

Gaffers Log

WINTER 1993
THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



Vigilant - Summer days



French Gaffer slopes along Picture by Sam Bayliss

OFFICERS OF THE ASSOCIATION

President:

ROB WILLIAMSON
Brick Kiln Cottage, Coggeshall
Rd, Great Tey, Colchester, Essex
CO6 1AG
Tel: 0206 211318

Hon. Secretary & Membership Sec.

DICK DAWSON
West Tye Cottage, Tyes Cross,
Sharpthorne, West Sussex
RH19 4HY
Tel: 0342 810303

Hon. Treasurer:

GEORGE BEAGLEY
1 Netherdale Close, Wyld
Green, Sutton Coldfield, West
Midlands B72 1YW
Tel: 021 350 0088

Newsletter Editor:

JAY CRESSWELL
17 Kestrel Road, Newburgh,
Aberdeenshire AB41 0FF
Tel: 0358 789855

Boat Register:

PAT DAWSON
West Tye Cottage, Tyes Cross,
Sharpthorne, West Sussex
RH19 4HY
Tel: 0342 810303

AREA SECRETARIES AND REPRESENTATIVES

East Coast:

Jon. Wainwright, Port View, New
Road, Mistley, Manningtree, Essex
CO11 2AE Tel: 0206 393537

Northern Ireland:

Alan Hidden, 4 Malone View
Avenue, Belfast BT9 5PJ
Tel: 0232 612233

Medway and North Kent:

Lena Reekie, 5 Station Road,
Faversham, Kent ME13 8EB
Tel: 0795 534212

Morecambe Bay:

Jack Miller, 5 Muncaster Road,
North Scale, Walney Island,
Barrow-in-Furness, Cumbria
LA14 3RP Tel: 0229 472135

Cinque Ports:

David Cade, Steps Cottage, New
England Lane, Playden, Rye,
E.Sussex TN31 7NT
Tel: 0797 223040

Clyde:

Alistair Paterson, 48 Queens Drive,
Queens Park, Glasgow G42 8DD
Tel: 041 424 3143

Solent:

Mark Taylor, 5 Hawthorn Close,
Colden Common, Winchester,
Hants SO23 1TW Tel: 0962 715042

Overseas Liaison:

Sam Bayliss, 1 Landsdown Avenue,
Porchester, Fareham, Hants
PO16 9NN Tel: 0705 384632

South West:

Mike Roope, 25 Deer Park Road,
Stoke Fleming, Dartmouth,
Devon EX6 7PT Tel: 0803
770653

France:

J.C. Crepin, Le Veu Herve, 22360
Langreux, France

Cornwall:

Mike Collins, Prince Regent House,
Perranwell, Truro, Cornwall
TR3 6LF Tel: 0872 863096

Germany:

Alexander Nurnberg, Bleickenallee
8, 2000 Hamburg 50, Germany.

Bristol Channel:

Bart. Wordsworth, 54 Leopold
Road, Bristol BS6 5BS
Tel: 0272 247076

O.G.A. of U.S.A.:

Leonard G. Kavanagh, 88 Lenox
Road, Nahant, MA 01908, USA

North West:

Jim Forrester, Rose Cottage,
Utkinson Lane, Cotebrook,
Tarporey, Cheshire CW6 0JH
Tel: 0829 733031

O.G.A. Vancouver:

Peter M. Heiberg, 2676 W. 13th
Avenue, Vancouver, B.C.,
Canada V6K 2T3

Dublin Bay:

Yves Chavanne, 1 Meadow Dale,
Hartstown, Clonsilla, Dublin 15, Eire
Tel: 010-535-1 8216219

O.G.A. Western Australia:

Frank. D. Marchant, P.O. Box 111,
Claremont 6010, Western Australia

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

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

What's On

EAST COAST

Crouch Rally May 28-29
South East Boatshow June 8-12
Traditional Sail Maldon '94 June 18-19
Shotley Classic Boat Festival '94 June 25-July 2
East Coast Old Gaffers Race July 16
Open Boats Rally July 23
Walton & Deben Rally Aug 27-28
Maldon Anniversary Rally Sept 30 - Oct 1
Heritage Afloat Inauguration Oct 6

SOLENT AREA

Guernsey Rally May 27-29
Wooton Creek Rally June 25-26
Eastbourne Rally July ??
Solent Area Old Gaffers Race Sept 3-4
Bursledon Rally Sept 10
Yarmouth Rally Sept 24

NORTHERN IRELAND

Classic Sail, Carrickfergus June 2-5

CORNWALL AREA

Cornwall Area Helford gathering May 22
Cornwall Area Race June 4

NEW SERVICE

Tariff for commercial advertising in Gaffers' Log

Inside Front Cover	4 colour	1 issue	£400
Inside Front Cover	4 colour	1 year	£1,200
Inside Back Cover	4 colour	1 issue	£400
Inside Back Cover	4 colour	1 year	£1,200
Full page	1 colour	1 issue	£150
Full page	1 colour	1 year	£500
Half Page	1 colour	1 issue	£80
Half Page	1 colour	1 year	£280
Quarter Page	1 colour	1 issue	£50
Quarter Page	1 colour	1 year	£175

Additional Spot Colour

£40

Subject to placement and availability

Artwork charged out at cost. All camera ready copy should be provided as positive bromides or positive film emulsion down.

NOTE: MEMBER'S OWN BOAT/GEAR ADS ARE FREE!

OTHER EVENTS NOTIFIED

Easter Rally, Old Gaffers St. Malo April 3
Challenge of the Fishing Ports,
Old Gaffers St. Malo April 24
Rum Regatta, Flensburg, Germany May 13-15
St. Sampsons Regatta, Guernsey, CI ... June 4
Race to Guernsey,
Old Gaffers St. Malo June 4
Blue Onega '94 Rally at Petrozavodsk,
Russia. Assemble St. Petersburg on
June 22 for piloting to Lake Onega June 22-??
Plymouth Classics July 30-31
Falmouth Classics ... Falmouth week ... Aug 6
Rally Marans to Rochefort,
Fl. en Pertuis Aug 10-12
St. Malo Regatta with gaff events Aug 12-16
Route du Cidre,
Old Gaffers St. Malo Sept 10-11

Cutty Sark Tall Ships Races

Rouen, France July 10-17
Weymouth, England July 17-20
La Coruna, Spain July 28-31
Oporto, Portugal Aug 4-7
St. Malo, France Aug 17-20

FOR SALE

LOWLY WORM - Essex Smack. 5 berth gaff cutter. Built in 1984 and extensively cruised. Full inventory and in commission on the East coast. Ferro hull designed by John French, professionally supervised and rendered by Ferro Cement Marine Services. Timber decks, spars, internal woodwork. Solid fuel stove, oil lamps. 1992 29HP Perkins Perama diesel. £14,950. Printed details from Alan Glanville 0865 57736

HAVASULE - 20ft Ian Cooper Shetland fourteen. Built 1978 larch on oak. Excellent condition, ready to sail. Dipping lug; 4 oars; beach launching wheels; bilge pump. Garaged in Sussex. O.I.R.O. £3000. Telephone Bruce Chapple 0446 798798 ext. 6733/8282

MIRELLE - OGA 1200. 27ft gaff cutter, teak on oak, built by Claude Whisstock to W M Blake design in 1937. In very good structural order, heaps of gear, pretty, strong and fast. I am coming to the end of a major refit and have realised that I don't have enough time to spend on her. Buyer will need to complete saloon accommodation; everything else id fine. £25,000. Andrew Craig-Bennett, 0473 890235

DOORMOUSE - Dauntless sloop approx 20ft x 8ft x 1ft 6in (centre board raised). Built 1953 at Canvey Island for a General Dudley Ward. Well equipped cruiser fitted with Petter mini-6 diesel. Echo sounder, VHF. Lying ashore, Bedwells Walton on the Naze. Bereavement forces sale. £3,750 Contact Mrs D Weller on 0255 6219

TINKER TRAMP. Equipped for serious sailing, including luff track on mast, window in mainsail, jib, daggerboard and rudder with tiller extension. Other items include oars, pump, davit lifting points and transom drains. Only three years old and little used (in water less than six times). £950 (cost over £1500 when new)

TEAL - Purbrook Shelduck Design. 21ft LOA. Carvel built mahogany on oak. Bermudan sloop (although would make a super gaffer) with alloy spars and two good sails off and Alacrity. 7HP Stuart Turner, Blake sea toilet. A very sound craft but needs a few days work to be ready for the season, hence low price of £950. Contact Don Fordy 0792 895435

Beautifully bound volumes of Yachting Monthly. Vol 50 November 1930 - April 1931 and Vol 51 May 1931 - October 1931. £18 each, plus postage. Contact John Leather on 0206 729853

WANTED

Wykeham-Martin furling gear and Wallace 1600 safe flame paraffin heater. Contact James Reed on 0725 22393



Lowly Worm



Shotley Point - back in business for 1994



PRESERVING AND PROMOTING GAFF RIG

SNOW flurries are sweeping past my study window as I pen this ... the first Editor's ramblings of 1994.

Apologies for running a little behind schedule with this winter issue but, judging by the way the year is shaping up, we'll still be experiencing Arctic conditions come June.

This is a crowbar issue as there's so much material to cram in. So anyone who sent in submissions months ago and didn't make it this time ... don't worry, you will see your names in print 'ere long. This includes some area notes.

But it's better for your hon. ed. to be in such a position, rather than searching around for articles and photographs, not to mention letters of which there are one or two strongly worded examples penned by members angered by the anti-RYA Editorial in the last Log.

It's good to know there are some among you willing to reach with such passion. I should, however, point out that there has also been support for my viewpoint.

But enough of that issue. It's time to switch to happier matters ... like the fact that the Shotley Festival looks safe, now that the Marina from which this event takes its name appears to be back on an even keel.

Personally, I like the concept of classic boat events where gaffers rub fenders and shoot the breeze with the owners of other equally fascinating boat types.

I guess this is why Shotley has built such a following, why Glandore Harbour Yacht Club Co. Cork, Ireland is running a second classic boat regatta having stuck the proverbial toe in the water two years ago, and why Carrickfergus '94 will better the smash hit Carrickfergus '93 so clearly was.

Of course there are other well established mixed events but I'm sure there is room for more, especially in areas like the Clyde.

Meanwhile, deadline for reports, pix, articles and nasties to the ed. is mid May.

