

Gaffers Log

SPRING 1993
THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



Sea Shanty Festival Paimpol 1989
Picture by Sam Bayliss



Rivers Class Deva - Picture by Jon Wainwright

OLD GAFFERS ASSOCIATION

President:

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

Hon. Secretary & Membership Sec.

MICHAEL BURN
Grove Farm House, Little Bealings,
Woodbridge, Suffolk IP13 6LT
Tel: 0473 626549

Hon. Treasurer:

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

Newsletter Editor:

JAY CRESSWELL
17 Kestrel Road, Newburgh,
Aberdeenshire AB41 0FF
Tel: 0358 689855

Boat Register:

DICK and 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

Medway and North Kent:

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

Cinque Ports:

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

Solent:

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

South West:

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

Cornwall:

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

Bristol Channel:

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

North West:

Jim Forrester, Rose Cottage,
Ufkinton Lane, Cotebrook,
Tarporley, Cheshire CW6 0JH
Tel: 0829 733031

Dublin Bay:

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

Northern Ireland:

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

Morecambe Bay:

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

Clyde:

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

Overseas Liaison:

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

France:

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

Germany:

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

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

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

O.G.A. Vancouver:

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

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:

North East:
North Wales
Channell Islands:

The following abbreviations are used throughout the newsletter to denote O.G.A. areas:

NE - North East	SOL - Solent	DB - 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 29-31
Greenwich Rally June 4
Shotley Calssic Boat Festival June 19-26
Open Boats Rally July 3
East Coast Old Gaffers Race July 17
Tendring Coast Passage Race - July 18
North Sea Classic Passage Race July 19
Walton/ Stour Rally August 28-30
Maldon Anniversary Rally September 24

MEDWAY AND NORTH KENT

Medway Barge Race May 29
Medway Smack & Gaffers Race May 30
North Kent Passage Race July 10
W. table Match August 7
Kentish Sail Association's
Swale Match August 14
OGA Sandwich Rally August 28-30

SOLENT

Guernsey Rally May 29-30
Wootton Creek Rally June 19-20
Chichester - East Head Rally July 24
Solent Area Race/Rally August 28-30
Yarmouth Rally/RSYC pursuit September 26

SOUTH WEST

Cornwall Area Race, Falmouth June 12
SW Area Race, Dartmouth July 3
Falmouth Classics August 7-9

BRISTOL CHANNEL

Proposed Rally and Cruise Bristol-Barry
Dates not confirmed

NORTHERN IRELAND

Classic Boat Regatta Carrickfergus June 3-6

ISLE OF MAN

Peel Traditional Boat Weekend May 29-30

FRANCE

Rance 93 - Saint Malo July 10-18
Boulogne "Chasse Marée"
Fish Festival September 24-26

NETHERLANDS

Dutch Classic Boat Festival
Hellevoetsluis July 23-25

ASSOCIATION STOCK LIST

	Size	U.K.	OVERSEAS
Burgees	18"	£ 9.75	£ 10.25
	24"	£ 11.50	£ 11.75
	30"	£ 14.00	£ 14.50
	12"	£ 9.75	£ 10.25
Membership Flags	15"	£ 11.50	£ 11.75
	18"	£ 14.00	£ 14.50
		£ 5.00	£ 5.50
		£ 3.00	£ 3.50
Ties (Multi-Motif)			
Brooches			
Badges	Small	£ 5.50	£ 6.00
	Large	£ 6.00	£ 6.50
Sweatshirts		£ 13.50	£ 14.00
Polo Shirts		£ 12.50	£ 13.00

Both available in Navy, White, Red, Green, and Grey. Sizes S, M, L, XL, XXL
Embroidered boat name on sweatshirt or polo shirt (allow up to four weeks for delivery) £2.00 extra.

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

Prices include postage and packing - surface mail for overseas.

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

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

Orders will not be despatched until payment has been received.

NOTE: Stocks of some items are currently held by -

Peter Broad (0373) 823050 - Solent Area and Brian Hammett (0277) 821481 - East Coast Area.

STAR

Gaff Cutter built 1907 by Wades of St. Helens I.O.W.

26ft x 8ft x 4ft + Bowsprit 5ft

Extensive refit 1985-91. New planking below waterline, stempost, counter, deck etc., etc. Also new 12hp Dolphin Auxiliary. Lying near Bradwell, Essex.

Offers around £6,000.

Tel: Chris Fittock (0282) 602311 Evenings (Nelson)



Star

GREENSHANK

Devon Gaffer 18ft 3in LOA, three quarter deck dayboat - based on Devon Yawl hull. Professionally built. Plenty of real wood and bronze fittings; road trailer; Traditional looking boat in excellent condition. £4,500. Tel: D.M. Sexton (0730) 825631 Evenings (Petersfield)

CALUMET

20ft Gaff Cutter in wood epoxy by McMillan Yachts. 2 berth, galley, chart table, heads, heating, 10hp diesel engine. Exterior mahogany with teak deck, interior mahogany, teak and ash. Little used. Superb. See pages 78 and 79 June '90 Classic Boat. Offers Lovegrove, 050 270 289

JADE

1907 Seaview Mermaid day keel boat - 25ft O/D; substantial rebuild 1980; road trailer; 9 times winner of ECOG race. Inquiries/offers to G. Heard (0621) 869367

HILLYARD

30ft Gaff Ketch; b Hillyard 1932 pitch pine on oak; teak interior; Volvo 2002 new 89/90; new rigging 89/90; 2 suits sails; cooker, Brydon toilet, fridge, Decca, log, sounder, VHF, AM/FM radio, Autohelm 2000; dinghy and outboard and much more. £18,000 ono. Tel W.S. Gains (0481) 64357 After 6pm

DINGHY

18ft dinghy - turn of century, sails £95 ono. Contact David Morgan, 24 Main St. Upper Largo, Fife. Tel: Upper Largo 270

GEAR FOR SALE

Sails - almost new Jeckells tan, gaff main, head 2.85m luff 3.1m foot 3.45m leech 5.76m. Jib luff 5.15m leech 4.25m foot 2.4m. Tel D.M. Sexton (0730) 825631 Evenings (Petersfield)

Two oval opening bronze ports, complete with bronze outside ring, opening 9" x 6", new and unused - not now needed.

