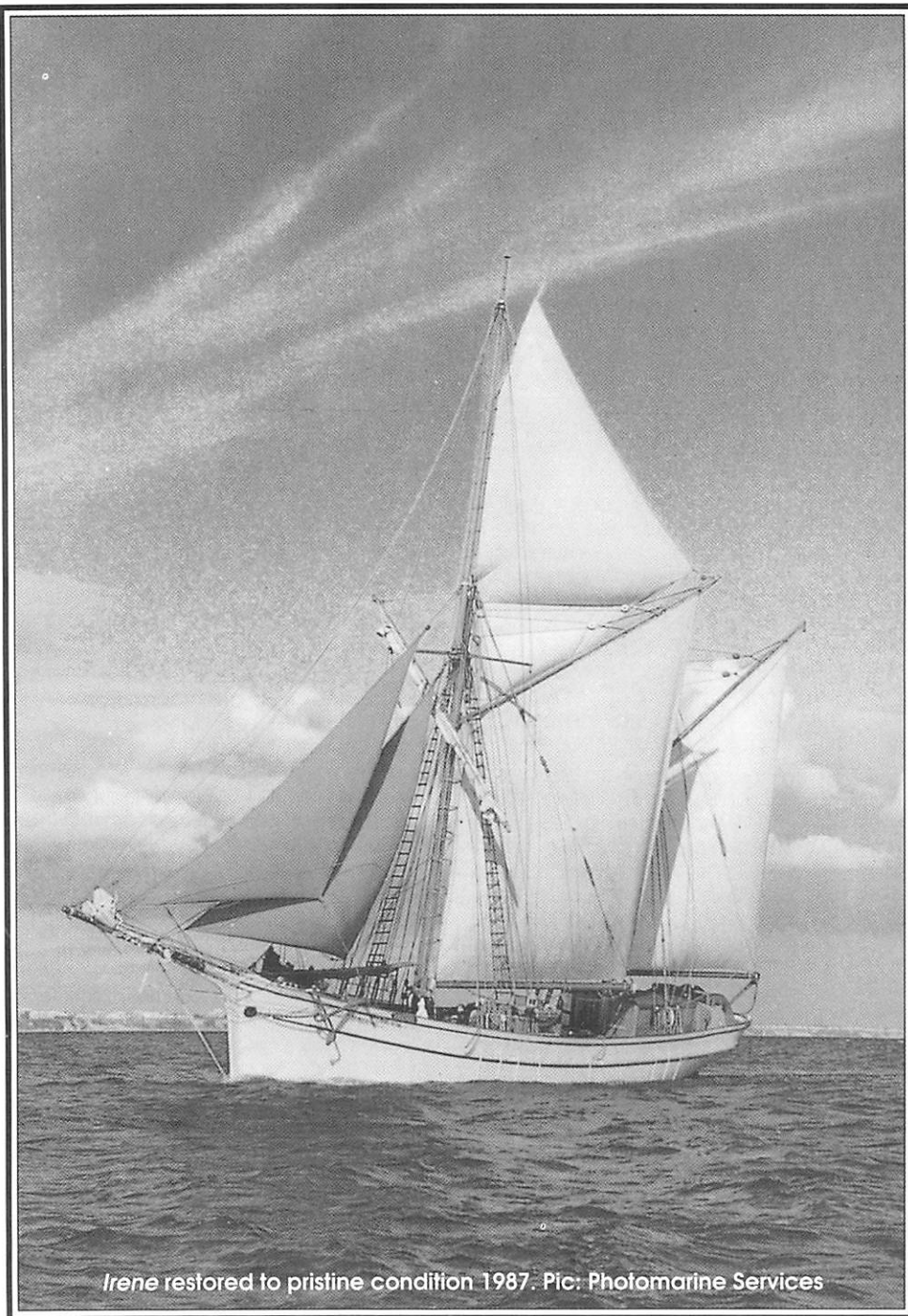
caused no structural damage but created a lot of interest among the locals, most of whom had never seen a West Country trading ketch, let alone one of their own local craft.

Since becoming an auxiliary vessel in the early 1920s the *Irene* has had a number of engines. In the 1930s her old Invincible was changed for a 36hp Petter engine and, in 1946, this was replaced by a nine-year-old two-cylinder Bolinder, which, in turn, was replaced by a two-cylinder Svenska. Thirty years later this unit could produce a smoke-screen more effective than that of a coal-fired destroyer! However, in its hey-day this was a powerful engine and her last commercial skipper, Captain Bill Schiller of Appledore, felt justified in reducing the old ketch's sail plan by sending down her lofty main topmast and shortening her bowsprit by fifteen feet. He used the topmast to make a new main gaff and, according to his son, Roy, the resulting solid pitch-pine spar made very heavy work of setting the big flax mainsail.

Under Captain Schiller the *Irene* remained a general cargo carrier working up Channel with grain, tiles from Bridgwater to Ireland, etc. until 1961 when she came out of trade after a hard working life of 54 years. In the September of that year she went to the Hamble for conversion to a yacht and she was based there until 1969, when she was taken around to Conyer Creek on the River Swale. From here she went to Kew Bridge on the Thames in 1971.

Her cruising activities for this first 10 years out of trade are obscure but she is believed to have cruised along the south coast at least to the Isle of Wight, by which time she had acquired two large and unsightly deck houses which completely ruined the sweet line of her sheer and, no doubt, her sailing qualities.

Although she was moored above bridges at Kew, her present owner, Dr Leslie Morrish, took the *Irene* to sea, even though this meant taking out her masts for each trip downstream and re-rigging below Tower Bridge - no mean undertaking in a vessel of this size. Eventually,



Irene restored to pristine condition 1987. Pic: Photomarine Services

our typesetter and creative expert, Duncan Spencer. My only criticism is that the masthead to my own column in the Log, chosen by Jay Cresswell, has earned me the nickname Old Scran Bag in the Solent! Our thanks are due to them both and all contributors. Please don't forget that we depend on you all to give life to the Log, so keep on sending material for publication to Jay.

Once again the photographic competition, organised by Peter Lyons in Northern Ireland, has been a great success. You will continue to see the best entries as cover photographs on the coming issues of the Log.

A complete list of 1995 events so far organised is available and I am sure you will be impressed by the amount and quality of activities planned for the coming year.

I know that 1995 is going to be a successful year for the OGA and I thank you all for your continuing support. Particularly, I want the OGA to be a cheerful and optimistic organisation. We all of us have an enormous amount of fun with our boats and I, personally, will be encouraging that feeling in all the meetings I attend.

PROPOSALS OF THE OGA STRUCTURES REVIEW THINK TANK

Background: At the last AGM members were informed that your Committee had constituted a Structures Review "Think Tank" whose brief was to investigate and propose new methods of running the central business of the Association. The principal reasons for this were to reduce the Association's dependency on a very small group of Officers, to ensure formal financial control and to enable the Association to react quickly to changing events and internal and external needs without convening expensive and time-consuming meetings of the Association Committee.

The Structures Review reported during the course of 1994 and their proposals were debated at the Committee meeting preceding the AGM. It is your Committee's wish that the proposals will be accepted.

Committee Structure: Four new sub-committees have been proposed, each under the control of and reporting to the Association Committee. Each is briefly described below.