Welcome Aboard

Area	Name and Address	Boat Name
BC	J S Floutier, 49 Clarendon Road, Redland, Bristol BS6 7ET	DIANA
CP	C Payne, 45 Wickenden Crescent, Willesborough, Ashford, Kent TN24 0JL	
CP	J an Shepperd, Hemingfold, Telham, Battle, East Sussex TN33 0TU	LITTLE MINT
CWL	P J Garratt, Munks Cottage, Church Walk, Headcorn, Kent TN27 9NP	BURONG HANTU
CWL	K Billington, 'Tressa', Tregenda Hill, Crowlas, Penzance, Cornwall TR20 8DJ	BETH
CWL	M C Palmer, The Vicarage, Devoran, Truro, Cornwall TR3 6PA	GLADSOME LIGHT
CWL	A Stratton, Quarry House, 41 Trefusis Road, Flushing, Falmouth, Cornwall TR11 5UB	MARY BRYANT
CWL	K Webber, Trelawney, Antron Lane, Mabe, Penryn, Cornwall TR10 9HX	SATIN DOLL
CWL	F Piesse, 26 Bedford Row, London, WC1R 4HE	SATIN DOLL
DB	T Magennis, 82 Springhill Park, Killiney, Co Dublin	MARGUERITE
DB	J Delap, 7 Blackheath Park, Clontarf, Dublin 3	RUAILLE BUAILE
DB	B McDonagh, 95 Ardilaun, Portmarnock, Co Dublin, Eire	An Lady Mor
DB	Coiste aN Asgard Infirmary Road, Dublin 7, Eire	ASGARD II
DB	J Healion, 1 Watson Road, Killiney, Co Dublin	MORNING STAR
EC	D Barker, Alenho Antlands Lane, Shipley Bridge, Burstow, Surrey RH6 9TE	
EC	R & C Taylor, Beam Reach, 9 Nipsells Chase, Mayland, Essex CM3 6EH	SHEENA OF MAYLAND
EC	Buckley 92 Grantchester Meadows, Newnham, Cambridge CB3 9JN	
EC	A Nahum, 19 Chalcot Road, London NW1 8LL	VAGABOND
EC	M Feather, The Hunters, Hartest, Bury St Edmunds, Suffolk IP24 4DJ	SNARK
EC	M Jarman, Hillside, Wittering Road, Barnack, Stamford, Lincolnshire PE9 3EY	
EC	J Chadd, Ditchingham Cottage, Ditchingham, Bungay, Suffolk NR35 2JE	
EC	W T James, 48 Baker Mews, High Street, Maldon, Essex CM9 7AF	LONE PRIDE
EC	C Swindale, 16 Spital Road, Maldon, Essex CM9 6EB	TELEGRAPH



John Clarke

ELDER Gaffer John Spencer Clarke (Nobbie) died suddenly on Saturday October 15, aged 70. The packed funeral service at the All Hallows, Whitchurch was an indication of the high regard in which he was held by all who knew him.

John joined the Royal Navy Volunteer Reserve straight from school as an ordinary seaman, early in the 1939-45 war. He soon gained a commission and saw active service at home and abroad.

After the war, he was destined to join the family firm of solicitors at Whitchurch but, before doing so, he qualified his Naval experience by studying for a mate's ticket at the School of Navigation, Warsash. He then went to Oxford to read law before taking his place in his father's office.

John also joined the Wessex Division of the Royal Naval Reserves where eventual promotion put him in command of the Division.

The law firm of JS Clarke and Son prospered and expanded under John's leadership and he only recently relinquished the post of coroner for North Hampshire, registrar of births and deaths and "providing a comprehensive service", as he used to say.

John had many interests, but paramount was his love of sailing and the sea. In the mid 1950s he bought the first *Maresca* in partnership with a lawyer friend. She was an 11-ton gaff cutter of undoubted pedigree, but not in her first flush of youth.

Members know him as the ringleader of the three gaff rigged yacht owners who sowed the seeds of the OGA and organised the first races.

Sadly the old *Maresca* was wrecked one Autumn evening after running aground off Titchfield Haven. John was not on board but took the loss with all the sanginity and understanding one would expect of him.

He then bought the *St. Barbara*, a 22-ton bermudan sloop built for the Royal Artillery Yacht Club by Camper & Nicholson and changed her name to *Maresca II*. Serving many years of family cruising, making some intrepid voyages during that time, the boat also raced with considerable success.

It was during this period that John became a Life Rear Commodore of the RNSA.

Looking to his retirement, John had a powerful steel bermudan cutter of about 30-tons purpose built, sadly he had *Maresca III* for only two years but enjoyed two good cruises in her. The first to the Hebrides. The second - last year - was to the northern Spanish and Biscay ports.

The foregoing are just some of the barebones of John's maritime history. To draw an adequate picture of the 'Man' for those that did not know him is a task beyond the capabilities of my pen.

Large in every way, but surprisingly nimble on his feet, John could effect a 'Laid-back Rabalasian' enjoyment of life matched by his throaty chuckle when something amused him. Perhaps this concealed some of the serious efforts he must have put into his many highly successful activities.

An intelligent, kind man endowed with common sense, undoubtedly a good lawyer, a first class seaman and shiphandler, John will be greatly missed by his friends and Old Gaffers. He was so proud of that connection. But he will be specially missed by his wife Joan and family who meant so much to him. Our sympathy must go to them at this sad time.

Mike Richardson



picture is a beautiful shot taken down the leeward side of his Falmouth Working Boat *Ro-An-Mor* whilst beating up the Solent. Water everywhere and a beautiful light quality in this photograph.

Second prize was taken by Sheila Wright from the East Coast OGA for an absolutely stunning picture of the Hythe at Maldon, I am told by those who know that this picture portrays exactly the subject shown, a very atmospheric photograph.

Sheila Wright also won third prize for her photograph of the River Blackwater. This is a beautiful picture of a sunset with a gaffer centre stage.

The best Comical Photograph was taken again by Irene Cree of NIOGA for her picture of the "Vervine Bottom", enough said about that.

The prizes in the two main classes were 1st £60; 2nd £30; 3rd £20. A sum of £30 went to the first prize only in the Comical Photo class. These amounts were given in vouchers from Tecno.

Nikon donated a beautiful book of photographs which went to the winner in the best Gaff Rigged Boat category, while Tecno donated some film which went to the winner of the Best General Sailing category.

For the first year of such a venture, we can claim a very successful competition. We have got a number of very good photographs for the Gaffers Log which no doubt we will see in the coming year.

I will run the contest again this year and hope that members will enter more pictures than in 1993. I will change the rules slightly this year in that, because it costs a little money to enlarge the photo to the correct size to enter the competition, we will not demand an entry fee.

There will be no category for Comical Photographs and only a category for juniors if we receive entries from them. We had none this year.

Are there any photographers in other areas of the OGA other than Northern Ireland, Solent and the East Coast? If so let us see your pictures entered in the 1994 Competition.

Peter Lyons

ED's Note: The next four issues of the Log will feature the winning pictures of 1993 on the front and back covers.

Jay Cresswell

MEMBER'S HANDBOOK AND BOAT ARCHIVE

All members should now be in possession of their own copy of the Member's Handbook and Boat Archive. The production of this has been a mammoth task and it is inevitable that there will contain some errors. The data for this publication was extracted from the OGA membership and the boat archive databases, which do include some horrors.

If every member would take just a little time to read carefully their own entries, personal and boat data, then complete and return the blue boat registration forms to Dick and Pat Dawson we would be in a better position to ensure these mistakes do not re-occur.

At the AGM in January, Ian Edmond asked that a note be placed in the Log explaining the circulation of the Member's Handbook and Boat Archive.

Only fully paid up members of the Association will receive copies of the above publication. Free circulation and affiliated members do not receive a copy.



Area	Name and Address	Boat Name
EC	J D Greenwood, The Anchorage, Dolphin Corner, Saham Toney, Norfolk IP25 7EN	
EC	J Beaumont, 24 Falklands Road, Burnham on Crouch, Essex CM0 8SN	TARA
EC	H A Homan, Platteweg 33, 2811 HM Reeuwijk, The Netherlands	PAGAN
EC	J Robinson, 46 Tredegar Square, London E3 5AE	VAGABOND
MNK	A Ratcliffe, South Dock Marina, Rope Street, Plough Way, London SE16 1TX	CONTARO
NE	T Hooper, 11 Butts Road, Barton on Humber, Lincolnshire DN18 5JH	MEMORY
NE	G Bell, Carr Cottage, Great Bravington, Capheaton, Northumberland NE19 2BN	ALICIA
NI	D Millar, Site 60, Royal Lodge (PH 2), Purdysburn Road, Belfast	
NI	I Kirkpatrick, 60 High Street, Bangor, Co Down BT20 5AZ	
NI	M Trimble, 225 Glebe Road, Carmoney, Newtownabbey, Co Antrim BT36 6NF	
NI	F Burton, 3 Baillie Park, Bangor, Co Down BT19 2QN	
NI	D McCleave, 46 Ravenhill Park, Belfast BT6 0DG	
NI	D Finlay, 61 Warren Road, Donaghadee BT21 0PQ	GUILLIE
NI	R Kent, 9 Hillside Rise, Whitehead, Co Antrim BT38 9PL	
NI	D McKendry, 28 Donegall Rise, Whitehead, Carrickfergus, Co Antrim	
NI	K Hewson, Golseleigh, Ballaugh, Kirk Michael, Isle of Man	ROIN BAHN
NI	P B Bates, 5 Trevor Street, Holywood, Co Down BT18 9NA	
NI	I C Wylie, 22 Marmont Park, Holywood Road, Belfast, BT24 2GR	
NI	J Mathers, Rosslea, 14 Castlewood Avenue, Coleraine, Co Londonderry BT52 1JR, Northern Ireland	NORSEMAN
NI	C C Davison, 13 Grange Park, Bangor, Co Down BA20 3QG	SPRAY
NI	W L B Miller, 62 Kilmore Road, Lurgan, Northern Ireland BT67 9LW	
NI	R Ruddock, 12 Glenville Avenue, Portrush, Co Antrim BT56 8HL	QUEST
NI	J C Bates, 12 Carwood Gardens, Newtownabbey, N Ireland BT36 8LR	EBBTIDE
NI	S E H Murphy, 40 Coronation Road, Carrickfergus, Co Antrim BT38 7EZ	
NI	N H Eastham, 'Cronk Airh', 27 Farm Hill Lane, Springfield, Douglas, Isle of Man IM2 2EF	
NI	D McClean, 37 Donard Avenue, Bangor, County Down BT30 3QD	
NI	J A Mayne, Wayfaring, 8 Ailsa Road, Cultra, Holywood, Co Down BT18 0AS	SHEEVRA
OS	J Pinkerton, Morna, P S D Split Yacht Club, Lucica 4, Split 58000, Croatia	MORNA
OS	J L Dezard, 1 rue Sadi Carnot, 27700 Les Andelys, France	BONNE ESPERANCE
SOL	C Perkins, 45 St George's Square, Pimlico, London SW1V 3QN	MORDIALLOC
SOL	J Richardson, The Byre, Rew Street Farm, Gurnard, Cowes, Isle of Wight PO31 8NS	
SOL	D Bouldin & Jewitt, Flat 1, 51 Mallinson Road, London SW11	
SOL	J Garlick, Fairwinds, 15 Pound Mead, Haylands, Ryde, Isle of Wight PO33 3HH	EMILY ALICE
SOL	T Cunliffe, Brent Cottage, Lover, Salisbury, Wilts SP5 2PW	HIRTA
SOL	J Reed, Lane End, Woodgreen, Fordingbridge, Hampshire SP6 2AY	KAMALA





Isult in the foreground. Jo Lester (black top) yarns with Dun Coutvre (on jetty)

Minutes of Annual General Meeting

held at the Cruising Association on Saturday 15 January 1994

PRESENT

C R Williamson (President), M R Burn (Hon. Secretary), G A Beagley (Hon. Treasurer) and 56 members and guests.