Glass bottomed paraffin cabin lamp, 1" wicks giving a brighter light than the usual 3/4" wick brass cabin lamps. I use mine successfully at sea ungimballed, £10 each, a few shop soiled @ £8 each. spare glasses £3.50. Contact Nick Skeates, 21 The Avenue, Brockham, Betchworth, Surrey, RH3 7EN

Little Gem charcoal cabin heater complete with flue & flue terminal, beautiful in a 25ft boat.: **Life Guard** non automatic gas operated L/jacket as new: **Polished Binnacle Compass** Contact J O'Connell, Larchwood Cott, Auchindachie, Banff. Tel: 054 281 374

WANTED

One (or pair) Whykehan-Martin furling gear for my Cornish Crabber. Contact: Tim Hunt, (0403) 250821 (Horsham)



Gayle Heard's nobby *Laura* b. Crossfields 1980

WELCOME to the first of the redesigned OGA Newsletters, we hope you like the revamp though the contents remain much as before, albeit jiggled around a bit to bring letters towards the front. Duncan Spencer did much of the new layout.

The hope is a few more ideas can be introduced. We need a junior Gaffer column. Is there any aspiring youngster out there who wants to do a wee something for the newsletter on a regular basis?

Another "improvement" I'd like to see is more shorter logs and other stories. Anything over 3,000 gets split anyway, but the longest should really be around about 1,200 words.

So, all you out there, let's have more, shorter items. They're less boring to the casual browser too. Oh, and we need more photographs, doodles and maps to brighten up the presentation. Photographs really are very cheap indeed and some great deals on larger sizes like 7x5 inches can be had.

But all this means ditching the notion that writing and photography is for the professionals. Frankly, I have witnessed so much garbage written by so-called pros. in my day-to-day job as a scribe that it's a delight to receive someone who is in love with his subject and hang the niceties of sentence construction and the classroom stuff.

The Journal badly needs some practical hints stuff and some mini-histories of boats. The latter has fallen by the wayside in recent years and were always a feature of John Scarlett days.

Anyway, I can't do it all on my own. My job is to put it all together in a vaguely readable and hopefully entertaining way. You're the guys with the anecdotes, the great escapades, the battles with wives and bank managers to keep that ageing rotting hulk from disintegrating into the mud or whatever. And keep the letters coming. We've done well this time.

Deadline for the summer newsletter is July 26 for which area reports in profusion will be needed.

Jay Cresswell Hon. Ed.

PRESIDENTIAL MUSINGS

THOSE of you who sail regularly to the near Continent will have noticed changes over the last few years, especially in paper work and procedures.

In Holland for example, Helmsmen Competence Certificates are now demanded for certain large and fast craft, for residents and visitors, and to obtain the Certificate you sit an exam in Dutch, in Holland.

There is a very strong possibility that all skippers bringing a boat into Dutch waters will need a Competence Certificate but one obtained in the UK will be accepted - the RYA has details. There is also a tightening up of VHF procedures with a requirement to call Port Control on the appropriate channel on entry.

On the other hand we can now go between EC countries with fewer Customs rules - no forms, no notification, no Q flag, no telephone call, unless you have something to declare.

Two articles in the February and March issues of "Yachting Monthly" point very forcibly to the bureaucracy which surrounds the French yachtsmen. We may smugly think it couldn't happen here, because "we" wouldn't allow it. After all, freedom of the seas, and a sea faring nation and all that!

Well, as from January 1993 "we" are part of the whole, and may have to comply with many forms of restrictions whether we like it or not, which is why our Hon. Secretary's campaign to challenge and to attempt to get changed the wording and intention of the EC Recreational Craft Directive, is so important.

The original intention of the Directive was to harmonise, within the EC, boat building and safety standards in the industry. Very admirable and no doubt supported by all, but then it was taken one step further to include recreational craft irrespective of age - the "retrospective" clause. Hence, any craft that didn't come up to these new standards would be unable to sail in EC waters.

It is this clause and its implications that Mike Burn has been fighting against on behalf of the OGA. He has enlisted the support of the MOCRAC (Multihull Offshore Cruising and Racing Association), the RYA and the CA, and together they have lobbied M.P.'s, Ministries, and the DTI, all in their own time and on their own initiative.

The result of the campaign is that Trade Minister, Richard Needham, and EC Vice President, Martin Bangemann, have conceded that "H.M. Government have no intention of allowing the Directive being used to regulate the actual use of recreational craft in the high seas" and that "The Directive will not cover existing craft".

I feel strongly that we all owe Mike a vote of thanks for having identified that there was a problem clause, and then to have the ability and knowledge to help get it changed. I for one, will buy him a pint of the best next time we are together.

Rob Williamsom

Late News - Our success at the DTI has been negated in Brussels by the British Waterways Board and others who seek to use this directive to extend the regulating authority over British coastal waters. This must be stopped. So write to your MP and the Minister of Trade now. We need lots of pressure.