Finance and General Purposes Committee:- Members: President, Hon Secretary, Treasurer, Membership Secretary, Area Liaison Officer, Chairmen of the other three new sub-committees.

Duties: act for the Association Committee when it is impossible or impractical to consult it; take instructions from the Association Committee and to report back; refer matters to other sub-committees and control their activities; prepare budgets and deal with all financial issues; set business agendas for Association Committee and AGM; oversee implementation of Association Committee and AGM resolutions; deal with fundamental issues of policy and direction; deal with all external bodies and organisations.

Publications and Publicity Sub-committee:- Members: Publicity Officer (Chairman), Newsletter Editor, four others.

Duties: The Newsletter; Membership List and other publications; Association image and public relations; regalia sales; photographic archive; promotion of boat insurance scheme.

Sailing Sub-committee:- Members: Chairman, Boat Register Editor, four others.

Duties: Racing and racing rules; handicapping; maintenance of Boat Register

Membership Sub-committee:- Members: Chairman, Membership Secretary, 6 others

Duties: Recruitment; maintenance of the events calendar; inter-area liaison; area development; subscription collection; association growth and development.

HONORARY SECRETARY'S REPORT

The OGA sees out 1994 in a very strong position with 1075 fully paid members (nearly 70 more than last year) and a record of successful and enjoyable events held all over the country. Northern Ireland in particular has gone from strength to strength and we extend our thanks to Alan Hidden and his Committee for their hard work. An indication of our strength is that during the formation of Heritage Afloat, the new association of boat and ship preservation societies, consultation and cooperation with the OGA was regarded as absolutely essential. There will be more about Heritage Afloat later.

1994 has also been a busy year for your Committee, with much thought being given to the way we work. Later you will hear more of this, but two highlights are:

First, formation of new committees to take the load off the few who do all the central work and to involve more people in running the Association. The new committees are briefed by the Association Committee, who via the Finance and General Purposes committee exercise strict control over financial issues and ratify all financial and policy decisions.

Secondly, proposals to provide more active help to the Areas from the huge pool of experience we have built up in more than 35 years of running events. We have today discussed and approved a proposal to merge the North West, Morecambe Bay and North Wales Areas, forming a larger and more active group than the three areas separately. Areas have often felt isolated from the central goings-on in the OGA and we are actively addressing this problem.

Now, on to other things. Much to my relief, a volunteer emerged to take over the vacant position of Hon Membership Secretary. She is Judy Lomas, who brings many years' experience as a professional Membership Secretary to her position. We ask your help at her election later and I know you will all join with me in wishing her well. I will not hide the fact that I have found this year rather difficult with three OGA jobs to do. I am therefore profoundly grateful that more hands are being brought to the pumps and I know that the incidence of mistakes will reduce. Hands up all those who spotted my mistake in the last Log!

Unfortunately, we lost the services of Mike Roope, the South West Area Secretary, during 1994. Fortunately, Paul Vincent has agreed to fill Mike's shoes. Our thanks and best wishes to them both. Likewise, Mark Taylor has stepped down from the position of Solent Area Secretary and Regalia Officer and his place as Area Secretary will be filled by Graham Benton, who has plenty of experience as he preceded Mark in the position. Please join me extending our thanks and best wishes to them.

We still have problems in the Clyde Area, but Iain Nicholls has arranged a Special General meeting in Glasgow on January 21 to re-float the Area and form a new committee. We all wish him well and extend our grateful thanks.

We are now registered under the Data Protection Act, which means that we cannot divulge information from our computerised membership records to any person or body outside the OGA. It gives you, the members, the security that your personal details are safe with us, and us the knowledge that we are now legal.

We have once again held the subscription at £10.00, or £12.50 for family membership, but we will consider our future needs in committee during the coming year. Certainly, we need further finance in order to produce an updated Members' List, but we have many ideas to discuss before we fall back on increasing the subscription. As you will see from your agenda, I have proposed an increase in the joining fee to cover the expense of producing and mailing materials to new members, but this has yet to be put to the vote.

The production of the Gaffers' Log has improved enormously in visual terms, with the energy and imagination of the production team of the Editor, Jay Cresswell and

however, he took her out of the Thames and into the Medway, where she lay off Queenborough for a while before coming back to her home waters of the Bristol Channel in 1980, calling in at her birth-place, Bridgwater, on passage to Bristol.

Happily, the *Irene* has undergone an extensive refit in one of the docks of Hill's old Albion Dockyard, scene of the launching of Bristol's last deep-water square-rigger, the barque *Favell*, but now a busy yacht building and repair yard. Much painstaking, large scale reconstruction has gone into her, including the replanking of both sides from just above the waterline and it is obvious that no effort has been spared to restore her to a standard worthy of the original builders. Her engine has also been replaced again and she is now powered by a modern Gardner diesel.

Irene completed her major refit at Gloucester where she was dry-docked and where a small celebration was held to mark her 75th birthday. Here the historical atmosphere of the inland port was emphasised when *Irene* was joined by the *Soren Larsen* and the *Marques*, both of which had arrived at Gloucester to undertake filming work in the docks. The casual passer-by could have been forgiven for thinking that he had stepped back a century when the three sailing vessels, all wooden-built, were in port together.

In addition to new hull and deck plank-ing, *Irene* has had new masts, new top-mast and bowsprit fitted and a new whale-back constructed behind her wheel. Pride of the small team of skilled shipwrights who have been working on her in recent months however, is the new wooden windlass on the foredeck. The unsightly large deckhouse referred to earlier has been removed and the *Irene* looked altogether a very trim craft when she left Gloucester docks early in June and motored down the ship canal which connects the inland port with the Severn Estuary at Sharpness. Her hull has been authentically painted in the pale grey which was characteristic of her type in former days.

An interesting aside was that the keeper of one of the canal's numerous swing bridges referred to *Irene* as she approached as a 'Dandy' - a local name for

a trading ketch which, with the passing of time, has all but been forgotten.

Irene was bound, initially, for Bristol where further work was undertaken in the City Docks and from where sailing trials were carried out. From Bristol *Irene* went round to Falmouth in July where she was entered for the Cutty Sark Tall Ships Race - something which opened a new and novel chapter in her varied career.

Irene, by 1982 had cast off the last vestiges of her second career, that is, of a houseboat. She is now fully seaworthy, has ranged full coastal Britain, The Baltic and the whole length of the Mediterranean. This year she goes to the Azores.

It has been a time of ever finer tuning. The sails are improved, the tops' I now has a jack yard and is a big powerful sail. The old central propeller has been replaced by two quartering propellers, each now with its own Gardner. Generating machinery is now competent and reliable. There is a silent 240 volts from an inverter, and the comforts of freezer/fridge, and a well appointed galley. There are now 17 berths in all, but still the saloon is large and spacious. Extra ballast has improved *Irene's* up-wind performance, and an original dolly winch found under a collapsed barn has made sail hoisting a lot easier, and even easier now that we have a discrete electric motor for when we are short handed.

Irene was built as a commercial vessel, and again she is earning her living, but this time chartering for sailing, team management courses and for film and television. She is in fine condition and remains a pride and delight to all who sail in her, and to many more who admire from afar.

This winter she has been in dry dock again in Gloucester but any visitors will be very welcome - provided they don't stop the ever necessary work.

The bulk of this article originally appeared in Ships Monthly. Reproduced by kind permission of P.J.Stuckey and publisher





Endeavour replica en route to Sydney. Pic: Claremont Nedlands Post.