The President welcomed everyone and said that at the end of the meeting the OGA will have moved forward.

APOLOGIES

Apologies for absence were received from M Miller, M Shaw, M Roop, M Collins, J Miller, B Lomas, R Coles, C Edmond, R Morris, J Mattison and C Briggs.

APPROVAL OF THE MINUTES of the 1993 Annual General Meeting as published

in Newsletter Winter 1992/3.

Ian Edmond noted that the Hon. Secretary's Report was separate from the AGM minutes in the Newsletter.

Proposed by David Cade, seconded by Sam Bayliss that the minutes be accepted. Carried unanimously.

MATTERS ARISING

George Jago last year queried the amount of money spent on Brest '92 and felt that no explanation had yet been given. David Cade replied that he thought it had been covered but the money was spent on

sailing, music and crack the following results and awards were declared:

Class 1 *Kelana of Clynder* - Hugh Arbuthnot (Scotland); Class II *Vilia* - Stephen Clarkson (Donaghadee, Co Down); Class III *Tjaldur* - Sean Whiston (Dublin); Class IV *Fyne Lyne* - Dr Ian Fleming (Scotland); Class V *Tanish* - Robin and Alison Brennen (Carrickfergus); Class VI *Spindrift* - Richard Bell (Strangford Lough); Class VII *Moth* - Lawrence Jess (Strangford Lough); Best contribution to the event - *Vervine Blossom* - Mick Hunt (Howth); Most musical boat - *Morning Star* - Johnny Healion (Dublin); Farthest travelled boat - *Sula* - Dave and Anna Blinkhorn (Holyhead); Youngest

helmsperson - Ross Kerr (Newtonards, Co Down); Lady skipper - Ina Russel (Strangford Lough).

On reflection we had been extremely fortunate with the weather and pleased with the turnout, camaraderie and general organisation. In an otherwise forgettable summer an event was created which celebrated the 30th anniversary of the foundation of the OGA, gave a welcome impetus to traditional sailing and which provided a platform on which to build for future years.

Classic Sail '94 is scheduled to take place June 2-5 - See you there. Contact NIOGA President Alan Aston for details.

Some area notes have been held over again due to lack of space - ED.

Gaffers in Focus



I received over 60 entries for the 1st International Annual Photographic Competition, this from a membership of over 1000. I suppose therefore that the entry might have been better, but the standard of the photography 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, Rowel Friars, a prominent cartoonist and Judy Mayne from Royal North of Ireland Yacht Club, where the photographs went on show recently.

The winning photograph of *Moondancer*, a ferrocrete gaffer built in 1975 was taken at the Strangford Lough Regatta for Galway Hookers and other Traditional Craft in 1993 by NIOGA member, Irene Cree. This was an exciting picture of a gaffer in full flight, a worthy winner.

Second prize was won by Adrian Spence for his spectacular photograph of *Saint Patrick*, the 1909 built Galway Hooker framed by an ice arch, taken on her 1993 trip to Greenland.

Third prize was again at Strangford Lough Regatta, this time a photograph of *An Lady Mor*, another Galway Hooker in full flight, taken by Neil Eastham of Douglas in the Isle of Man, a member of the NIOGA.

In the General Sailing category there were some beautiful photographs of all sorts of activities which we OGA people get up to.

Winning picture in this class was taken by W R Read of the Solent area OGA, his

and expertise in the organisation of a traditional boat rally. That this proposal held long-term potential was recognised immediately and the timing of the inaugural event coincided perfectly with the celebration of the OGA's 30th anniversary.

A steering group was formed comprising representatives of NIOGA, local and central government and the Carrickfergus Sailing Club. Apart for the substantial, and ever growing, fleet of local traditional boats, invitations were issued to potential participants in Scotland, England, Isle of Man, Wales and the Republic of Ireland.

The event began on Thursday June 3 with an informal and very musical gathering in the Carrickfergus Sailing Club. On arrival, each participating skipper received a presentation pack containing information about the event. Meal vouchers and mementoes of the regatta included a copy of "On Carrick Shore" the folk music tape produced by the Northern Ireland Old Gaffers Association.

On Friday a fleet of chartered coaches took crews on a tour of the Glens of Antrim including the almost mandatory (and for some eagerly anticipated) visit to the world's oldest whiskey distillery at Bushmills.

Those who remained at Carrickfergus became a centre of attraction for media and interest in the largest gathering of traditional boats seen in Belfast Lough in living memory gathered momentum.

Throughout the day the fleet steadily grew in number and now included the legendary Galway Hookers *Morning Star* and *aN Lady Mor*, the Manx Nobbies of Mike Clark and Mick Hunt, Adrian Spence's newly acquired *Madcap* - the oldest of the Bristol Pilot Cutters and, from Wales, Dave Blinkhorn in the magnificent Polperro Gaffer *Sula*.

One of the last to arrive was the most traditional of the new boats - a start of the '92 Boat Show - the 34ft Tarbert Yawl *Fyne Lyne* owned by Dr

Ian Fleming and crewed by her Scottish builders Gordon Findlay and David Raeburn.

These and scores of vessels of every shape, size and vintage took their places for the Parade of Sail on Friday evening. The fleet, witnessed by thousands of eager sightseers, entered the historic old harbour of Carrickfergus with its 12th century Norman castle providing a romantic backdrop and ideal location for a spectacular fireworks display which ended the day's formal proceedings.

Needless to say the crack continued well into the night until, as Saturday dawned, the last of the Old Bushmills Converts made their way to their bunks for a few hours rest. Those able to face breakfast (and daylight) were afforded not only the restaurant but the full facilities of the Carrickfergus Leisure Centre with the compliments of Carrickfergus Borough Council.

A programme of watersports preceded the first race of the regatta on Saturday afternoon. The sun shone and an adequate breeze guaranteed a splendid spectacle and some close racing in each of the classes.

After the race, the Mayor of Carrickfergus Alderman Sean Neeson - a noted maritime historian - performed the first official duty of his year of office by welcoming crew members to a reception in the castle. A barbeque, followed by more music and song in the Sailing Club confirmed (if such were needed) native hospitality and the popularity of our national beverages.

The Sunday programme followed a similar format to that of the previous day. In the freshening wind the larger workboats were able to at last demonstrate their true paces while the windward ability of *Fyne Lyne* drew comments and envious glances from the most ardent adherent of bermudan rig.

The end of a magnificent weekend of

travel expenses and the OGA stand.

PRESIDENT'S ADDRESS

The President said it was nice to see so many people here - the Boat Show must have been bad! He especially welcomed a French contingent from Normandy and Brittany, including their President M. Bernard Rosselot.

He spoke of the work done by the National Committee this year. The EC Directive work was done mostly by Mike Burn, who will advise progress later. Members views on this vary enormously from 'we should have no connection with politics', to 'let's put a barrier across the Thames and burn Parliament down'. The amount of time spent of the EC Directive is enormous and I should like to thank Mike and his team for this.

Membership Book and Boat Archive - This was a long time coming and while there are some wrong entries we do now have a definitive list. There are currently 1035 paid up members and 2000 boats on our register - let us try to get the other 965 boat owners into the OGA.

Tonight the Committee has set up a "Think Tank". It cannot take decisions or spend money but it will help the Association to function more smoothly. This group of people consists of - George Beckett, Jon Wainwright, David Cade, George Beagley, (our new Hon. Treasurer), Alan Hidden and myself. They have not been chosen from particular areas but are people whose experience is suited to the job in hand.

I have reports from some of the areas. The East Coast area have maintained their links with Holland by once again attending the Dutch Classic Yacht Regatta at Hellevoetsluis. They arranged it out of the school holidays this time so that I could not go! I have read some of the logs from the trip and my advice is - don't go into the Roompot!

Northern Ireland area had a wonderful Festival at Carrickfergus. It was lovely to hear of North and South getting together

at this event. Solent area arranged a trip to Guernsey but I understand most of the people got as far as Yarmouth (Isle of Wight) because of the inclement weather, though a few did actually make it. Also in their area was the Yachting Monthly Cowes Classic Festival that I attended but did not see many OGA boats there. (Someone from the floor suggested the high entry fee was the reason).

The OGA has a very high profile and has become a standard by which people judge themselves. A lot of time and effort is taken, not just by committee people but by members who support them. I cannot speak too highly of the area committees. We should all support them, and on behalf of all members I should like to thank them.

Thank you Cruising Association for allowing us here tonight. Next year, providing they will have us, we shall be one and a half miles down river at their new premises where there will be free car parking and draught beer available. Instructions will be issued.

HON SECRETARY'S REPORT

There are today 1035 fully paid up members of the Association of which 363 are family members. There have been 190 new members joined the Association this year, which does not include those recently past members who have rejoined through active mailing and telephoning.

Whenever I have new applicants come to me for membership I encourage them to join as 'family' members just to swell the coffers. Please would Area Secretaries and members do the same as it would painlessly increase the subs intake. Also please continue collecting into the fold those recently missing members.

I spent two evenings on the telephone recently and recovered eight Clyde members and eight superb boats that the Association would have lost. They were all delighted to be back in.

The Membership Secretary's office

will be direct mailing, as agreed last year, all members who do not pay by banker's order in an effort to ensure that the losses of members, accepted in past years do not occur.

The President added that we no longer have a Clyde area but Scottish members will be making an effort to reorganise themselves and welcome any ideas.

HON TREASURER'S REPORT

I have distributed copies of the accounts (page(s) 9&10) and would like to thank George Beckett for auditing them. The figures are self-explanatory. Membership fees increased due to Mike Burn's efforts.