Mike Burn



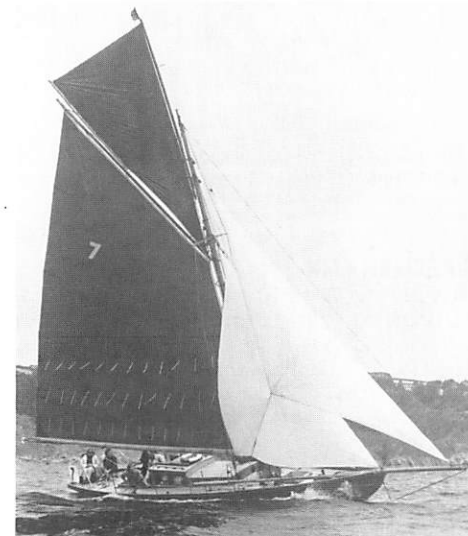
O.G.A. fights to preserve the right to sail boats like *Chittabob*

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.

TERN

The British registered yacht *TERN* was designed by Wm. Fife Jr. and built in Carrickfergus in 1897 by John Hilditch. She was one of nine built to the Belfast Lough One Design.

Tern is in excellent condition for such an elderly yacht with a very good racing record. She has been fortunate enough to be owned and cherished by George Ellison who owns the top yard Falmouth Boat Construction Limited, where she has been nurtured since 1970 when George bought the yard. His family owned *Tern* since 1949 and he has a full history of her since then. *Tern* has just been treated to a very thorough re-fit supervised by an independent surveyor, whose report is available. This re-fit included all fastenings and keel bolts. She is now in a condition to give the new owner a worry free sailing experience for years to come - an experience which will be a tremendous thrill. For those who do not know *Tern*, she is not one of Claude Worth's.



Tern

Her vital statistics are:

LOA 37ft Beam 8ft Draft 6ft 6in Keel 3 tons cast iron. Racing and furling headsails balloon jib spinnaker 2 mainsails. Trysail. 1979 Volvo MD11C diesel 35 gallon S.S. tank - Jabsco bilge/deck wash off flywheel. Electric Seawolf winch.

(We think she is worth around £15,000 in such good condition).

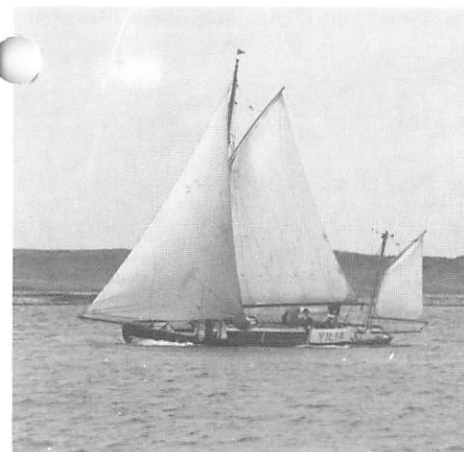
Tel: (0326) 374463 Fax: (0326) 374458

VILIA - GAFF YAWL

Built 1910 32ft LOD x 42ft LOA x 30ft LWL x 7ft 9in Beam x 5ft Draft: Lead keel;

Mahogany and pitch pine on oak; Teak deck; Volvo 23hp - 6 knots; six headsails main, mizzen, topsail, (main and genoa one season old). Full inventory including liferaft, Navstar 2000D, VHF, etc., etc. Roller reefing on main. Smallest Cutty Sark Tall Ship. £12,500 ono.

Contact Adrian Spence (0232) 796920 (Northern Ireland)



Vilia

it being assumed as the most permanent place where it could not be tampered with.

Lloyds Yacht Register was, essentially, a fancy club. It was an attempt, and a profit making one at that, to make available to yacht owners (those who subscribed that is) the details and ownership of yachts.

It carried no official status nor any guarantee of accuracy. If you sent in the details of your yacht and your address to the Register, with the appropriate fee, Lloyds would enter it and send you a copy of the resulting publication with your name embossed in gold on the cover.

It was the vade mecum of yacht ownership and yacht club details, and because of the extensive detail and excellence with which it was published many since have thought it somehow official and by the same token therefore accurate.

It is often, alas, neither. I am fortunate to have some 40 editions from 1885 onwards and it is very easy to spot astonishing inaccuracies - many perpetrated by owners to give the impression that boats were designed by more famous people than they were.

It is also easy to spot where changes of ownership have perpetuated these false attributions, gaining boats more cachet than they deserved - a very helpful handle to have when boats appeared in the sale lists. So treat what you see in Lloyds Yacht Register with the above understanding.

Recognise that your lovely "Fife" cutter, or "Albert Strange" yawl, may well have been designed by the yard manager who said to his client "well I can build you a Strange yawl now without the hassle of getting the design done".

More often though, an owner in later life is selling and wants a famous hanc to jack the price up with, he sells her as "Fife", the new owner proudly joins the elite and registers her with Lloyds Yacht Register (getting his finely tooled personalised copy to boot) as designed by "Fife", and thus is created history.

The really keen searcher after truth goes back to original sources and cross-checks. But it is usually a reasonable assumption that if you find your boat in Lloyds the year she was built, and registered by the original owner, the details are correct.

YEAR OF YOUTH

THREE years ago the OGA introduced Junior Membership for those under 18 years of age. This, coupled with 1993 being the Year of Youth Sailing, prompts me to suggest the introduction into OGA events of an OGA Class IV for Junior Members, and that it should be geared to small craft which many juniors sail.

As a starting point for discussion, I suggest that an OGA Class IV boat would have a gaff of acceptable alternative rig (eg. gunter, lug, sprit etc.), it would not exceed 12 feet in hull length, all crew would be under eighteen and only working sails would be allowed.