OGA Western Australia

Dear Jay

Enclosed newspaper (Claremont Nedlands Post) picture shows *Endeavour* passing Cottesloe. She has a southwesterly wind directly behind her which has not yet filled her mizzen or main sails. She will shortly alter course to port and clear Rottnest and then proceed due south to Cape Leeuwin. On rounding this cape course will then be due east to Adelaide in South Australia and then to Tasmania.

When the *Endeavour* does get to England try and pay a visit to her. The woodwork, particularly the massive jarrah beams, is all fitted and morticed in a most professional manner. A new large steamer was built to bend the bow planks of jarrah timber which were 14 metres wide and approximately 5 inches thick. This timber is a very dense type and one of the best for underwater use. I would estimate these planks will still be in perfect condition in 20 years time.

The small pic of the canoe yawl *Karina* (sorry no space) shows the type of craft now becoming popular in our waters. Owner, Wally Cook, after continuous practice now has her under control, so much so that she has won the last three OGA races.

Generally speaking the OGA is going ahead; new owners and craft, and as a group we are being invited to join in events on the river. The brown sails have captured the public image and we are well known in the sailing area.

I like the new presentation of the Gaffers Log and look forward to the next delivery.

Sincerely

Frank Marchant

10. Report on inaugural meeting of Heritage Afloat and OGA involvement: George Jago reported on the above. The OGA has joined this new Association as it was felt it would benefit us to be a founder member. The Meeting approved his action. It was pointed out that any individual can join for a sum of £10 payable to Heritage Afloat and sent to the Treasurer, Richard Titchener, 11 Butt Lane, Maldon, Essex, CM9 7HD, and would be sent an introductory package and kept up to date with progress.
11. Proposals for changes to Rules: a) That the Rules of the Association be changed as follows:
 - Rule 10 section ii: Delete October 31 and insert September 30. Delete December 15 and insert November 15.
 - Rule 10 section iv: Delete October 31 and insert September 30. Delete from 'to which' to end of sentence.
 - Rule 11 section ii: Last sentence: delete December 15 and insert November 15.

Approval of these changes was proposed by Mike Burn and seconded by Sam Bayliss. Passed nem con.
- b) That the entry fee be increased to £12.50 for UK members and £20 for overseas members. The Meeting was advised that this item had been withdrawn and would be referred to the Finances and General Purposes Committee.
12. Any Other Business: The prize winners were announced for the best article to appear in the Log over the last 12 months. The first prize of £25 was awarded to 'Sunk!' by Peter Thelwall and Heather Scott for their account of the sinking of *Poppy* (Spring/Summer 1994). The second prize of £5 was awarded to 'A Christmas Story' by Colin and Carol Hayward about their Christmas/New Year cruise in the Pacific in *Annebeth* (Autumn/Winter 1994).

The subject of the forthcoming millennium was briefly discussed and it was felt that some special event should be organised for that year.

Alan Hidden mentioned the forthcoming event at Carrickfergus, June 1-4. Brenda Jago advised it is the centenary of the Royal Burnham Yacht Club, May 26-29.

Alan Long asked for more photographs and advised that the 'Boatman' will be publishing a selection of OGA photographs in one of their magazines this year.

A vote of thanks was proposed to the Cruising Association for the use of their splendid new premises.

Dick Dawson asked for volunteers to serve on the various Committees, the formation of which will be delegated to the Finances and General Purpose Committee.

David Cade closed the Meeting at 19.42.

Just some of the drunken crews who gathered for the Solent New Years celeb rations



REPORT OF THE 1995 ANNUAL GENERAL MEETING

Minutes of the Annual General Meeting, held at the Cruising Association, Limehouse, London at 18.00 on Saturday 14 January 1995

Present: Rob Williamson, President; Dick Dawson, Secretary; George Beagley, Treasurer and 42 members of the Old Gaffers Association

1. Apologies for absence: Jack Miller, Ray Austen, Lorna Hammett, Maurice Bailey, Colin Edmund, Jay Cresswell, Stuart Barsall, Mike Shaw, Denise & Trevor Rawlinson, Mark Taylor.
2. Minutes of the 1994 AGM (published in Winter 1993 Log): Proposed Pat Dawson, seconded Sam Bayliss. Approved by the Meeting and signed by Rob Williamson.
3. Matters Arising: There were no matters arising from the 1994 Minutes.
4. President's Address: Rob Williamson addressed the Meeting for the last time as President. A copy of the address is attached to these minutes.

Dick Dawson then presented to Rob a mounted clock and barometer, with a presentation plaque which read: "Presented to Rob Williamson on 14th January 1995 after six years of service as our President with grateful thanks from the OGA".

5. Hon Secretary's Report: Dick Dawson presented his report following his first year in office. The report follows these minutes. Sam Bayliss congratulated Dick and proposed a vote of thanks for all he had done this year.
6. Hon Treasurer's Report and presentation of Accounts: George Beagley presented the accounts for 1994 and gave his report, which again follows. There were no questions regarding the accounts and their adoption was proposed by Mike Burn and seconded by Arthur Hughes. Dick Dawson proposed a vote of thanks to George for all his hard work.
7. Election of Officers: Rob Williamson, on behalf of the Association, thanked Mike Burn for the energy and enthusiasm with which he had carried out the tasks of Secretary over a number of years, and presented him with an extensively inlaid saloon table for his Albert Strange yawl *Sheila*. Mike expressed his thanks.

Rob Williamson then stood down and Dick Dawson took the chair. He confirmed that David Cade had been elected President and gave a brief resume of David's diverse roles within the Association over many years from his first involvement in 1961; 25 years on the Solent Area Committee, Solent Race Officer for 11 years, Newsletter Editor for 9 years and currently Cinque Ports Area Secretary. David was asked to join the top table and was presented with the President's flag.

Register Editor - Pat Dawson: proposed George Jago, seconded Alan Hidden. Membership Secretary - Judy Lomas: proposed Dick Dawson, seconded Peter Lyons.

All appointments approved nem con; The following were appointed Honorary Life Members: Sam Bayliss (Solent), Barry Hicks (Australia) and Ian Edmund (East Coast); and Rob Williamson was made an Elder Gaffer.

8. Presentation of the recommendations of the Structures Review and implementation of the proposals: George Beckett presented the think tank's findings and recommendations as per attached report. Mike Burn congratulated the Committee on implementing these far reaching reviews, and David Cade thanked George Beckett for his hard work.
9. Report on the EU Directive on Recreational Craft: Robert Holden gave an up to date summary of the present position. The Directive is awaiting implementation into English law, delayed as a Solicitor has yet to be appointed. David Cade thanked Robert for his presentation.

Letters

5 Hirron
Holyhead
Gwynedd
LL65 1YU

Dear Mr. Cresswell,
How nice to see a picture of the *Vigilance* in full sail - your Autumn edition of Gaffers Log. As to her whereabouts, well I last saw her in mid-July at Port St. Mary, Isle of Man.

I'd had quite a long day's sail down from the Isle of Whithorn to Port St. Mary in my gaff cutter *Minelvia* (OGA No.423). Rounding the breakwater end yachts were lying three and four abreast all bobbing up and down in the fresh conditions. However, I saw there was space next to *Vigilance* - for some reason no-one had gone alongside her. Seeing who I realised afterwards to be Ken Harris doing some painting up in the bows, I asked "Is

it OK to berth alongside?" Ken looked down, hesitated for a few moments, then gave his permission. *Minelvia* met with his approval and he took our lines.