Cost of newsletter is high because it includes five issues. The increase is cost of stationery etc. is due to extra mailings by the Hon Secretary. Please note that since these accounts were prepared approximately £9,000 has been spent on the Membership List and Boat Archive. Proposed by Brian Hammett, seconded by Duncan Spencer that these accounts be accepted. Carried.

Brian Hammett thanked the Hon. Treasurer for an excellent set of accounts and his forecast for the next year. He said we have obviously found ourselves a very good Hon. Treasurer.

ELECTION OF OFFICERS

There was only one position due for re-election - that of Hon Secretary - and one nomination - Dick Dawson.

Dick was proposed by Mike Burn, seconded by David Cade. The President asked Dick to accept and take the position.

The new Hon Secretary then addressed the members as follows - 'I realise I will only be the third Hon Secretary since the formation of the OGA in 1963. Thank you for your confidence in me.

I will do my best to do the job as per my predecessors. We should all be grateful to Mike Burn for all that he has done. I will support the new 'Think Tank'. Liaison must be kept up with other groups and the

membership list and boat archive must be reproduced as regularly as possible.

There will be a temporary overlap of Membership Secretary and Boat Register, (must resolve to get Pat's name in Boat Register).

Thank you everyone - I will do my best to serve the Association as it would wish to be served'.

Arthur Keeble proposed thanks to Mike Burn, seconded by George Jago.

PROPOSALS FROM AREAS TO BE PUT BEFORE THE AGM

a) From Tom Felgate - change 'pitchfork' in Rules to 'gaffjaws'.

Tom Felgate's letter was read out. Graham Wadson suggested it should stay 'pitchfork'. Dick Dawson read John Clarke's letter from Gaffers Log. Ian Edmond felt it should remain the same if only in memory of John Scarlett. George Beckett's proposal from the earlier meeting was that 'this is a quaint eccentricity that the Association wishes to retain'. Tom Felgate's proposal was put to the vote - 1 for, everyone else against. Proposal not carried. Subject now closed.

b) From North Kent Area - 'vote of thanks to Hon. Secretary'.

This was proposed by Robert Holden, seconded by Lena Reekie and concerned the EC Directive and Membership List and Boat Archive. It came from all the North Kent Area committee and was supported by Cornwall Area. The proposal was carried unanimously.

Alan Hidden asked whether future EC Directive work would be handled by Mike Burn or Dick Dawson. The latter replied that there would be a substantial handover period when Mike instructed him on this matter.

c) From East Coast Area - 'The East Coast Area is concerned that approximately one third of the Association funds have been committed on the

the most serious it was a very gentle drift to the finish line off Portsmouth.

The best sailed boats made it to the front of the fleet and, making the best of every fickle puff, *Eleanor Mary* stretched out an unbeatable lead. On a day which should have been dominated by small boats, *Brilleau* and *Iseult* did very well indeed to cross the line amongst the first five boats. *Lorna II* did wonderfully well, crossing third, but even she was beaten on handicap by the smaller boats, both old and new. *Daisy* took the day, crossing the line only four minutes after *Eleanor Mary* but winning by 13 minutes. In all, 38 boats finished out of 51 starters.

After the finish, the fleet made its way to Port Solent marina to lock in for celebrations. It's a fascinating trip, passing old Portsmouth with HMS *Warrior* and HMS *Victory* representing past Naval glories and on the final leg, past the superbly preserved Roman walls of Porchester Castle.

The committee had the usual rush to process the results and allocate the prizes. Chris Clode, the Marketing Director of Port Solent, presented the prizes. The overall winner and hence the Commodore for 1993-4 was Geoff Skinner in *Daisy* and the Friendship Trophy was awarded to Bob Gingell, a regular competitor in our events for many years in *Olive Mary*.

Next morning 50 odd gaffers made their collective exodus from Port Solent and were soon wending their way down Portsmouth harbour setting sail as they went.

There was little wind for the passage race to the Hamble. The start was off Number 2 Bar Buoy; the race instructions were to time your start any time after 1100, then to time your finish off Hamble Spit Buoy. Those that were up bright and early and started at 1100 appeared to carry the wind the whole way.

Those a little later had a gentle easterly breeze for a while. It then became very fickle and it was only the tide that was carrying the boats in the right direction. It

was frustrating to see that the Fawley chimney smoke showed there was a good south westerly further up the Solent. Many gave up and resorted to the iron topsail but for those who persisted the breeze eventually arrived and gave a fine sail up past Lee on Solent and into Southampton water.

Once again *Brilleau* gave a fine performance, crossing the line third but dropping to fifth on handicap. *Falmouth Bay II* dominated the day, with *Little Apple* hard on her heels, perhaps the most interesting performance for the two races was put in by *Angele Aline II*, a Belgian sailing trawler.

Up at the Elephant Boatyard Tom Richardson single-handedly found everyone a snug berth. Ron and Anne from the Jolly Sailor had set up a barbeque and, in the marquee, a bar. There was soon a good gathering around both. Mark Woodhouse, of Hall and Woodhouse who sponsored the Sunday festivities awarded the prizes. *Falmouth Bay II* won the passage race and the Golden Baguette, awarded for pizzazz, went to Tony of *Pisces of Womack*. This year it was awarded for the quality and extent of his hospitality.

A video of the event is available. Please contact Mark Taylor, Solent Area Hon Sec, for details.

NORTHERN IRELAND

Classic Sail Carrickfergus 1993 by George Holmes

IN the wake of the success of the Northern Ireland Old Gaffers Association 'Classic Sail' events on Belfast Lough in 1991 and 1992, it was almost inevitable that something bigger was just 'over the horizon'.

This finally appeared in December last when Carrickfergus Borough Council approached the local Old Gaffers Association seeking advice, assistance



Angele Aline II gets a good start - Solent Race 1993

Photo by Sam Bayliss

SOLENT AREA

by Dick Dawson

COWES has had its fair share of fine yachts with proper rigs visiting this summer but the last Friday in August saw the finest collection of all, when the Solent Area's race and rally arrived. The start was traditional with an informal gathering in the Medina during the afternoon and evening. The wind was blowing smartly from the north so conditions in the river were a little bumpy but the breeze promised a good race in the morning.

However, wind is a fickle thing and, as the fleet prepared for the start on Saturday morning, it was falling light so everyone was setting every stitch of sail they possessed. The race was won or lost at the start, which was easterly running

against a foul tide. Those who kept inshore made over the tide towards Norris. Some further out, hoping for clear wind that never came, found themselves proceeding in a westerly direction towards Gurnard (in *Beagle's* case, beyond). In fact *Mary Niven's* owner boasted that he inadvertently went to Yarmouth for lunch.

Some of the most interesting sailing was soon after the start, with the fleet trying to make it over the tide past Old Castle Point. Here, one's distance from the shore made all the difference in keeping out of the tide and a bunch of boats struggled for what seemed ages to pass MDL buoy as they fought for every inch of ground. Once around Norris, negotiating the rest of the course became easier as the tide slackened. The wind remained light and for all but

publication of the OGA Membership List and Boat Archive without adequate consultation of the members. It is further concerned that the Membership List and Boat Archive have been issued together, contrary to the wishes of the last Annual General Meeting.

It is therefore proposed that no further sums be spent on capital expenditure until a Finance and General Purposes Committee, to be elected at the AGM, has met and discussed proposals for restructuring the Association, and the findings of that committee have been put in place'.

This proposal was seconded by the Solent Area.

Brain Hammett said there was no complaint about the actual Membership List/Boat Archive. The reason for this proposal is because nothing was done last year. Hopefully the new re-structuring Committee will solve this problem. I understand their first meeting will be in approximately one month's time.

George Beckett verified that this AGM last year agreed a course of action whereby no expenditure be spent until a F&G Committee was formed. He approved the East Coast proposal and felt happy that by next year this would be in motion.

Sam Bayliss was unhappy about putting an embargo on spending for 12 months.

Jim Forrester proposed that 'no further extraordinary sums be spent on capital or revenue'.

John Denner asked what is the authority of the new committee and who will they report to. George Beckett replied that they will report to the OGA National Committee and the 'Think Tank' will not be empowered to make any decisions.

George Jago suggested that the East Coast proposal as amended by George Beckett and Jim Forrester be put forward. It was agreed that the proposal, as amended, be adopted.

Ian Edmond reminded members that any proposal should be notified at least six weeks before the AGM to make them legal.

EC DIRECTIVE

Mike Burn told members that at a meeting on 16 December, the 'non retrospective' clause that had been achieved by the OGA, CA and MOCRA was overturned by the French, who voted against it.

The wording to go before the European Parliament needs to be sorted out. The above mentioned trio and the RYA will be part of a group of twenty bodies to form a Users Representative Group who will decide how it will be put forward in this country.

There was considerable discussion on the role of the RYA as seen by Mike Burn and the CA and MOCRA representatives. Charles Stock was concerned about the criticism of the RYA. He has worked on the RYA Council and feels they have done a lot of good for yachtsmen, ie the Small Ships Register.

Sam Bayliss was concerned about possible problems when visiting other countries. Mike said France already has regulations. Jon Wainwright had received from Jack Miller a copy of a DTI letter that seemed to indicate that there was no great problem with EC boats but something like the restoration of a boat from the USA could bring difficulties.

MEMBERS LIST AND BOAT ARCHIVE

Arthur Keeble asked why the membership list and boat archive had been produced in one publication. Mike Burn replied that it had always been the intention to give members the information that had been built up over the years. It was his decision to issue them together but said they may be separated at a later date.

George Jago said that was going against last year's minutes and he was concerned about Mike Burn's unilateral decision.

Arthur Keeble asked for assurance that this publication was not made available

to the public, to which Duncan Spencer replied that only paid-up members of the Association had been or would be sent copies. Ian Edmond asked how we stood concerning the Data Protection Act and the President confirmed that registration will be acquired. Alan Hidden asked for an insert in the Gaffers Log re above.

GAFFERS LOG ADVERTISING

The President asked for member's views on this proposal. He said the CA and the Little Ship Club do this successfully. Arthur Keeble asked does this mean squeezing out other information but the Newsletter Editor Jay Cresswell explained that it would just increase the size of the Log.

Roger Walker asked what was the usual size and Jay Cresswell said 24 pages, but last issue was 28 pages plus a two page insert. Duncan Spencer (the printer) said that the advertising insert paid for the four extra pages and that up to 30 pages would cost the same postage.

Arthur Keeble hoped that the advertisements would be relevant. The President assured him of this, the Editor will be the arbiter, and said we should accept this proposal to offset costs.

A vote was taken with one against, the majority agreed.