I understand that the OGA explicitly excludes Mirror and Optimist Class dinghies from Class III participation: however I suggest that they would be permitted in the Class IV. The "working sails only" stipulation would be a constraint which would reduce the likelihood of undue performance enhancement by planing enthusiasts.

In the interest of responsible seamanship there should be strict requirements that the craft have adequate self-buoyancy; that an anchor and adequate warp, a towrope of ample length, alternative means of propulsion (eg. paddles or oars) and means of bailing all be carried; and that crews wear life jackets or buoyancy aids (wet suits alone not being an acceptable alternative).

Courses for Class IV races would necessarily be appropriate to craft involved and would have to be supported by adequate rescue facilities. A Junior Member winning a Class IV Area Race would not be eligible for election as Area Commodore.

I would naturally welcome comments on this proposal from OGA Members, not least the junior Members.

Alan Hidden - NIOGA



Letters

The Bowhouse,
33 East Argyle Street,
Helensburgh
G84 7EL

Dear Jay,

I read your editorial to the Winter newsletter (92-93) with more interest than most. It seems to me to possess the bones of a good idea that might even go some way to answering Neil Munro's letter with which I have some sympathy. "Brest and back again" - was the only piece of the magazine that I read with interest.

Well, why does not the association, via the newsletter, collect all those "useful tips for old wooden boat owners" that must lie un-collated in the heads of the members? It might be of interest in itself - a reincarnation of Claude Worth - and hopefully members would actually find it useful thus, "preserving and promoting gaff rig".

I will kick off with a couple that come to mind immediately:-

Preserving galvanised iron rigging both standing and running.

Buy some cheap petrol - one gallon I find enough - and mix into it a tin of heavy waterproof grease; stir until dissolved. Now simply pass the wire splices and all through this mixture fairly slowly (the first time it would be best to soak it a little). Let the stuff drip and evaporate for a day or so and your wire is coated with grease internally, with a little, not too repulsive, on the surface.

My wire dates from before the last world war and is all perfect except where the bronze staysail hanks have literally rubbed the zinc coat off.

2. Mast hoops can be made from almost any green hardwood provided you can borrow a kitchen saucepan of the right diameter. Simply boil water and push the green stick into slowly, like cooking full length spaghetti.

A request - can one still buy grid compasses? I have sailed with a 30 shilling ex. WD one for the past 30 years. It is absolutely better than non grid compasses, but I can't find a new one.

Any interest?

Tony Vogt

The Roos
Whitchurch
Hampshire
RG28 7AD

Dear Editor,

I have been enjoying retirement and indulging the hour by reading the Old Gaffers Association Newsletter 1992/2 page 21, to be exact.

I note your correspondence on the OGA Pennant, again, (to be exact), more commonly called our Burgee "What is the emblem?"

I can give you a definitive and accurate answer as it was decided at the inaugural (as it turned out) meeting of the OGA at the Southgate Hotel in Winchester attended by myself, MC Richardson and the late Alex Rangabe on one cold evening in 1957 to organise the First Race for the Old Gaffers.

The emblem is a **pitch fork** as traditionally used in rural England by a country rustic of "Old Gaffer". A delicate and enigmatic play on words attractive at the time to all three of us. In retrospect how right we were.

Over the years both our emblem and our name have been a constant point of discussion and speculation and perhaps have been the perfect encapsulation that they both reflect that they are all things to all men and ever more should remain so.

John S Clarke
Elder Gaffer



4 Lowther Cres.,
Walney,
Barrow-in-Furness,
Cumbria,
LA14 3RT

A RECORD OF TRADITIONAL RIGS

I would like to offer the following suggestions to the Area Organisations which I believe supports the aims of the Association both as a whole and for the individual member, who owns a traditional boat.

I would like the Association to set up a database recording the rigging detail and method of working for traditional boats of each geographical area. The database would begin with a bibliography of standard works e.g. Edgar J March, John Leather etc., to be developed with local research.

The access to local knowledge is the reason that the work had better be done on a regional basis, using contacts among the fishing and trading communities.

The benefit to the Association will be two-fold. The OGA will be recording how rigs were worked that would otherwise be lost, in direct agreement with the aims and to the credit of the Association.

The owners of traditional craft will benefit because they will have access to the detail that will allow them to rig and work their craft using the right methods for the hull.

I am currently researching the Lancashire Nobby, and am willing to share my experience with anyone willing to take up the challenge in your area, so come on you traditional craft enthusiasts, let us capture the information on paper and film before it is lost. It is not just our hobby but our history.

Nick Miller
Morecambe Bay Area

1 Lansdown Avenue,
Porchester,
Hampshire,
PO16 9NN

"RANCE 93"

Dear Jay,

This is to draw attention to the rally in France and to give everyone as much notice as possible before planning their summer cruise. It is on 10-18 July 1993 in the estuary of the Rance and the Bay of St Malo from Dinard to Dinan.

I am told that they hope to have 300 boats or more and that there is no entry fee, mooring will be free and there will be a big welcome in each town or village visited with free meals, and a "crews tavern". It should be a great event in a lovely area. The ABTCE are a great group of gaffers who know how to enjoy both sailing and song and dance. For anyone feeling flat after last year's Brest, this should be the cure.

Anyone interested in going should write for a brochure to: ABTCE, 9, rue de la Ville es Houx, 35400 St. Malo, France.