During the next few days Ken was most helpful, even to the point of casting his experienced eye over *Minelvia* and offering advice on different aspects. I must admit, seeing the spotless *Vigilance* with fresh paint, sparkling brightwork and mirror-like varnish, my own boat looked a bit tatty; in fact after a six week cruise which had taken us from our home port in Holyhead across to Ireland, Carlingford and Strangford Loughs then to the Clyde Basin, where we sailed and explored at our leisure, the elements had taken their toll.

Anyway, *Vigilance* improves with age. Ken Harris having negotiated a long-term berth, intends to stay at Port St. Mary for some time - maybe I'll see him again this year.

Yours sincerely
Angus McLeod



Vigilance slides past Peel Castle, Isle of Man

'Marlin'
North House
Binderton
Chichester
West Sussex
PO18 0JS

Dear Jay Cresswell,

I have just received the latest Gaffers Log, for which many thanks and congratulations on the very readable and interesting production. It is not often that I read similar publications from cover to cover - much credit to you!

I was particularly interested in Rob Holden's report on the Recreational Craft Directive and relieved to know that, thanks to the sterling efforts of the OGA, Cruising Association, MOCRA and the RYA, I will not have to make any drastic alterations to *Marlin* after all. She is 60 in March and is costing me enough to maintain without the additional expense of fitting holding tanks or whatever.

I was particularly pleased to see the photograph at the foot of the Welcome Aboard page which shows the start of the Solent annual race. *Marlin* is the boat on the extreme left of the picture. It is not often that one sees a photograph of one's own boat under sail or in such distinguished company, even if the skipper did subsequently disgrace himself by fouling the Frigate mark! - An embarrassing mis-judgement of the strong tide and a temporary loss of wind with other boats too close for comfort on either hand. As Mark Taylor writes, it was miraculous that no collision occurred.

On the subject of Welcome Aboard, would it be possible to show the home port against the boat's name? This would enable us to 'make our number' when we come across them.

Yours sincerely

John Lancaster-Smith

The idea of noting home ports in Welcome Aboard is a great and such an obvious idea. It has, of course, been taken on board ...Ed.

Bacons Cottage
Dragons Green
Horsham
Sussex
RH13 7JF

Dear Editor

Having read Jon Wainwright's comment to my letter (Sp/Sm.94), I would respectfully suggest Mr Wainwright re-read what I had to say, as his letter fails to explain his annoyance at my comments and bears little relevance to the points I raised.

To reiterate, I attempted to point out that if one could not participate in OGA activities, due to ineligibility of craft, basically all we see in return for a subscription is the Log.

I take the point regarding political lobbying on behalf of boat owners, but as one who is quite involved in the crusade against federalism and therefore not unfamiliar with the EC bureaucratic scene, I have reservations as to the effectiveness of such endeavours.



Common European Maritime Heritage Congress

You will see from the AGM minutes that the OGA has joined Heritage Afloat, the British federation of maritime preservation groups. Another group with a Europe-wide coverage is the CEMHC, a short description of which is reported in this Log. No moves have yet been made by the OGA for affiliation to the CEMHC, but we await the proceedings of the 1995 Congress with interest.

There is nothing to stop individuals joining either Heritage Afloat or CEMHC and I urge you to read the details of membership of both, to be found in the pages of this Log. The more members these organisations attract, the stronger the movement protecting the remnants of our maritime history, the skills, traditions, maritime sites and the boats themselves.

Scottish Area

I am very happy to report that the Special General meeting of the Clyde Area, ably arranged by Iain Nicholls in Glasgow on 21st January and well attended, has produced a new Scottish Area Secretary. Jim McNiven, whose address is on the inside front cover of this Log, will be organising events in Scotland and we have agreed to rename the area to match its planned wider coverage. I am confident that Jim will build a busy area full of events, and wish him well. I also must record my thanks to Iain Nicholls, without whose hard work the meeting would not have happened.

Boat Register

In this column in the last issue I promised that a Boat Register form would be included so that you could all update your boat details for our files. Unfortunately, secretarial incompetence (mine) meant the form was not included in the mailing. That omission is rectified with this issue, so please do your best to send me up to date details of your boats. Even if you are convinced that the information has been sent before, please send it again if you can. We can only keep the Register up to date if we have a constant supply of information.

OGA Insurance Scheme

The takeup of this scheme has improved over the last year. For those not familiar with it, the OGA provides two separate schemes; a unique third-party policy which requires no survey and whose premium is based on hull length alone, and a competitive fully comprehensive policy. Both are designed with gaff rig in mind and are available only to OGA members.

You may know that tax is now levied on insurance premiums, so we have had to increase our premiums. A new insurance scheme description is shortly to be produced and will be available through your area secretary or myself. Until that is available, be advised that the new third party premiums are as follows:

LOA (ft)	Prem £	LOA (ft)	Prem £
0-25	82	26-30	108
31-35	133	36-40	159
41-45	184	46-50	210
51-55	261	56-60	313

Regalia

With the resignation of Mark Taylor, this position is now vacant. A volunteer is required to fill Mark's shoes and the job involves keeping up stocks of sweatshirts, burgees and the like whilst making them available to the membership at large and directly to the Areas that hold their own stocks. Please let me know if you are interested.

1995 Events

This issue contains a bumper list of OGA events and other events of interest to Gaffers in 1995. It is wide-ranging and I make no apologies for including a selection of overseas events. Don't forget that without the OGA's influence over more than 30 years, many of these events would not exist. However, I am sure that many events closer to home are missing and I urge you all to let me know of anything that has been omitted. We intend to keep the events list up to date and available to members on request. This promises to be a crowded season - good sailing!



GAFFERS' NEW YEAR

by Dick Dawson

A NEW YEAR'S EVE meet at Beaulieu was planned on the spur of the moment and *Lone Wolf* set off from the Hamble in company with *Jenny Wren* and *Irene Kent* on a chilly, bright and breezy morning. Reefs were the order of the day and sure enough, as the big spring ebb got under way the contrary F5 raised the customary vicious Solent chop. *Jennie Wren*, a mile ahead, looked as stiff as a church but *Lone Wolf* became involved in some excitement off Egypt Point. Having just tacked in a confused slop, I was looking aloft as I eased the boat back in the groove when Pat, down on the lee side, gently inquired if I could ease the mainsheet a touch. On asking why, as I felt it wasn't necessary, Pat suggested that as the lee cockpit coaming was under water we would all be a little dryer if I did. I did.

We arrived at the Agamemnon pontoons in the early afternoon and the three boats rafted up with *Hirta*, later to be joined by *Tar Baby* and *Brilleau*. As the day progressed we were joined by a number of other gaffers who had come by road. About 40 people saw in the New Year, with fireworks provided by *Jenny Wren*, music by many and food and drink by everyone. 0330 and so to bed.

New Year's Day was bright and breezier than the previous day, (we weren't) with threats of stronger winds later in the day, so we ducked out of the suggested lunch at the Folly Inn moorings up the Medina from Cowes, and returned to the Elephant Boatyard. Off Calshot we spoke to *Young Alert*, scampering along with far too much canvas up, with Pete's trimaran *Triagen* nevertheless running rings around her. Conversations tend to get snatched away in a breeze and I'm not sure that I didn't hear the word "chicken" in George's shouted rejoinder when he learned that we were returning to port.