Ian Edmond was unhappy about certain things put in print and felt the Jay Cresswell should state which are his personal views and which are those of the Association. Otherwise he congratulated the Editor on the new Gaffers Log.

ANY OTHER BUSINESS

The President had a letter from Mark Miller (Cornwall Area) congratulating - the Editor on the improved newsletter, those concerned with producing the Membership List and Boat Archive and the Hon. Secretary re. the EC Directive.

Dick Dawson said he was aware that there were mistakes in the Members Handbook but asked would all members

please complete the blue form and return noting any errors and also giving any information regarding boats etc. He asked Area Secretaries to stress how important this was.

Jon Wainwright informed the meeting that a new Association for Maritime and Waterways Preservation had been formed. George Jago and himself were involved with this and will report to the OGA.

Mike Lewis suggested that the new East Coast handicap system should be decided at the National AGM, not locally. The President said this only applied to boats in the East Coast Area. Jon Wainwright said this was discussed at the East Coast AGM and he was experimenting with revised handicaps.

A handicap committee has been formed and will put forward a paper when some results are obtained. Mike Lewis thought no OGA race should be run under this 'new' handicap system. Jon Wainwright replied that with the vast range of boats in the East Coast Race this adjustment made for fairer results.

Tim Beckett said that he had nothing against performance handicaps but they should be separate to the TH(C)F - he found four different handicaps in four races a bit disconcerting.

Dick Dawson said there should have been no need to adjust the TH(C)F. If the East Coast Secretary came back to him with recommendations, the committee would be pleased to consider them. Handicaps are currently controlled centrally.

Alan Aston gave brief details and had leaflets on the festival to be held at Carrickfergus (Northern Ireland) again this year. Last year's festival was a great success and it is hoped that the 1994 event will be even better.

Sam Bayliss said the French contingent had brought over leaflets re an event in St. Malo. He also had details of other overseas events.

we had the Mersey Rivers class *Deva*, *Merlin* the Itchen Ferry, *Roker* the Zeeschauw and the classic yacht *Island Maid*; from the Crouch we had cockler *Alice and Florrie*, lifeboat *Sheba*, the cruising *Francesca* and the Blackwater Sloop *Adelle*. From Brightlingsea we had *Bee* the smack yacht, and from the Mersea the Crabber *Lady of Rock*, who with the others rafted up to the council pontoon. Maldon, with its foreground of the barges and the backdrop of town and church on the hill is certainly a place to arrive at, unusual on the East Coast.

The supper was attended by some 50 members, and in the absence of the Politburo (had Yeltsin incarcerated them too?) that very longstanding member Ian Edmund proposed the toast to the OGA, after recounting some of the key moments of the association's history, together with some interesting statistics concerning John Scarlett's output of a million words a year.

The next morning saw the gaffers fleet sailing down the river with the barges to Osea, in preparation for the start of the race to Brightlingsea.

There the numbers were swollen by many more interesting craft; local boats such as Mike Peyton's *Touchstone*, and Ian Edmund's Deben Cherub *Sea Pig*, the magnificent Summers & Payne cutter *Hardy* and the Harrison Butler *Fleetwing*; others like the classic racer *Sheena* and the ECOD *Nancy* together with the Lyn Shrimper *Lily May* and the smacks *Martha II* and the *Sally*. From slightly further afield came the classic cruiser *Cappriccio*, *Reginald the Dane*, *Pleione*, the New York sloop *Emma of Bosham* and the Dracombe *Wind Eye*. The broad church of the OGA was typified by the fleet.

The start was split into two as at Walton and, after some initial blocking and luffing, it was the Cornish Crabber *Lady of Rock* showing remarkable disdain for her handicap, by streaking ahead of the fleet in the northerly wind. Even with twin spinnakers, *Deva* could not catch her, and she held the lead right up to the

Wallet Spitway, the leeward mark.

Tactics came into play with the ebbing tide and the headwind. Whilst the obvious tactic was to tack into the Swire hole to avoid the current, the best move was actually to cross the current and head for Clacton to pick up the flood, which appears to start running a good hour before it reaches the Blackwater.

Alice and Florrie played this card to great advantage. But at the end of the day it was the boat speed to windward which counted more than TH(C)F, and the fast boats had their day in the increasing northerly in the gloomy mist. Threats of gales the next day caused some of the Crouch boats to make for home after the Spitway, but we still had a good finish at Batemans Tower in the Colne.

Prizegiving was held in the Anchor Hotel, and the unusual circumstances of the return of the Anniversary Trophy were explained to the winner, Crispin Thomas in *Cappriccio*.

Winner of the Down's Road Boatyard Trophy was Ross Perkins in *Sheena*. Mike Peyton in *Touchstone* took second place, whilst Sean Clatworthy in *Nancy* took third.

Thanks also to the Anchor Hotel, Maldon LSC, Brenda and the Aussies, and particularly Rob Holden for bringing the Anniversary Trophy up from Sandwich.

Results

1 - *Cappriccio*, 2 - *Sheena*, 3 - *Touchstone*, 4 - *Nancy*, 5 - *Emma of Bosham*, 6 - *Fearnought*, 7 - *Martha II*, 8 - *Lady of Rock*, 9 - *Merlyn III*, 10 - *Deva*, 11 - *Hardy*, 12 - *Alice and Florrie*, 13 - *Pleione*, 14 - *Bee of Brightlingsea*, 15 - *Reginald the Dane*, 16 - *Wind Eye*, 17 - *Sea Pig*.

Late News

Jon Wainwright, the East Coast Area Secretary, is recovering from a second heart operation. We all wish him a speedy return to health and look forward to seeing him at the Shotley Festival.

barbeque and bar equipment.

Results

1 - *Emma of Bosham*, 2 - *Suantress*, 3 - *Deva*, 4 - *Touchstone*, 5 - *Atahuala*, 6 - *Marie Ritchie*, 7 - *Merlin*, 8 - *Sheena*, 9 - *Reginald the Dane*, 10 - *Catchalot*, 11 - *Fleetwing*, 12 - *Bramble*, 13 - *Avola*, 14 - *Merlyn III*, 15 - *Nirvana of Arklow*, 16 - *Pleione*, 17 - *Magaret Anne*, 18 - *Witch*.

Anniversary Rally at Maldon 26 September

SOME 30 years ago a group of gaff rig enthusiasts formed the OGA at Maldon Little Ship Club, flushed by success of their respective races on the East and South Coasts. The concept of bringing together such a wide range of boat types, from smacks to classic racers was always a challenge, and still is to a large extent.

But the success of generating interest in traditional craft has been an outstanding achievement of the organisation, and Mike Burn's work on ensuring Brussels does not legislate us out of existence would gladden the hearts of the original founders.

On the East Coast, the OGA does not have quite the pull in Maldon it had in John Scarlett's day, what with the novelty having worn off, and local organisations now promoting suitable events for our craft.

But on the other hand activity outside of Maldon has grown tremendously, as has the area membership. But to maintain the important link with the area, the East Coast stage on behalf of the OGA a special meeting and supper at Maldon Little Ship Club every September.

Favourable weather saw many members attend by boat; from Mistley

Jay Cresswell asked that copy for the next Gaffers Log should be sent to him by mid-February. He desperately needs photos, preferably prints.

Peter Lyons (Northern Ireland) had a display of some of the excellent entries to the Photographic Competition which closed on the February 1. Prizes to be funded by the OGA.

Rob Holden asked what was the situation at Shotley Point Marina, to which Jon Wainwright replied that the old owners had gone into liquidation and the company had been sold but no details were known at present.

Sam Bayliss proposed a vote of thanks to Medway and North Kent Area for providing such excellent food.

The President announced that John Clarke, one of the founder members of the OGA had died in October. (see Obituary).

A vote of thanks to the National Committee was proposed by Ian Edmond, seconded Mike Lewis and carried unanimously.

The President thanked everyone for their input and the meeting closed at 20.12hrs.

INCOME AND EXPENDITURE ACCOUNT

for the year ended 30 September 1993

INCOME	1993	1992
Membership fees	11,468	7,623
Donations	1,359	2,612
Insurance Commission	633	573
Investment Income	560	795
Insignia Surplus	365	359
	<u>14,394</u>	<u>11,962</u>
EXPENDITURE		
Newsletters	7,702	2,176
Stationery, Post and Telephone	1,488	530
Printing	669	952
Travelling & Subsistence	1,139	632
Hire of Rooms	235	235
Professional Assistance	171	599
Clerical Assistance	-	537
Subscription RYA	24	24
General Expenses	70	378
Bank Charges	53	96
Area Funding	49	306
Donation RNLI	250	250
Brest '92	-	519
	<u>11,850</u>	<u>7,234</u>
Excess of Income over Expenditure	<u>2,545</u>	<u>4,728</u>
	<u><u>14,395</u></u>	<u><u>11,962</u></u>



Guide Me at Looe June 93 wiping the floor with all comers - Photo Bart Wordsworth

BALANCE SHEET AS AT 30th SEPTEMBER 1993

<u>CURRENT ASSETS</u>	1993	1992
Bank Deposit Account	17,000	13,652
Bank Current Account	255	196
Cheques and Cash in Hand	926	235
Insignia Stocks	1,660	2,184
	<u>19,841</u>	<u>16,267</u>
 <u>CURRENT LIABILITIES</u>		
Sundry Creditors	2,622	986
Corporation Tax	139	47
	<u>2,761</u>	<u>1,003</u>
 <u>NET CURRENT ASSETS</u>	<u>17,080</u>	<u>15,234</u>
 <u>GENERAL FUND</u>		
Balance from previous year	15,234	11,356
Expenditure from Reserves	<u>699</u>	<u>850</u>
	14,535	10,506
Excess of Income over Expenditure	<u>2,545</u>	<u>4,728</u>
	<u>17,080</u>	<u>15,234</u>

These accounts are those of the Central Committee of the Association and do not incorporate the assets and liabilities of Area Committees. Returns from some of the Area Committees show further net assets of £3,315. Since the date of these accounts the Association has undertaken the publication of a Members Handbook at a cost of approximately £9,000.

G.A. Beagley FCCA
Hon. Treasurer

I have examined the above Accounts and certify that they are in agreement with the books and vouchers presented to me.

G. Beckett
Hon. Auditor

Often on each rally we see another interesting boat being welcomed into the fleet, and this time it was the Law's design *Atahuala*, a 30 foot "cruiser" which looks like a hardtop version of an ECOD and has about the same performance as a GT version of *Chittabob* or *Nancy*.

All the courses took boats out to Medusa, but this year the N/NE breeze gave advantage to the Orwell, Stour and Deben boats. It was a fine sight to watch craft coming together in Pennyhole Bay.