Also, Couta Boat Club of Victoria, Australia. Changes in officers. They are as follows:

President - Peter Bennett; Vice President - Peter Hannah; Hon. Secretary - Jill Hartley; Hon. Treasurer - Tim Ryan. Marcus Burke, Immediate past President, remains on the committee. Address unchanged:- P.O. Box 203, Sorrento, Victoria 3943, Australia.

Sam Bayliss

It is a fascinating archive, the results of many years collecting BUT it is woefully incomplete since most entries have only the scantiest details and some 150 current members boats aren't even on it! It can only possibly be accurate if members and area secretaries tell this office of changes in addresses and boat ownership, but in order to really get to grips with the problem this office will be mailing all people with whose boats have inadequate details.

I recognise too well that form filling is a bore but filling out details of your pride and joy should be a pleasure, even bothering to measure the rig details, so I would earnestly pray that anyone receiving a nice blue form from this office during the year really does take the trouble to accurately complete it and return it to me - the information will go directly on to the database and the hard copy is retained by The Boat Registrar.

Unfortunately there is not enough accurate information on the Boat Register at the moment to make it worth publishing a membership list, in the style of the earlier one - so the sooner the forms come flowing back

the sooner The Association can get you all a new membership list - it would dearly love to do so this year.

HARDWARE

The addition of a laser printer has revolutionised the speed, style and efficiency with which this office can communicate with members. This will undoubtedly make it much more likely that both the membership and boat Registers will be more accurate earlier than they would otherwise have been, and that the positive efforts to build and retain the membership, and service it well, can be increased.

WIDER ISSUES

There has been substantial centralised effort to get the Newsletter back on course, improve its regularity and enhance its style. Your Association hon. sec. has, with one other representative of a substantial separate yachting body, gone on the active attack of the bureaucrats and civil servants who deal in EC Directives that could affect our ability to sail our boats. So far so good.

Mike Burn

BACK TO THE BOAT REGISTER

by Mike Burn

THE Old Gaffers Boat Register, created over the years firstly by John Scarlett and then carried on by Dick and Pat Dawson and with whose immense help I produced the first 'Members List' some six years ago) has now got itself on disk. This has been done so that correcting and updating can be done effectively and so that it can be published more easily in future.

In future is the key word - alas. Running the membership files and Boat Register on the same machine from this office shows only too clearly that the details in the Boat Register, and indeed on many membership files, is woefully out of date and in the case of the Boat Register fearfully inadequate - indeed too inadequate to be worth publishing at present. So when smart blue forms arrive at your address please do take the trouble

to complete them, fully, and return them.

Some members have rung me to get details of their boats, and it is apparent that, for some, there is a confusion between The Official Ships Register and Lloyds Yacht Register.

The first is the "official" merchant shipping register. If the original owner of your yacht set any store by such things he could (but there was no compulsion since yachts did not "trade") register his new pride and joy with the Register of Merchant Ships: This gave her quite clear British merchant fleet status in foreign ports and registered her with the authorities as such.

It is proved by the carving of the register number and her registered tonnage (an arcane trading measurement) on the main deck beam,



REPORT BY HON/MEMBERSHIP SECRETARY

OBJECTIVES

INHERITING the membership Secretary's function and the OGA computer database this year I have made it a prime task to:-

1. Build up the membership database so that it could be of maximum value to Area Secretaries and the Association.

2. Attempt to recover the members, 'lost' in previous years, by a positive personalised mailing exercise.

3. Transferring the Boat Register from its card index system on to the computer database in order to be able to use it effectively, get it updated by selective mailing and to publish the results for members.

MEMBERSHIP

This recovery exercise has been done by direct personalised mailing and by sending area secretaries catalogued lists of members missing in their areas to be chased locally. Some areas have taken to this well and been effective some, alas appear to have done little, which is a great pity.

Some 300 members have been recovered this way with the membership standing, at the end of the year fully paid up, at 833. 110 new members joined during the year. An astonishing 200 odd people are still paying, this year, by bankers order the old £6.50 rate, and are thus no longer members - this office will be making a final push to bring them back into the fold.

A 'pro-active' policy of personalised mailing all cheque paying members at the start of the year 1993 has proved very effective; more than 2/3rds of such, so far, have replied, correcting their personal details as requested (many with charming letters of encouragement and thanks for the reminder - thank you all of those).

This exercise showed that more than 25% of those replying had changed details of some sort -

prompting this office to start a direct mailing to all those paying by Banker's Order to get updated membership details on the database - the old style system of waiting for things to happen by themselves is now woefully inadequate.

One of the excellent bonuses of the mailing exercise was that nearly 75% of those replying so far have been happy to raise their subscription to the £12.50 family rate, many saying that they were happy whether they had family or not. Eff. will be made to offer such a chance to all those paying by Banker's Order.

Any member who would like a list of current and lost members in his area to interact with, or chase to recover, can have one by return of post by giving me a call.

AREAS

Though some Areas go from strength to strength it is undeniable that the recession has hit the level of personal effort available from others. Two Areas have vanished altogether - both David Caton in North Wales and David Bosomworth in the North East have ceased to be members.

If you feel that your Area is not going with a zing then do contact this office and you can have a list of all anywhere near your area to help you start a new one.

There are central funds expre available to those who spend a money on the associations behalf in this activity.

BOAT REGISTER DATABASE

The mammoth exercise of transferring the details of some 1900 boats from card index to The Register Database is complete. Dick and Pat Dawson and I have spent some three weekends getting the whole thing to work properly. The Association employed local girls to do much of the key pushing - though to thoroughly familiarise myself with the content of the Register I spent some 300 hours at it myself.