On entering the Hamble River, a capful of wind knocked us flat so we felt quite justified in repairing to the Jolly Sailor at Bursledon. In the late afternoon a hair-raising squall, laden with sleet, hail and snow, burst over us and when *Young Alert* and *Triagen* returned after dark it was with sobering tales of vicious winds and a white-out in mid-Solent. All seemed to be repaired by a jolly dinner and we all felt the we had seen the Old Year out and the New Year in, in the finest traditions of Gaffering.



DICK DAWSON'S SCRANBAG

as historically significant as the Ivory House, perhaps, and lacking that building's unique charm, but a fine clubhouse in an award-winning marina development.

The AGM was attended by 45 people, who saw David Cade confirmed as our new President and the retiring President, Rob Williamson, raised to the ranks of Elder Gaffer. Honorary Life Membership was conferred on Sam Bayliss, Ian Edmond and Barry Hicks for their services to the OGA. The AGM's business is reported elsewhere in these pages, but the minutes do not convey the optimistic and cheerful mood of the meeting, which was thoroughly enjoyed by all present.

Annual General Meeting

The 1995 Annual General Meeting was held in London at the Cruising Association's impressive new headquarters at Limehouse Basin. Not

Perhaps Mr Wainwright should also bear in mind that the growth of OGA membership on the east coast is not representative of the OGA as a whole, and that elsewhere OGA's activities do not, and can not, embrace activities of such diversity.

May I also draw the attention of your good self to my acclaimed limited capability to imbibe, as your editorial comment would suggest the contrary.

In conclusion I would suggest that a lack of material submitted for publication might to some extent be due to your own contumely.

Ed's note: I believe the content of the Log proves that there is excellent support. But it is always important to have a modest stockpile. By the way, contumely means haughty insolence.

Keeper's Cottage
Langford Budville
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TA21 0RV

Dear Mr Cresswell

John Leather makes some good, elementary points concerning topsails but his knowledge is somewhat "bookish" and incomplete. Like him I was privileged to know (and also sail with) many professional and amateur seamen and thought the following points might be of interest.

1. Concerning the spar which extends the clew of the gaff topsail. The majority (i.e. not all) of my mentors described this as a jackyard. However, many seamen especially from the West Country, called it a jenny perhaps showing that it is not a bad idea to travel outside your own parish before laying down the law.

Further, while the term "club" seems to have been in general use in the USA, it is neither "out of time" nor confined to that great country. An American seaman used the term when sailing with me in c.1950 (so its use is perfectly proper in traditional terms). And my friend, British barge master Bill Bootey, used it when discussing the possibility of setting an even larger topsail in the champion barge *Sirdar* about 1962.

Conclusion (mine). Jackyard is the usual term. Jenny and club are seamanlike alternatives. The editor showed wisdom when he spoke of possible regional variations.

2. Concerning the spar to which the halliard is bent. Most of my teachers and friends called this a gaff topsail yard. However, I remember a West Country shipmaster calling it the jackyard (!). He called the spar at the foot the "jenny" - see above.

Incidentally, a relatively short spar, serving to spread the strain of the halliard, as in a spritsail barge's topsail, is called the "headstick". The term was also applied to one at the head of some leg-o-mutton sails - the forerunner of the modern Bermudian sail's headboard.

Conclusion (mine). Gaff topsail yard is the most used term. Jackyard has been used in some localities, usually in conjunction with the term jenny.

On another point: I wonder if the *Ianthe II* illustrated is the cutter once owned by Claud Worth (and later by my friend and colleague Hillary Tunstall-Behrens?)

Anyway, she is setting a square topsail in addition to a jib-headed (or thimble-headed) gaff topsail.

Yours sincerely

Mike Burger de Fremol

2 Whitehall Manor
Churchstow
Kingsbridge
TQ7 3QR

Dear Mr Cresswell

After an absence abroad of some 10 years I am now back in the OGA fold, having renewed my lapsed membership. Dick sent me a copy of the Summer edition of Gaffers Log and I was mildly amused to see the same old subjects under discussion, namely Pitchforks and Rating Rules, as in the good old days. Plus cc change...

I enclose dates for next year's Plymouth Classic Boat Rally, although I may have already sent them to you. We had some 70 boats last time and we are aiming for 100 in '95. The timing, a week before Falmouth Classics, is designed to give a good incentive for boats from far afield to plan a West country cruise, and to discover the delights of deep water offshore, smoked mackerel, pasties, clotted cream, pasties, good ale, pasties, etc., not forgetting pasties. Encouraged by seeing 400 odd people having a good time this year, we are determined to make it even better next time. Anyone who hates pasties can cook his own grub on board.

I hope that it is not a source of disgruntlement to staunch OGA members that classic boat rallies, welcoming participation from triangular mainsails, and even from decently constructed motor boats, are proliferating round the coast as fast as Japanese seaweed.

The original intention of the OGA founders was 100% right, and saved the bacon of many fine craft, as well as focusing many minds on the dangers of losing sight of traditional values at sea.

Now that the imminent danger of extinction is passed, I for one quite enjoy mixing it with pointy mainsails and no longer feel defensive about the bit of timber waving around in the air. Actually some of the people who drive these new fangled bermudan jobs are quite decent chaps, if the truth be told, once you get to know them. At present I fool around in a little lugger, so I'm neutral.

I look forward to renewing acquaintanceships within the OGA, and to future correspondence.

Yours sincerely

Jonathan Ward-Hayne

Jonathan, if you're serious about the Boat Show boat, then please pen something. As for classic events, I agree that variety is the spice of life.

THERE is little doubt that the Log now attracts a good crop of letters every issue, which is great. They are a very important part of the OGA communications network. So keep them coming. As your Hon. Ed., I don't mind being slagged off in the least, but be prepared to be published like anyone else.

By the way, the deadline for receiving material - letters, articles, doodles, pix, insults, ads, etc. is the end on May.

Does anyone fancy sending in a limerick or two? (Cleanish of course)

Jay Cresswell

Peel '95.... Get Legless in The Isle of Man?

How about setting sail for the Isle of Man in a few weeks time for some rollicking good Okells beer at PL95 - the Fifth Peel Traditional Boat Weekend.

Organiser **MIKE CLARKE** sets out to whet the appetite with this account of last year's gathering in the ancient fishing port, an event captured in the September issue of Boatman magazine.

Those who ventured across the Irish Sea to join us were blessed with perfect weather, brilliant sunshine all weekend and very light winds on Saturday becoming F4 gusting 5 on Sunday.

Besides the waterborne activities, we contrived to span the harbour with a bridge of boats, reminiscent of a time when Peel was so full of herring luggers (3-400 on occasion) that it was said that one could walk across the harbour on the boats.

Ashore we had a superb display of ship models in the old fishermen's shelter (a wonderful building from another age, pine-panelled with settles and a bogey stove) and a display of old photographs from Peel's heyday as a premier fishing community with an enviable reputation for quality boatbuilding.

The traditional boat event is staged under the protective gaze of Peel's Medieval Castle, which provides a truly dramatic backdrop to the sailing when viewed from the sea.