We had two *Merlins*, one a Stour based GRP Ichen Ferry, the other the Orwellian smack yacht. Albert Strange sent *Nirvana of Arklow* to represent his fine pedigree of design, whilst another famous designer, John Leather, had *Pleione* on display. These were the gaffers which strained neck and neck for the finish off Island Point in the Blackwater, and the need to start on the scheduled time was really apparent, as *Atahuala* who started 3 minutes late was pipped to the line by *Deva*, having just slipped through *Merlin* the smack yacht.

We gathered on Stone Point to witness the arrival of several others from southern parts. *Catchalot*, the Dunkirk Little Ship (whose skipper and mate had an announcement to make). The "International" travelling studio and creche, *Pretty Kitty*, whose skipper is famous for her Marine Miniatures, one of them in human form. A beautiful marine miniature, this time in boat form, the Harrison Butler *Fleetwing*; another pretty creature, little Hillyard *Margaret Anne*; vanguard of the Crouch Mafia, Don Harman's West Country cutter, joined by *Alice* and *Florie*, one of the last sailing cocklers; vanguard of the North Sea Fleet, the "Hoy" *Avola*; the OGA cartoonist's converted gaffer *Touchstone* (it can convert to bermudan rig.) ... and many others.

A fine party was held on a beautiful night, with OGA bar and barbeque, and although the anchorage was crowded, the shore was relatively peaceful.

The next day we planned a race to Wrabness, but the wind appeared fickle. Eventually we had a light westerly set in so we chose the best course we could, somewhat apprehensively in the light of a sluicing spring ebb. However, the race turned out to be the best for a long time as a super southeaster set in.

Several of our boats raced single handed - *Merlin* and sister Ichen Ferry *Bramble* together with French 7.5 metre *Sheena* and the cutter *Sauntress*, and very competently too. After a run to Pye End, the trick was to beat over the tide to Stone Banks by using the shallows in the bay, many noting *Deva's* little turn straight back up the Backwaters after rounding, and following.

The wind was superb the way it whisked the fleet up to Outer Ridge, then gave them a reach up to Landguard before running through Harwich harbour to Shotley Spit. The close reach up the ebbing Stour was another chance for some tactics, whether to choose the shallows and back eddies on the north bank bit risk being forced to tack because of a header.

The finish at Wrabness was close again, the split start of fast and slow boats being most effective. *Lady Dorothy*, a vintage motor yacht was the appropriate committee boat, to clock the craft in. And when Airdale - crewed Scottish Ferry *Witch* crossed the line, there was plenty of time to work out the handicaps and set up the second bar and barbeque. The second night seemed even better than the first, perhaps set off by the appearance of the disco-lit harbour launch trying to clear the channel for the Mistley freighter.

New York scow *Emma of Bosham* proved the fastest on TH(C)F, followed by *Sauntress & Deva*, whilst *Catchalot* took first in class 2. All were very grateful to Dick Patterson and Gerry Bridger for running the line, and to Roger Pattle for permitting us to use the beach at Wrabness. Also much thanks must go to *Merlin* and *Pleione* for carrying round the

resulting in a photo finish (*Avola* was credited winner!)

There was some confusion over the next two days as results were worked out with different starts and different number of laps. However, it was decided that *Mary*, the Cornish Pilot Cutter would be first, *Noorderzon* second and *Deva* third. Indeed with *Korybant's* prizewinning efforts in the hotshot class, it was a superb result for the British contingent as a whole.

The unsettled weather upset many plans for a return home from Stellendam. Quite a few boats decided to work the inland route to Flushing, via some delightful harbours such as Ooltgenplazt and Zieriksee. *Deva* broke her prop in the Veersemeer and was stranded at Arnemuiden, whilst *Avola* was held up with engine trouble too. But the beauty of Holland is that the boating industry is properly set up to deal with problems efficiently and economically, and the Dutch must be about the only UK-friendly race left.

The DCYR plan another event in 1995, and OGA members must put it in their diaries if they want to attend the most friendly continental event on the classic circuit, and if they want another race across the North Sea.

Walton & Stour Rally 28/30 August

Phew wot a scorcher!

BACK in the olden days when we had but one EC race per annum, a simple rally was staged at Walton Backwaters. 3 boats attended! This year ten times that number came along and, despite a grumble, I heard that perhaps we do too much racing, some 22 boats entered the passage race.

The passage race uses staggered starts based on location and speed of craft and, for most, adds interest to the voyage to the rally. Even so the racing can be very interesting and tactical.



The Danish schooner *Kommandoren* and former Lowestoft trawler *Keewaydin* both undergoing restoration in Valletta, Malta January 1994 - Jay Cresswell

A New Broom?

1994 is the OGA's 31st year and I am only the third Hon. Sec. in that time. What is it that keeps people at this demanding job for so long? I am under no illusions as to the effort required and I am very conscious of the enthusiasm, energy and sheer commitment of my predecessor, Mike Burn.

Inevitably, there will be changes of style and approach, and it is my personal target to manage the conflicting requirements of preservation of old boats and promotion of new boats that the OGA needs in the next century. I'm not very good at being a new broom, feeling rather that it's up to you, the members, to provide the direction for your Committee to follow - after all, you pay the subs. However, here's something for you all to think about.

The March issue of *Classic Boat* contains my letter to the Editor, which I wrote before I had even considered offering myself for this office, and it is in retrospect oddly prophetic. It concerns a proposed Old Bermudan Association.

Not for the first time, non-gaffers are jealous of what the gaffers have achieved. Should we allow limited association with non-gaff-rigged boats? If so, how? Who will decide whether a boat is "good" enough to join us? Who will take the responsibility of telling an owner that his pride and joy is not a classic?

Let's broaden it out a bit more. What should the OGA be doing? At the AGM we voted to retain the pitchfork emblem as "a quaint eccentricity". Many of us sail gaff rigged boats because we have definite and unusual views about things.

Some believe that the OGA should preserve at all costs the skills that go with old wooden boats - not just the sailmaking and chipping skills, but the old-fashioned skills of seamanship from days before Decca and marinas - and the consideration for others that goes with it.

Some consider gaff rig to be more seaworthy than the modern bermudan - in pure terms, who would argue? You can fix anything that breaks by fishing, lashing, glueing, nailing or any of a variety of techniques more difficult to achieve on modern materials. Gaff rig breeds a self-sufficiency that many people never experience or even find important. What is seamanship if not the ability to avoid trouble and to cope unaided when trouble occurs?

But is that all? We are, above all, a rig association. Many of our members love the rig but shudder at the idea of supervising a heap of possibly rotten wood. We manic old wooden boat people often say that we enjoy the upkeep of a wooden boat as much as the sailing, but not all of us enjoy maintenance.

GRP is the perfect answer for many and the day when modern boats outnumber the old is approaching. Again, some members want to do well in races and tune their boats endlessly, others find the idea abhorrent and rush out for fresh air when handicaps are mentioned.

And what of the outside world? We are becoming aware of the threats implicit in creeping bureaucracy and the effort that is required to keep the old boats in the OGA usable. Quite apart from a certain EC Directive, how long will we be able to race our boats without (for instance) RORC rules being applied?

Permanent lifelines, self-draining cockpits, liferafts and many other requirements come from those who fostered the building of racing yachts and the formation of attitudes that were shown to be so inadequate during the 1979 Fastnet.

As if all this wasn't enough, heritage, preservation and conservation are important growth areas. Should the OGA have a powerful say in these things or do we keep quiet, sail our old boats and let it all happen around us?

I think the association should do and be all of these things. At the core of it is my firm belief that the skills and attitudes so keenly fostered by the traditionalists amongst us are the most important. That, and the hope that one day soon someone will finally get right the difficult blend of design, materials and aesthetics to produce a gaffer in modern materials that looks, feels and behaves as well as the best of the old'uns.

Now you all know where I'm coming from, let me know your views. Write to me or write to Jay Cresswell, Editor of this Log if you want to be published.

Membership Secretary

Wouldn't you know it? The moment my bum touches the Secretarial seat, the Membership Secretary's job becomes vacant. Pressure of trying to lead a normal life makes it impossible for me to handle it, so a new incumbent is urgently required. It's landed with me for now, because it "goes with the territory", but I'm afraid that I can only do a sketchy job at best. Please forgive any delays and mistakes while we sort something out. I will look at the processes and software we use, to see if I can simplify things and make the job less onerous for the new Hon. Mem. Sec. If you want the job, or can sneak on anyone who you can blackmail into it, please let me know.

Members' List and Archive

It would be fruitless to try and explain how much effort it took to get this production off the ground, so I will just say that without Mike Burn and Duncan Spencer's midnight oil it wouldn't have happened. I think it's great. Do you like it? Let us know if you don't. Let us know if you do. Let us know what you think will improve it. Above all, if your boat's information is in any way incorrect, put us right!

We will shortly be registering under the Data Protection Act. What this means is that we will declare the use to which

we will put your computerised personal information (name, address and subscription information) and we will then be prevented from disclosing it to anyone else. Our intention is that your name, address and the name of your boat is circulated only within the OGA - the Members' List will not be circulated outside. However, the Boat Archive information is not, within the meaning of the Act, personal, so we can circulate it without restriction. Thus we will be able to present, even sell, our archive material to museums, heritage groups and the like, as part of the OGA's 21st Century profile.

Interestingly, it's not the printed information, the Members' List you hold in your hand, that's covered by the Act, but the information on the computer. So you 1000 or more members can give your copy of the Members' List, with names and addresses of you all, to whoever you like, while if I, as custodian of the computer data, so much as let a single character leak out to the wrong person, the Association can be prosecuted. Funny old world, isn't it?

Mike Burn

Mike has been responsible, since 1985, for many of the things that the OGA has done and the way it has acted and been perceived outside. His input has been of immeasurable value. If it seems that this effort has been unrecognised, remember that at the last AGM Mike was still holding a senior office in the OGA. Over the next year Mike will be handing over his many jobs to those who will pick up cudgels on the OGA's behalf. The 1995 AGM will be the time fully to recognise Mike's achievements.

Lone Wolf

I promise not to usurp my position and force the Editor to fill the Log with nothing but Lone Wolf stories.

Please write or phone - you are the Association.

Dick Dawson

assorted classics ranging from racers such as the 20 Square *Korybant*, 5.5 *Gilliat IV* and other hotshots, through cruisers such as the Dutch Hillyard *Soma*, the YW 5 Tonner *Elfreda* and the Dunkirk Little Ship *Cachalot*, to workboats like the Plymouth Hooker *Marie Julie*.

Unlike the forecast, we had a southerly wind blowing straight into the harbour, which made beating out over the tide a tricky business. But for once the sun was shining and spirits were high in both senses of the word.