Area	Name and Address	Boat Name
BC	G.R. King, 8 Allens Lane, Wells, Somerset BA5 3NQ	
BC	G.R. Rendell, Hayes Cottage, Huntworth, North Petherton, Somerset TA7 0AH	
BC	C. Sherie, 5 St. Mathews Road, Cotham, Bristol, Avon BS6 5TS	SILVERY LIGHT
CI	R.J. Pearce, Fauconniere, Les Landes Clos, Landes du Marche, Vale, Guernsey	
CLY	T.J. Brown, Pressmennan Lake House, Stenton, Dunbar EH42 1TF	NELLIE B
CLY	N.A. Mikkelsen, 39 Pennelton Place, Bo'Ness, West Lothian EH51	LADY SOPHIE
CWL	M. Heard, Tregatreath Boat Yard, Mylor, Falmouth, Cornwall TR11 5NS	DONNA CAPEL
CL	F. Hindley, Hillside, 27 Daglands Road, Fowey, Cornwall PL23 1BW	WHITE HEATHER
DB	P. Holden, Carraig Rua, Howth Summit, Co. Dublin, Ireland	
DB	D. Hunt, 29 Woodville Height, Dungriffin Road, Howth, Co. Dublin, Eire	TRULIGHT
DB	M. Hunt, 1 Island View, Harbour Road, Howth, Co. Dublin, Eire	VERVINE BLOSSOM
DB	E. Kehoe, 24 Grosvenor Court, Templeville Road, Dublin 6W	
DB	D.L. Lynch, Clara, Orchard Road, Cork, Eire	
DB	P. McNulty, Ballydoogan, Sligo, Ireland	
DB	F. McCarthy, 43 Grace O'Malley Road, Howth, Co. Dublin, Eire	DUN-INVER
DB	E. O'Coneen, 1 Haigh Street, Dun Laoghaire, Co. Dublin, Eire	PRIDE OF GALWAY
EC	P Dann, 33 Mill Road, Henham, Bishops Stortford, Herts CM22 6AD	RIPPLE
EC	P. Leftley, 3 Tattlepot Road, Pulham Market, Diss, Suffolk IP21 4TH	MARIE-JULIE
EC	A. Marshall, 12 Eastwood Road, South Woodford, London E18 1BW	PEGGY H CLYTIE
EC	P. Masters, 22b Dene Road, Guildford, Surrey GU1 4DD	
EC	G. O'Brien, 73 Winnock Road, Colchester, Essex CO1 2BQ	AMORITA
EC	D.E.S. Overton, Wildwinds, The Drive, Rayleigh, Essex SS6 8XA	
EC	R.McK. Perkins, 24 Promenade, Mayland, Chelmsford, Essex CM3 6AR	SHEENA
EC	S. Sansom, 9 Sheepcotes Lane, Southminster, Essex CM0 7AF	WILLOW WREN
EC	Mr. & Mrs. Simmonds, 14 Wish Hill, Eastbourne, East Sussex BN20 9EX	
EC	I.C. Smith, Burnside, Great Bentley, Colchester, Essex CO7 8PA	BONA
EC	I. Thompson, Walnut House, Eagle Road, Erpingham, Norwich, Norfolk NR11 7AD	
EC	I. Treadwell, 95 Tavistock Avenue, Perivale, Middlesex UB6 8AN	PUFFIN
EC	S.A. Williams, 8 Rosebank, 64 Coast Road, West Mersea, Colchester, Essex CO5 8LS	VERITY



Welcome Aboard

Area	Name and Address	Boat Name
NI	B.D. Caldwell, 11 Meadow Way, Crawfordsburn, Bangor, Co. Down, BT19 1JJ	
NI	S.T. Dinsmore, 1 Beechill Park West, Belfast BT8 4NU	SHEARWATER
NI	D. Dunlop, 2 Ferry Street, Portaferry, Co. Down BT22 1PB	
NI	A.J. Ilston-Jones, 67 Ballyeasborough Road, The Quarter, Kirkistown BT22 1AD	GRASSHOPPER SCORPION
NI	B. Law, Cherry Hill, Whiterock Road, Killinchy, Co. Down BT23 6PR	
NI	Y. Lee, 26 Tildarg Road, Ballyclare, Co. Antrim BT39 9JU	
NI	J. Maitland, 31 Sulatober Close, Carrickfergus, Co. Antrim BT37 7SG	CRACKERJACK
NI	C. Rosbotham, 45 Westburn Crescent, Bangor, Co. Down BT20 3RN	MC
NI	J. Stannage, 21 Bowmount Park, Newtownards, Co. Down BT23 3SS	
NI	B. Thompson, 12 The Brae, Ballygowan, Co. Down BT23 5TH	
NW	I. Roberts, Bryndedwydd, High Street, Abergele, Clwyd LL22 7HA	
NW	J.C. Tancred, 65 Bro-Syr-Ifor, Tregarth, Gwynedd LL57 5AS	CLYTHIE
SOL	C.J.J Berry, North Croye, The Avenue, Andover, Hants SP10 3EL	TIR AN OG
SOL	M.J. Pickering, 1 Cobham Court Mews, School Lane, Hagley, Stourbridge, West Midlands	CRAIL KATE

Gaffers in Focus

WE said in the last newsletter that we'd give you a few hints about getting half decent results out of your Brownie box camera or high tech all singing and dancing Jappozomatic.

This is not a high-tech teaching granny to suck eggs item. It's too short anyway. But bear in mind the following.

Modern film technology is superb and the choice is bewildering. But my favourite all-rounder for maritime work is relatively fast 400ASA for transparency or print films. Again, it's a matter of personal choice, but my favourite brand is Fuji. You may prefer Kodak or something else.