Boats attending included two Manx Nobbies, the 46ft *Vervine Blossom* (built Peel 1911) and the 44ft *White Heather* (Peel 1904), the fabulous 78ft Brixham trawler *Vigilance*, ferro Falmouth quay punt *Moondance*, original quay punt *Sula* and the 26ft Camper and Nicholson yacht *Nora* (1894), to name but a few of the many different boats present.

The object of this piece, apart from to inform, rather belatedly, about the 1994 event, is to tell you that the 1995 bash is to be held over the weekend of 26-29 May and to remind you Welsh, North Western, Irish and Clyde members that there is a thriving interest in traditional boats here in the tiny Isle of Man, and one of the results is a really great regatta.

Following established practice, PL95 will not only be free of entry charge, but skippers and crews of traditional boats will also receive several free meals. Each boat will also leave with a gift as a token of our appreciation for your effort in coming.

As usual at Peel, we promise an excellent feast of nautical activities, together with lots of wine (or beer) since our sponsors, Isle of Man Breweries, are brewing a unique real ale to be called OLDE SKIPPER, especially for the event, women (bring your own) and song (of which there is always a great deal). We can't promise you sunshine but we can promise that if you get here we shall do our best to see that you have a memorable time.

For further information or an entry form 'phone Keith Hewson on 0624 878361 or Mike Clark 0624 861127. Hoping very much that we shall have the opportunity to welcome YOU in May.



Peel '94 Flashback.pic: Alan Watterson



5.

encounters were possible, such as with a party of rich Chinese arms dealers accompanied by a pear shaped Indian fixer plus German minders met in a grotty DDR hotel.

They were touring the eastern arms dumps. Off to Peenmunde the next day over dinner they said "We only buy surplus blankets and shoes". As long as you don't buy any ***** rockets," I retorted. Naturally they did not understand but the minders were shamefaced. Somewhat later, the entire fleet of former DDR coastal patrol vessels disappeared to Indonesia. Coincidence no doubt.

Yachting had formerly been run by the rulers with the distinctly creepy head of the Stasi in Stralsund and President of the local yacht club. Happily such people had scarpered and the harbours were full of old wooden or steel yachts owned by DIY men interested in enjoying sailing

freedom and the odd jar or three. Just like the OGA.

My abiding memory is easy tacking in a narrow channel dodging the staked fishing nets, making steadily to windward over a smooth sea with a green island ahead. Later oil lamps in a small cabin and a 'Schoppen' (very big German glass) of cool Frankenwein. Cruising as it should be, total bliss!

Chell Lady is a Norfolk Gypsy, a pocket gaffer LOD 19ft 10in, breadth 7ft 6in, draft 1ft 8in - 4ft, high-peaked sloop with two berths and good sitting headroom and, at 1.25 tons, trailable. Designed by Andrew Wolstenholme and built by Charlie Ward plus additions to assist the equally pocket sized skipper.

I will certainly return to explore the Bodden further with my centreboarder. If only to prove again that little ones can do it too.



A Teeseboote in original fishing form. Lauterback Insc h Rugen - pic: Andy Lindey

Chell Lady Goes East ...

OR RATHER trailing at 045°T along the autobahns of West Germany for Lubeck and then across the death strip. Yes, as **Andy Lindley** writes, it still existed in 1992, down the choked roads of former East Germany to launch my pocket gaffer at Stralsund, Erskine Childers tense Baltic landfall in *Asgard* in 1913.

This battered but still very beautiful old Hansa city crouches mostly inside its medieval city wall at the crossing of the Stralsund by lifting bridge. It is at the centre of "die Bodden", huge shallow sea lagoons that stretch for 50 miles along the German coast into Poland from Ribnitz past Greifswald to Stettin. Towards the eastern end lies Peenemunde.

The Bodden, protected by fringing islands, are nowhere deeper than 10 metres and are crisscrossed by dredged

channels with superb buoyage. The many islands vary from fringing sand strips stabilised by trees and houses like Hiddensee, to the giant complex Insel Rugen. It has superb chalk cliffs to the open Baltic caught to perfection in 1818 by Caspar David Frederick. He even got the sailing vessels right. There is much varied scenery, rustic villages with unmade streets of sand and Putbus, a miniature city of perfect classical architecture, Bath on Baltic.

This is a centreboarder's or



Andy Lindey's *Chell Lady*. pic: Thornycroft Marine Photography

leeboarder's paradise but would give a Falmouth working boat skipper the heebie-jeebies. Here wind produces unhindered current and, over a few days, changes in water level of a metre or more. Channels can be half a cable wide with a metre of water outside the marks plus a random scattering of stones and boulders, all five miles offshore and

haven of Seedorf in the north east corner of Insel Rugen. Then past Vilm, the former summer island of the communist rulers, across the largest Bodden with a thick heat haze blotting out the land, to a Gaffel Boot Fest at Greifswaldewik not far from the Polish border. It was of course all boats, beer wurst and jokes in a fine long narrow harbour.

no tide to lift you off.

Intense pilotage is the order of the day, e.g. 16 changes of course in 20 miles from Stralsund to Vitte on Hiddensee passing a hefty Dutch motor cruiser hard on the putty along the way. I offered to take out his anchor.

The scenery is a vision for water colour, low islands, clean air, sun, with just a popple on the water even at the top of force 4, sand trees, and everywhere birds. Much of the Bodden are carefully protected nature reserves.

There are more than 80 harbour plans for this area in *Hafenhandbuch Mecklenburg Vorpommern* and 20 superb large scale charts in the Sportschiffahrt pack *Von Stralsund bis Stettiner Haff*, which cover all but the western Bodden and fit perfectly on the small cabin table.

I managed 114 miles criss-crossing between islands and mainland in my eight-day mini-cruise. The longest trip being 23 miles from the exquisite

The weather, the best of five years I was told, produced mostly light winds but I did get one dose of F7 gusting F8, happily in the very sheltered Strelasund. Down with the rags and on with the outboard, plus a hot shower later dealt with that.

There is a strong traditional boat movement on the Bodden centred around the Zeeseboote. (Zeesen = nets). They are clinker built fishing boats, now mostly converted, in hull form like flattened Viking ships minus the dragonhead. Gaff ketch rigged with bawley mains, lug top and mizzens and three foresails set on enormous bowsprits, they make a fine sight.

Drawing only three feet plus a huge oak centreboard, and 25 to 40 feet on deck, once cracked off they really shift. The large central well is a perfect party place with a tarp over the gaff and difficult to fall in from when Bezoffen! (pickled). There are also huge Baltic traders, old Danish pilot cutters, Dutch barges ancient and modern and even a superb sail training square rigger that was perfectly swung into her berth alongside the nautical college in Greifswaldewik, just across from the diminutive *Chell Lady*.

As a lone Englander struggling with German, I was made very welcome and invited to join the fun, including an early morning blessing with 20 cruisers of the Royal Danish Cruising Club, all in glottal stops from the Commodore.



Cruiser sterned galease (ketch) *Strelasund* July 1992

Then followed a thimbleful of dark amber liquid. Down in one, 30 seconds later the top of your head blew off; with red eyes, and growling throat you became a true Viking all ready for rape and pillage.