As expected the metre boats made short work of weathering the Medusa, whilst the smaller slower boats missed the tidal gate as the wind faded, then went westerly. Light winds dogged the fleet right into dusk, but the tail enders were rewarded with a midnight gybe off the Galloper as a fresh north westerly set in.

Daybreak saw seas building as the little boats closed the Dutch coast and surprisingly, the small pinnacle of *Elfreda's* rig was spotted on the horizon astern of *Deva*.

The race was on in earnest despite the conditions, and throughout the morning the two boats strained towards the Roompot. By the entrance to the Oosterschelde estuary *Elfreda* had drawn level, but then a tremendous squall struck the two boats with less than a mile to go.

Plain sail was carried to the line, with *Elfreda* just ahead, but with the tide sluicing into the Schelde and waves rebounding off the flood barrier, some of the ugliest waves ever experienced made them selves known.

The squall and more favourable tide enabled the smaller boats to cut down the fast boats lead considerably, so *Deva* took first place on corrected time, *Elfreda* second and the Hillyard *Soma* was third.

Results

1 - *Deva*, 2 - *Elfreda*, 3 - *Soma*, 4 - *Noorderzon*, 5 - *Gilliat IV*, 6 - *Korybant*, 7 - *Ildermin*

Retired: *Catchalot*, *Mary*, *Marie Julie*, *Morgaine*, *Nutcracker*.

Hellevoetsluis 1993

STRONG winds and driving rain hardly helped this Dutch Classic Yacht Regatta, but although one day's racing had to be called off completely, a good time was had by all.

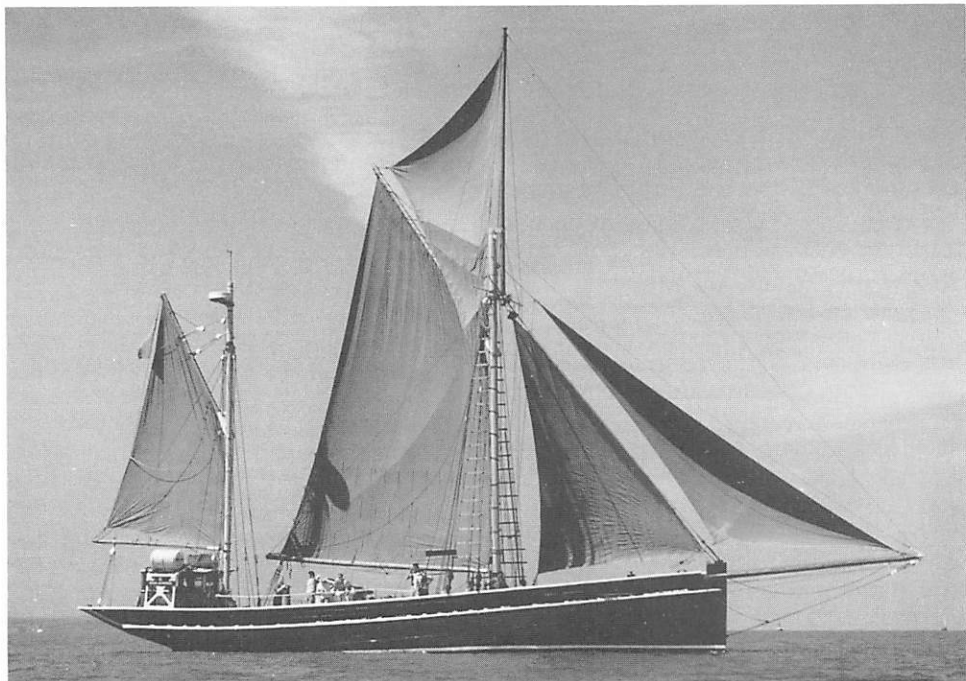
Preceded by the North Sea Passage Race and a cruise in company from the Roompotsluis, the British side of the event had gone to schedule, including a splendid demonstration of salvage techniques from the bowsprit end by *Noorderzon* as she pulled a well grounded German 8 metre bodily across the shallows into deeper water. The gathering at Willemstad was a fine sight as the classic fleet almost filled the old town harbour.

There was a splendid beat down the Harlingvliet, and a great reception (albeit not civic!) for the Brits as they entered Hellevoetsluis. Briefings were kindly given in English by our Dutch hosts, and it emerged that this time there would be separate classes for different boat types, including gaff-riggers.

The first (and only) day's racing on Friday July 23 proved problematical for the organisers. With winds gusting at 14 metres per sec (top 6?) the committee boat dragged and start times became confused, with different classes going for the restricted start line simultaneously.

Eventually the gaffers started, and clearly it was going to be a big boat day, *Noorderzon* and *Avola* relishing the conditions - whilst the small craft had great difficulty with the short steep freshwater seas. *Noorderzon* (the UK one, as this name is very common in Holland) powered away so far ahead that she was second in the fast cruisers class, whilst little *Deva* was forced to set her topsail and third jib just to get through the waves.

A real match race developed between *Avola* and *Deva*, the smaller boat working the shoals and the windward shore, the larger ploughing through the waves much more easily,



Former Brixham trawler *Kenya Jacaranda* out and about in East Coats waters last year.

EAST COAST

by Jon Wainwright

Tendring Coast Classic Passage Race 18 July

STONE SC again gave the OGA the gun for the start of the 1993 Tendring Coast Passage Race, which like the EC Race, started against the flood.

Whilst a few tried to cheat the tide on the North shore, the brisk wind actually benefitted the Bradwell side and its shorter distance more. As the fleet came off Clacton, however, the wind faded, leaving the ebb to do much of the work.

Rounding Medusa a faint but strengthening wind came up enabling all those patient enough to complete the course to finish off Harwich. Surprisingly in view of the fair winds, bermudan classics did well, the *Stella*, *Lys of Slaughden* coming first whilst the YW 5 -

tonner *Elfreda* third, the gaff rigged Oysterman *Jemma* splitting them with her second place on handicap.

Results

1 - *Lys of Slaughden*, 2 - *Jemma*, 3 - *Elfreda*, 4 - *Stroller*, 5 - *Noorderzon*, 6 - *Deva*, 7 - *Pleione*, 8 - *Hardy*, 9 - *Mary*, 10 - *Merlin*, 11 - *Boy John*, 12 - *Nutcracker*, 13 - *Gilliat IV*

North Sea Classic Passage Race Harwich - Roompotsluis 19 July

THE Omen for this race was clearly bad when the committee boat made a bolt for Holland on the night before on the basis of a dicey long range weather forecast, many of the fleet following in their wake.

However, the forecast the next day was fair, so the one remaining committee member decided the race should proceed as planned. The fleet of a dozen



Mike Burn's *Sheila* in happier times sailing the Orwell

It is with great regret that I inform the Membership that Mike Burn has resigned as Membership Secretary, and from the OGA.

With Mike's departure the OGA has lost an extremely hardworking and enthusiastic officer, and one who above all else cared passionately for the OGA and everything for which it stood.

As Association Secretary he drove forward the setting up of the database on which all the Association records are stored - the two Membership books that were his special projects are testament to the amount of time he was prepared to give to the OGA. He took on the might of the EC and with others from like minded groups forced a change that will benefit all those who sail old boats. He helped build on David Cades' excellent Newsletter to produce the present Gaffers Log edited by Jay Cresswell, and as Membership Secretary he increased the membership from 600 or so to over 1100. This was achieved by sending out hundreds of reminders and welcome packs, followed up by phone calls if the letters didn't at first bring results. AND in doing all this, he certainly trod on a good many toes.

In bringing about these changes, Mike's one intention was to provide better services to the members, and raise the profile of the OGA. I believe that he achieved both of these objectives and that the OGA owes him a deep debt of gratitude

But the show must go on. For the time being, Dick Dawson is prepared to take over as Membership Secretary, assisted by Rob Holden, who has also agreed to take on the OGA's EC work.

During this period of transition I would ask that all area Secretaries do their very best to help Dick, and for all members to take a special note of George Beagley's appeal.

Rob Williamson - OGA President

Brent Cottage
Lover, Salisbury
Wiltshire SP5 2PW

Dear Mr Cressell,

I write to express my utter dismay at the way you are running the Old Gaffers' Magazine.

I understand that you are a professional writer, which means the I speak to you on a level when I say your editorial in the last publication which came to me was, frankly, disgraceful. Not only was it dismally written, its content grossly misrepresentative of the true facts. Your remarks about the RYA are not only inexcusably offensive, they are so wide of the mark that they make it plain to any informed reader that you know nothing about your subject. Without the RYA, the whole business of recreational and commercial yachting would by now be under bureaucratic siege.

Facts apart, your style is puerile in the extreme. I do not know if you think it is funny to vilify people about whom you clearly have no understanding, but I can advise you that among my friends in the Old Gaffers Association, it is considered to be in embarrassingly poor taste. I must therefore point out to you that to be given column space, even in a limited circulation magazine, is a privilege of the highest order. To abuse that privilege in this way is unacceptable.

It is my sincere hope that no copy of the current spate of OGA magazines should be read by anyone outside our organisation. Opinions and attitudes expressed in a club organ are generally thought to be typical of the members. If your poisonous meanderings were ever considered to have anything whatsoever to do with the fine people who make up the OGA our shame would be unbearable.

Yours sincerely,

Tom Cunliffe

Ed's Response: Of course Mr Cunliffe, you would wish to support the RYA in view of your long-running association with the organisation, but what a pity it is that you have chosen to criticise the Log per se. Is it all rubbish?

16 Ellison Road
London SW13 0AD

Dear Mr Cresswell,

I am writing to say how sorry I was to read your editorial in the Autumn issue of the Log.

I think you are doing a great job with the Log. It has been really excellent. So the last thing I want to do is complain about anything in it.

But, speaking solely for myself, I found the tone of your attack on the RYA very offensive. I am not talking about the merits of the various dealings with EU politics. Simply about the sneering "them and us", flavour of what you wrote.

Many of us are members of the RYA as well as the OGA. I am inclined to think that our two Associations dealings with Westminster and Brussels are not incompatible. Of course there can be disagreement about the best way ahead. I have had enough dealings myself with officialdom to know that the ways to get things done are rarely as simple as they may seem. But I think we ought to try and respect each others point of view. And this does not accord easily with a public slang-off, which could be widely interpreted as the collective views of the OGA.

Yours sincerely,

Jeremy Fordham



Little Bealings
Woodbridge
Suffolk

Dear Members,

I have resigned as an officer and member of this Association because of the extreme discourtesy and distrust shown me by a number of the members of the Committee over the production of the Membership List.