Why 400ASA? It's a great all-rounder. Fast enough to deal with different light conditions yet the grain is perfectly acceptable thanks to advances over the last decade. Colour response is very good.

If you carry a camera at sea, make sure you at least have skylight or haze filters. For one thing they protect lenses. And consider using a polarizing filter. It's brilliant at getting rid of reflections and glare, thus revealing true colours.

More tips in next newsletter.

Jay Cresswell

For details and the rules of the Annual Old Gaffers Association International Photograph Competition see the last issue. Winter 1992/3

Area Notes

ceed to Shotley Marina for the prize giving in the Shipwreck Bar.

NORTH SEA CLASSIC PASSAGE RACE JULY 19

There will be a briefing for this event in the Shipwreck Bar, after the prize giving for the Tendring Coast Passage Race, about 2030 hrs July 18. A decision to race across will be made on the basis of the Shipping Forecast, and should this prove inclement (say above F5), we will postpone, and possibly alter the race destination to Stellendam.

Subject to weather, the race will start at 1030 from Harwich Breakwater/South Cliff, Medusa to Port, then across to Comptolsuis.

Arrangements have been made to book us into the new marina at Roompot, which is on the Western bank of the Oosterschelde. On Wednesday we sail for Wilhelmstadt, where again arrangements are being made for berthing, and on Thursday we sail down the Haringvliet to Hellevoetsluis.

Entries for this race should be made to the DCYR, but forms can be obtained from the OGA.

HELLEVOETSLUIS DCYR JULY 23-25

There have been more developments on this famous event. The International 8-metre championships are going to be held as part of the sailing side, the 8-metres sailing a series of separate races. But better still for us, the DCYR are also going to lay on a separate gaff-riggers race on the Saturday, which will hopefully stimulate the growth of the new OGA branch.

General arrangements are as reported last time, entry fee 65 guilders per boat plus 10 guilders per person.

WALTON BACKWATERS & STOUR RALLY AUGUST 28-29

Arrangements are still as outlines previously, entry forms will be included in Eastcoaster later on in the year.

MALDON ANNIVERSARY SUPPER AND RALLY SEPTEMBER 24

I am pleased to report that this year we will not be clashing with the Osea classics and smack race, which is the following weekend (invites only). Further details will be published later on in the year.

RACE ENTRY FEES

In view of the difficult financial situation some of our members find themselves in, the minimum entry fee is being held back at £5 for all events other than Shotley and Hellevoetsluis. Non-members (and late entries for the EC Race) will be £10. However, if you are merely "feeling the pinch" please can you add a donation to your entry fee is possible. We desperately need your continued help to keep such a comprehensive programme going.

RIVER BLACKWATER CONSULTATIVE COMMITTEE

The OGA are represented on this committee by Arthur Keeble (c/o Downs Rd. Boatyard, Maldon), and meetings have been arranged for May 19 and October 7. If you have any ideas or concerns about the Blackwater, please let Arthur know.

BURNHAM RALLY FEBRUARY 20

The first East Coast Area event this year was the social gathering at the Royal Burnham Yacht Club on 20 February.

In addition to OGA videos, Mike Emmett brought along some old cine film of Maldon which has been put onto video tape and several members had photographs of their own and other interesting boats. Over fifty members and their guests joined RBYC members for dinner.

The speaker was John Robinson, senior curator of the Maritime Collection at the National Science Museum. He gave a talk, illustrated with slides, showing how certain types of boats had disappeared in a very short time and of the need to preserve our maritime heritage. It was his personal view that preservation of smaller vessels had best been achieved by private individuals within organisations such as the OGA.

Brenda Jago was presented with a pewter tankard in recognition of 10 years service to the OGA.

The 1992 OGA video of the Classic Boat Festival and East Coast Race is available at £17.50 from R & D Davis, 4 Chamberlains Gardens, Leighton Buzzard, Beds. LU7 8AP. Earlier videos are also available - please ring Brenda on 0621 741595 for details and prices.



EAST COAST

Jon Wainwright & Brenda Jago

WITH the count-down to Deva's lift-in well under way, and desperately looking for gaps in the rain clouds for a coat of "Harry Slappers", the EC Secretariat is at panic stations.

However, the committee have not been idle, and there are several event items to report.

SLIDES & SOCIAL at RBYC

Elsewhere there is a separate report on this event, but I would like to mention Brenda's official "Rollocking" by the Area Vice President. Brenda Jago has put in at least 10 years hard work into the OGA, and much of the progress made in that time on the EC is largely due to her efforts.

For her troubles she was presented with a magnificent trophy hand crafted by the cardiacally challenged from the remains of Britain's Sailing Navy with two rowlocks for *Barnacle*. She was also given a commemorative mug.

CROUCH RALLY MAY 29-31

Details are now finalised, entry forms from myself or Brenda.

EAST COAST BOAT SHOW, BURNHAM MARINA JUNE 2-6

The OGA have been offered a free stand and berthing for a dozen gaffers. We would like to promote the wider aspirations of the OGA, not just the EC, so contributions from all areas would be most welcome. If individual members would like to exhibit their boats, please could they contact Brenda Jago, 0261 741595.

SHOTLEY CLASSIC BOAT FESTIVAL JUNE 19-26

Enquiries lead us to think that attendance at this event are going to be very much higher than last year, so please book in as soon as possible. The shore-side looks even more impressive than previous years, and there is to be a full blown beer festival with 100 guest beers.

The OGA are working on the de-tox programme of sailing events as well, and there will be additional smack racing and class racing for Norfolk Oysters. Whilst skippers and crews will have free admission to events on shore, there will

be a charge for casual visitors.