Most notable was a rally in memory of Christian Muther, a young doctor who died of asthma just a fortnight after die Mauer (the wall) came down. His father, with his gaff schooner *Ruden*, had the idea of annually taking a party of children with asthma on a cruise in the pure air of the Baltic. Assorted vessels from four countries had 80 youngsters aboard for a super time ashore and afloat. As an asthmatic myself, I particularly appreciated this. Even the visiting minister from Bonn was perfect, saying not a word.

The Russians were still there then with the occasional red star convoy encountered on the roads. Other odd

NW	D Webster, 18 Sutch lane, Lalthorn, Nr Ormskirk, Lancs. L40 4BV Tel 01704 892961	<i>Silver Darling</i>
NI	J R J Hall, 13 Braeside Avenue, Doagh Road, Newtownabbey Northern Ireland BT36 6AR Tel 01232 866294	<i>Gayle Louise</i>
BC	C J Smith, 2 Diamond Hall, Bridgenorth, Shropshire WV15 5AJ Tel 01746 766880	
SW	E Bloomfield, 5 Rickards Row, Buckland Brewer, Bideford Devon EX39 5LT Tel 01237 451743	<i>Freda</i>
MNK	P Davidson, 3 North Lane Cottages, South Street, Boughton Kent ME13 9NW Tel 01227 750947	<i>Loon</i>
MNK	N Stewart, c/o Three Blind Mice, 9-10 Charlotte Mews London W1P 1LN Tel 071 636 2502	
SOL	D Greenwell, 79 High Street, Sturminster Marshall, Winbourne Dorset BH21 4AT Tel 01258 857412	<i>Lydia</i>
DB	W Masterson, 46 Carndonagh Road, Donaghmede D13, Eire Tel 847 2683	
DB	S Larkin, 4 College Street, Baldoyle, Dublin 13, Eire Tel 018391639	
OS	R A Hamilton, Broomstratt 72C, 1015 LD Amsterdam, Netherlands	
MNK	P Spratt, 69 Stoke Road, Hoo, Rochester, Kent ME3 9BE Tel 01634 252027	<i>Eileen A Cheo</i>
NI	T Wright, 8 Hanover Chase, Bangor, Co Down, N Ireland BT19 2NT Tel 01247 271496	<i>Spray</i>
DB	Mills and Cullen, Drumlarney, Scholarstown Road, Ballyboden Dublin 16Eire Tel 4931365	<i>Eithne</i>
NI	B Coburn, 47 Roughal Park, Downpatrick, Co Down, N Ireland BT30 6HB Tel 01396 612656	<i>Seabord</i>
NI	M McKee, 52 Ward Avenue, Bangor, Co Down, N Ireland BT20 5HX Tel 01247 472692	<i>Isobel</i>
NI	B Harper, 22 Joymount, Carrickfergus, N Ireland BT38 7DN Tel 01960 362551	<i>Breakaway</i>
SOL	R T Forsyth, Penzance, Smugglers Lane, Bosham, West Sussex PO18 8QW Tel 01243 573194	<i>Susan Mary</i>
NW	B Arnold, 17 Cambridge Street, Widnes WA8 6DG Tel 0151424 5967	<i>Irmgard</i>
NI	R Laird, Riverview Cottage, 40 Newforge Lane, Belfast BT9 5NW Tel 0232 381031	<i>Honora</i>
NB	The Secretary, Vieux Greements de France, Tour le Grand' Porte 35400 Saint Malo, France Tel 0033 96 86 88 56	
NI	M Kane, 7 Collinbridge Gardens, Newtownabbey, Co. Antrim N Ireland BT36 7ST Tel 01232 832168	<i>Tam O'Shanter</i>
SOL	P R Cliff, Wren Farm, Castle Lane, North Baddesley Nr Southampton, Hants.	
SOL	N J Gates, Combes Boatyard, Smugglers Lane, Bosham West Sussex PO18 8QW Tel 01243 574212	<i>Cynara</i>
EC	F A Delderfield, 22 Eaton Way, Great Totham, Maldon Essex CM9 8EE Tel 01621 892347	<i>Black Adder</i>
NI	J Angus, 126 Ashfield Drive, Donaghadee, Co Down N Ireland BT21 0TA Tel 01247 882574	<i>Dark Maiden</i>
NI	H Duggan, 10 Seapoint, Carrickfergus, N Ireland BT38 8BB Tel 01960 363736	
MNK	J Lloyd, 40 Downsview, Burham, Rochester, Kent ME1 3RR Tel 0634 863345	<i>Eileen Kate</i>
EC	K Misselbrook, 31 Rushdene Road, Brentwood, Essex CM15 9ET Tel 0277 211892	<i>Grace</i>
MNK	H A Ellis, 21 Caledon Road, Wallington, Surrey SM6 7HZ Tel 0181 715 5311	
EC	M V Baker, 152 Lexden Road, Colchester, Essex CO3 4BZ Tel 0206 572168	<i>Urania</i>

APRIL		
MNK	1 8-9	FAVERSHAM RACE AND PUB CRAWL BEAULIEU BOAT JUMBLE
MAY		
NI	6-7	NORTHERN IRELAND OGA OPENING WEEKEND
SW	6-8	CLASSIC YACHT RALLY
BC	*8	BRISTOL CHANNEL OLD GAFFERS RACE
NI	12-14	OGA WEEKEND CRUISE
OS	26-28	RUM REGATTA, GERMANY
EC	27-29	EAST COAST CROUCH RALLY
NI	27-28	PEEL TRADITIONAL BOAT WEEKEND
SOL	27-29	SOLENT OGA WOOTTON CREEK RALLY
NW	28	NOA CROSSFIELD TROPHY RACE
EC	31-4 JUN	SOUTH EAST BOAT SHOW
JUNE		
NI	1-4 1-4	CLASSIC SAIL CARRICKFERGUS INTERNATIONAL WOODEN BOAT SHOW
SOL	3 3	TWO-HANDED ROUND THE ISLAND RACE GREENWICH SMACK RACE
EC	4	BLACKWATER TRAWLING AND DREDGING MATCH
NI	4	NORTHERN IRELAND OLD GAFFERS RACE
NI	9-11	PORTRUSH TRADITIONAL BOAT RALLY
SOL	10	ROUND THE ISLAND RACE
CWL	17	CORNWALL AREA RACE, CARRICK ROADS
MNK	17	MEDWAY AND NORTH KENT OGA PASSAGE RACE SWALE TO UPNOR
EC	17	EAST COAST OGA OPEN BOATS RALLY
EC	17	BRIGHTLINGSEA REGATTA AND GOLDEN VICTORY DAY CELEBRATIONS
NW	18	NOA ANNUAL RACE AND GATHERING
OS	20-25	BLUE ONEGO '95, RUSSIA
NI	24-25	CONN McCANN REGATTA
SOL	24-25	ST SAMPSONS AND VALE REGATTA
EC	24-2 JUL	EAST COAST SHOTLEY CLASSIC BOAT FESTIVAL
JULY		
NW	1	RYMC REGATTA: GAFF RIG RACE
CLY	1-2	SCOTTISH TRADITIONAL BOAT FESTIVAL
NI	7-9	HOWTH TRADITIONAL BOAT REGATTA
NW	8	NORTH WEST OGA PASSAGE RACE
MNK	8	THELMA OLD GAFFER'S TROPHY RACE
EC	8	EAST COAST OLD GAFFERS RACE
SW	8	SOUTH WEST OLD GAFFERS RACE
DB	9	DUBLIN BAY OLD GAFFERS RACE
OS	14-16	FISCHERFEST GREIFSWALD-WEEK, GERMANY
EC	15	HEYBRIDGE REGATTA
EC	15	WIVENHOE REGATTA
EC	16	EAST COAST OGA NORTH SEA RACE
EC	20-23	DUTCH CLASSIC YACHT REGATTA
MNK	22	MEDWAY SMACK AND GAFFER RACE
SOL	29	SOLENT OGA EAST HEAD RALLY
SW	29-30	PLYMOUTH CLASSIC BOAT RALLY
EC	29-30	HARWICH SMACK RACE AND REGATTA
NW	30	CONWY NOBBY AND OGA RACE