I and Dick Dawson had been authorised to create this for some years and late in the summer Dick, myself and Duncan Spencer (who typeset it) made a huge push, absolutely at my instigation, to do all that was necessary to finally achieve what you have in your hands today.

Within the timescale we had set ourselves (a tight one dependant on the work I and Duncan could give to its creation) a number of quick judgements had to be taken about content and final costs.

Having served the membership for the last nine years and having always set high standards for what I have set out to achieve I took those decisions myself, confident that what we would create would add much value to the membership and the public profile of the Association.

The unseemly and pejorative, and for me highly distressing, row that resulted (costing the Association an extra £500 in printing and mailing costs) demonstrated that there was an element of committee members who simply could not bring themselves to trust me to take the decisions with due care and consideration for the maximum benefit of the membership and the good of the Association as a whole.

The personal pillory I received at the national committee meeting finally convinced me that I did not want to belong to a body that could behave in such a disgraceful way.

Bodies like the OGA, being amateur, depend entirely upon the quality of the people who run them and the trust that exists between them - if officers default on that trust or fail in their duties they should be removed. To so publicly censure and distrust an officer for taking necessary decisions to carry out a membership and committee instruction is wholly unacceptable.

However, many bureaucratic systems may be put in place to run such bodies all will fail should the quality of the constituents fall below standard. There are now, on the committee, a number of people who have displayed characteristics that do not fit the high standard of selfless, un-partisan, commitment to the **whole membership and its service without fighting divisive and sectarian battles**, and who lack those qualities of courtesy, confidence and trust in their fellows which used to make running the OGA such a pleasure.

It is characteristic of the worst of modern behaviour that those in the front line of censure should be those whose activities within their own areas are most open to just the same censure and who have been actively cheating on their membership for years.

I do not wish to serve, or belong to a body whose officers chose to behave in this way. To all the members of quality I have come to know, and have been proud to serve, I send my very best wishes for the future in the hope that my resignation, and its reasons, will provide thoughts to create a better course forward for the OGA.

Yours sincerely

Michael Burn



The Logs always contains interesting letters and I feel I must respond to several published in the last two issues.

Charles Stock reminds us that gaff rig is hardly state-of-the art in these days of purpose-built bermudan racing yachts (Summer issue). Perhaps we should all remember that the OGA was formed specifically because the founders couldn't get any racing as they were shunned by the bermudan fleets.

So the OGA is a racing Association after all! But why ignore topsails and then measure the largest headsail? It's the same thing - in heavy winds neither can be used.

If you declare your topsail, you must have the guts to use it if you want to win. Not so with headsails under the current rule, so the owner who cruises for pleasure and races with trepidation can stick with his snug rig and allow the boy racers to frighten themselves to death. What could be fairer?

In any event, I take issue with Charles when he says that we are increasingly involved with racing. The greatest increase in the OGA's events over the last few years has been rallies of various types. In the Solent, we have five major events each year, of which only one is a race.

The East Coast area does more, but the balance is similar. Charles is that most dedicated of gaffers, the seriously determined cruising man, and he represents the majority. I take my hat off to him.

Mike Richardson's admirably balanced letter in the Autumn issue reminds us again of our origins, and I thank him for his correction of my misunderstanding of the origin of the T(H)CF.

David Keller, in the same issue, deplores the use of large headsails. May I refer David to the Beken Classic Yacht calendar and any of the books ever published about the "big class" racing yachts? A spinnaker of 10,000 square feet set on a 90-foot pole was achieved by at least one of these exotic craft. I suppose that as they were white cotton, they were OK? Seriously, gaffers can and do set huge genoas, tow foresails and asymmetrical spinnakers, to the glory of the rig and to make the racing exciting for those who want it. There is a terrible tendency amongst those who seek to tell us what is good for us to make everything easy and safe. Where is the modern boatbuilder, with all the experience of years and traditional and modern materials to hand, who will build a gaff-rigged racing yacht that will put the sweat on your palms, the butterflies in your stomach and the fear of God in the opposition?

Finally, John Howorth asks some detailed questions about handicapping. Firstly, I don't believe that *Rapunzel's* clinker construction is slower than any other in a fresh breeze; a capful of wind overcomes all sorts of hull fouling as it will the lands of clinker planking. I don't know *Rapunzel* and don't wish to insult John, but if this is not the case, then I suggest that the boat's capacity to stand up to her canvas is the most suspect issue.

John, if you have any suggestions about how the T(H)CF can accommodate the underwater magic, please let me know.

Regarding your comment about old boats, there is an age allowance in the handicap already. Frankly, I was hoping it could be abolished. Its real use is to prevent old, rotten boats being penalised for not being sailed under.

Most boats nowadays are in pretty good nick - even the very old ones. My boat is 87 years old and I wouldn't sail her harder if she was only one year old. As to prizes for old boats, come and race in the Solent, where the most important prizes can only be won by boats more than 50 years old.

Dick Dawson

6 Chatham Place
Ramsgate, Kent

Dear Jay,

With regard to David Kellar's short letter in the Autumn 1993 edition of the Gaffers Log, in which he supports Charles Stock's letter regarding handicapping, he goes on to say "Some would say I don't understand sailing either". If this is the case, as "some might say", it can only be as a result of the part time way David sails *Petranella*.

Sailing around North Foreland, on the easterly tip of Kent, to attend the North Kent Rally at Sandwich he did so into the teeth of a NE gale. Given the size of the seas and the size of *Petranella* he could only have been sailing part time, as he would have spent most of the voyage hidden from the wind in the troughs.

Regards

Robert Holden - President MNK

Warren Cottage
Stoke St. Michael
Bath, Avon

Dear Jay,

Last years Classic Boat Festival at Shotley was the best yet, especially for the open boats. The moving handicaps rewarded most boats during the week and made the nightly prizegiving enjoyably unpredictable.

If we are luck enough to have Shotley '94 (yes we are - Ed.) we want to expand the open boat fleet. Camping is free, launching from road trailer cheap, attendance of shoreside events free (beer festival, bands lunch and evening, boat auction etc.)

All the racing is in the rivers Stour and Orwell, with one coastal hop to Walton Backwaters for the legendary Swallows and Amazons Plate. Many dinghies are trailed from other OGA areas, from as far as Lancashire and Somerset.

There must be dozens of members who need a cheap week's holiday without the sweat of the voyage there and back. Leave the family saloon on the mooring and bring the open top tourer!

Yours

Greg Dunn

P.S. Think the new format is excellent. Well Done!



Elizabeth, Natterjack and Gremlin at Stone Point. Leigh Cockler Alice & Florrie in background. Photo by Gert Jan Zeestraten

Dear Mr. Cresswell,

I was surprised to see the alteration of the spidsgatter *Tiki* into a gaff rigged ketch from her former bermudan rig. Most spidsgatter yachts are bermudian sloops with the staysail set to the stemhead. If built as a ketch she may or may not have a short bowsprit and one or two headsails.

The spidsgatter is one of the various types of pointed sterned yachts and, earlier, also fishing and pilot boat types built in Scandinavia. The style has a particular following in Denmark where numbers were designed and built as yachts, from craft of 12 metres or more down to single-sailed spidsgatters only 2.5metres long.

From about 1920 onwards, the great majority were rigged as bermudian sloops, plus a few ketches. They sail well, are seaworthy and, in their designed appearance, are attractive.

As with many Scandinavian yachts, a feature of the spidsgatters rig is efficiency for the purpose and the bermudan rig appears to have well served the spidsgatter for cruising and racing in her home waters. I believe they raced in classes of 30, 38, 40 and 45 Square Metres rating.

The bermudan sail area quoted as 680sq ft does not seem inadequate for a craft of the *Tiki's* dimensions and spidsgatter form. I suspect the displacement may be less than the 12 tons mentioned though, if the lines plan shown is accurate, it seems rather too full in the body sections and not sufficiently full above water aft for an Aage Utzon design.

Aage Utzon was one of several Danish designers who produced many beautiful spidsgatter yachts. Others included Georg Berg, M.S. Hansen and K Aage Neilsen. They also designed other small craft.

Utzon's Sagitta 30 was designed in the 1960s for fibre reinforced plastic construction as an attractive extension of the spidsgatter type into a wider ownership.

I am sure Aage Utzon would be dismayed if he could see the *Tiki's* present gaff rig and other Danish sailors equally so that a spidsgatter had been so cut-down. It is unfortunate that many who incline towards traditional craft seem to reject yachts as an origin and try to suggest the crafts past as a fishing or pilot boat.

One should think hard and research well before re-rigging an existing sailing yacht as a substantial tradition may be behind the existing rig and arrangements, as with a spidsgatter.

Yours

John Leather

Shepherd's Barn
Chitley Lane
Liphook, GU30 7HJ

Dear Jay,

Have you ever thought about recovering some of your yachting expenses by chartering but concluded that it is too much hassle? So have I, which is what made me wonder if there is not a role for a gaffer's charter agency.

If sufficient numbers of Old Gaffers are prepared to make their boats available for a few weeks each year, I would be prepared to organise advertising, bookings, contracts and billing, hire of oilies and sleeping bags and arrange experienced skippers (hopefully from the ranks of the OGA members). All for a reasonable share of the charter fee, of course.

(cont)

Owners would be expected to provide their yachts to Yacht Charter Association standards and to obtain the, soon to be mandatory, certificate of compliance with the Small Commercial Vessels Code of Practice.

If you might be interested either in chartering or skippering, please write to me,
Many thanks,

Brian Henderson



Glandore Harbour Yacht Club

Classic Boat Summer School and Regatta, July 6-11

I am writing to tell you about our Classic Boat Summer School and Regatta this year.

Last time, at our first Classic Boat Regatta, we had some exhibits on the history and maritime heritage of the area, including local boat builders, currachs etc., but it was not possible to devote as much time to these as we would have liked in the hully-burly of the regatta. This year we have decided to separate the two aspects. We believe that this will appeal to all who have an interest in the sea and sailing craft. We can guarantee a warm welcome and an enjoyable weekend in Glandore to allcomers.

Yours sincerely,

Donal Lynch

To all Members

With the Association's membership numbering over 1150 and growing fast, anything that can be done to ease the burden of officers, who must of necessity spend quite an amount of time on Association affairs, should be pursued.

To this end I would appeal to all members who do not pay their annual subscription by Standing Order to take up this method of payment. It works very well for the 600 that do use it, and avoids the expense on posting reminders to those members who forget that the annual subscription (£10 single, £12.50 family) is due on January 1 and must be paid by March 31.

Please ask Membership Secretary, Dick Dawson, to send you a form. This can be worded to pay this years subscription and future years. It really is a simple and cost effective method of payment both for yourselves and for us; so please do help - send for a form toady.

George Beagley
Hon. Treasurer