AUGUST

NI	*	HOOKERS TO HOLLAND
CWL	2-4	FOWEY CLASSICS
EC	5	BLACKWATER SMACK AND BARGE RACE
CWL	5-6	FALMOUTH CLASSICS
DB	6	ARANMORE ISLAND FESTIVAL REGATTA DAY
NW	6	NOA WRIGHT SHIELD
EC	6	MERSEA DABCHICK RALLY
CWL	6-13	FALMOUTH WEEK
MNK	12	WHITSTABLE SMACK AND BARGE MATCH
MNK	19	SWALE MATCH
NW	20	NOA END OF SEASON SAIL AND PICNIC
OS	25-27	VII INTERNATIONALE VETERAN REGATTA, GERMANY
SOL	26-28	SOLENT OLD GAFFERS RACE AND RALLY
MNK	26-28	MEDWAY AND NORTH KENT/CINQUE PORTS
		OGA RAMSGATE RALLY
EC	26-28	EAST COAST OGA STOUR, WALTON AND DEBEN RALLY
SW	27	DARTMOUTH RNLI RACE

SEPTEMBER

SOL	*	CENTENARY CHASE
EC	2	COLNE SMACK AND BARGE RACE
EC	16	MALDON SMACK AND BARGE RACE
EC	29-30	EAST COAST MALDON ANNIVERSARY RALLY
EC	29	OSEA SMACK AND CLASSICS RACE

OCTOBER

OS	21	FLENSBURGER APFELFAHRT, GERMANY
EC	29-30	MALDON ANNIVERSARY RALLY

NOVEMBER

SOL	*	SOLENT OGA COMMODORE'S SUPPER
NI	*	NORTHERN IRELAND OGA ANNUAL DINNER

* Date to be confirmed. Contact area secretary for more details.

In addition to the above events some areas take part in regular races or offer social get-togethers. A few are listed below but regular contact with your area sec. could well highlight additional gatherings. Gaffing is all about enjoying your boat and the company of others who, like you, share a love of gaff rig.

The Royal Solent Yacht Club in Yarmouth, Isle of Wight, has a Wednesday evening series of races throughout the summer in which boats of all types are welcome and gaffers enter every week. Contact Solent Area Secretary.

The Royal Dart Yacht Club in Dartmouth has a class for OGA handicap boats every Wednesday evening throughout the summer, and every day during Dartmouth Royal Regatta. Contact South West Area Secretary.

Mylor Yacht Club evening race series, commencing Friday 5 May.

The East Coast area hold regular winter social meetings - "Noggin and Natter" - at the Orwell Yacht Club, adjacent to Fox's Marina in Ipswich, on the first Friday of each month. The last one for this winter will be held on 5th May 1995.



NE	J R Biglin, Old Hal, Ottringham, Hull HU12 0BJ Tel 0964 624269	Spindrift
EC	T D Harding, 146 Dalling Road, London W6 0EU Tel 081 748 9199	Vagabond
SW	J Bush, 12 Clarence Hill, Dartmouth, Devon TQ6 9NX Tel 01752 661659/0803 835953	Tara
NW	P Farrer, 1 Maple Avenue, Alsager, Stoke on Trent ST7 2QX Tel 01270 874174	Nymph
DB	J White, 54 Parkview Estate, Baldoyle, Dublin 13. Eire Tel 010353 18321516	Alara
DB	M Prior, 96 Woodlawn Park Avenue, Firhouse, Dublin 24 Eire Tel 010353 14512570	
DB	M Lynch, HSC Seventeen Footer Association, c/o Cross Sheaves Dungriffan Road, Howth, Dublin 13 Eire Tel 0103531 8325292	
SOL	PScivier, Priory Cottage, Middleton, Freshwater Isle of Wight PO40 9RW Tel 01983 754427	Minx
SW	A Munday, Tangmere, Millbury Lane, Exminster, Exeter EX6 8AE Tel 01392 832683	Suna
SOL	A Isaac, Combes Boatyard, Smugglers lane, Bosham W Sussex PO18 8QW Tel 01243 573194	
NW	P Lamb, 30 Jamieson Road, Wavertree, Liverpool L15	Snowdrop
EC	M P V Evans, 6 Gull Cottages, Landermer Quay, Thorpe-le-Soken, Essex CO16 0NL Tel 01255 861898	Mahala
OS	I Furstenburg, 69 Rue de Beauchamps, St Valery sur Somme France 80230 Tel 010 33 22269465	Kailua
NI	R W Barton, Laurieston, 164 Shore Road, Greenisland Northern Ireland BT38 8TT Tel 01232 865370 H (854535 W)	Timella
SOL	J Chapman and Willis, 5 Bitterne Manor House, Bitterne Road Southampton, Hants SO18 1QW Tel 01703 230494	
SW	P Nash, 3 Fairview Road, Dartmouth, Devon TQ6 9EN Tel 01803 834562	Mizpah
SW	J Holden, 31 Ford Valley, Dartmouth, Devon TQ6 9PS Tel 01803 833483	Dorothy
SOL	P Ladyman, 232 Sutton Common Road, Sutton Surrey SM3 9PW Tel 081 641 0469	
NI	N Thompson, 31 Rank Road, Dundonald, Belfast N Ireland BT16 0DF Tel 01232 481911	Medusa
EC	P Brookes, 64 Basin Road, Heybridge Basin, Maldon Essex CM9 7RN Tel 01621 840835	Linette
EC	D de Sousa Pernes, 1A Lothair Road, Ealing, London W5 4TA Tel 0181 840 2493	
CWL	G Davies, The Boatman, P.O.Box 1992, Falmouth, Cornwall TR11 3RU Tel 01326 375757	
NI	D Caughers, 33 New Road, Donaghadee, Northern Ireland BT21 0DR	Red Rum
NW	R T Brown, Beech Tree Cottage, 210 Lightwoods Hill Warley, West Midlands B67 5EH Tel 0121 429 3554	Curlew
NW	F Kearney, 134 Westminster Road, Liverpool L4 1LZ Tel 0151 207 3059	Rose
NW	S Hall, Higher Stanley Bank Farm, Moss Road, Cadishead, Manchester M44 5JT Tel 0161 775 3886/2040	Comrades
NW	D Griffiths, 45A Rosemount, Oxtun, Birkenhead Wirral L43 5SQ Tel 0151 653 0411	Ethel
NW	J Williams, 67 Arno Road, Oxtun, Birkenhead, Merseyside L43 5SL Tel 0151 653 0600	Liberty
NW	J Lamb, 69A Falcon Hey, Fazakerley, Liverpool L9 Tel 0151 523 4475	Keeber