For open boats there will be revisions to the normal sailing programme as requested, and there will be free waterside sites for tents and caravans. There is an administration charge made by the Shotley Point Marina of £40 per boat (£20 for open boats), but other than a lot of beer money, moorings, entertainment and racing are all-in.

OPEN BOATS RALLY JULY 3

Class III's very own rally with classes for large and tadpole size boats. Us foreigners from the Stour have managed to thrash locals in the tadpole class, but the West Mersea pirates re' supreme (until they see the new har' cap system). A highly recommended event for all ages, racing in the morning, picnic lunch on Packing Marsh island, sail and oar race pm., and WMYC are our hosts in the evening. Launching trailer storage, showers etc. all laid on.

Contact Sue Taylor, 0206 382483

EAST COAST OLD GAFFERS RACE JULY 17

Basic details were included in the last newsletter. Stone SC will be hosting the event, with meals for the weekend, camping facilities, ferry service etc. However, it is essential that all boats have a good supply of ground tackle as the tides run hard, and the bottom is slippery with weed.

Start is later this year because of the tide, 1000 hrs for classes I,II,IV, class III 1030. Class III will sail a different course from usual, with an early leg up the Blackwater, so do read the instructions.

All entrants should report to Stone SC on the Friday night to collect relevant information, or send someone on their behalf. With the late start, there is likely to be a late finish too, so declaration forms are really essential this year.

Brian Hammett will be OOD, but he does want a lot of help on the bridge. If you are not racing, PLEASE could you lend a hand?

TENDRING COAST PASSAGE RACE JULY 18

The start will be from Stone SC line at 1030 hrs, leaving Bench Head and Medusa to Starboard, before finishing on a line between the South Shelf and the end of Harwich breakwater. Pro-

A Year in the log of Delphina

by Mark Taylor

THE season started as usual with the Whitsun Bank Holiday Rally in St. Peter Port with a crew comprising myself, my wife and two landlubbers.

We rendezvoused at The Pop Inn, Itchenor for supper before anchoring for a few hours at East Head to await the tide, aiming to depart as 3am. However, the sleep was good (or was it the Director's?) and I weighed anchor at 5am with the crew still aslumber.

Visibility was crystal clear as *Delphina* motorsailed past Bembridge Ledge and set a course for the middle of the Alderney Race aiming to be in St Peter Port that evening. Unfortunately, although the wind was a favourable northerly, it was light and, combined with the late start, there wasn't enough tide in the Little Russel so I happily altered course for Braye.

A brisk walk up the hill and a few pints of Old Thumper in a bar and we were all ready for bed.

The next morning we motorsailed through the Race and Little Russel joining up with *Tee Jay* who had left Lymington the previous evening. On arrival at St Peter Port we were instructed to berth alongside *Venture* at the inner end of the town pontoon. After manoeuvring around a catamaran which closely resembled two floating gasometers, I headed for *Venture* at an oblique angle.

Engaged reverse gear. Nothing happened!

Thankfully, I manoeuvre slowly in marinas and some smart rope work brought us neatly to rest. Subsequent



Delphina

investigations revealed a fractured reverse band.

A moderate turn-out of Solent boats was in Guernsey and good fun was had by all. But we ducked the Sunday morning race as *Delphina* does not like a variable force 1 so we headed home in the company of *Onward Of Ito*.

Delphina was then out of commission for six very frustrating weeks whilst the gear box was repaired.

Two weeks later we were still boatless and the Wootton Rally had arrived. So we drove to Pompey (Portsmouth) and let the ferry take the strain across to the Isle of Wight. Not quite the same as sailing in! The weekend was excellent fun (see 1992/3) and Richard Branson would have been impressed with the hot air balloons display.



Delphina

With a repaired gearbox and a wife working in Brussels, I took a week off in July to sail the boat single handed. But, whilst I had sailed solo within Chichester Harbour I had never been to sea alone.

A great week was had within the confines of the Solent and a lot of seamanship was picked up, such as anchoring single handed under sail (necessity due to blocked fuel pipe) and how to unwrap the staysail from the collapsed forestay after an emergency gybe (I stood on too long).

Following various weekend sails, the next main events were the Bursledon Regatta and the Solent Race and Rally. On the weekend of the Bursledon Regatta, the forecast was for a north westerly 4/5 increasing storm 9 later.

We therefore set out from Chichester early to catch the tide into the Solent and to beat the wind. Unfortunately, luck was against us. The engine died just as I was about to kill it off the Bar. With a nervous crew, we sailed back to East Head to discover yet another blocked fuel pipe, (I should have drained that tank last time). Having missed the tide, we dejectedly returned *Delphina* to her mooring and drove to the Elephant.

I now had a problem of how to get the boat to Cowes for the Solent Race the following Saturday. I took Friday off and arranged to sail there with another Chichester Gaffer the *Lona II*.

Unfortunately, that day my wife was admitted to hospital and I sat dejectedly in a ward watching the good weather and waiting for her to return from theatre. My only consolation was that the light and variable winds during the race would not have suited *Delphina*.

Three weeks later, and my crew recovered, we set out for the Yarmouth Rally and what a sight the harbour was with 25 gaffers seeming to dominate the horizon. The passage from Chichester to Yarmouth had been glorious taking only three and a half hours due to a big spring and a north east. However, the return passage gave us a NE 5/6 on the nose against the tide (British Steel Challenge - no thanks).

My wife and I then decided to take a late holiday during October, cruising a deserted Solent in the company of *Tee Jay*. The rendezvous was planned for the Folly Inn, and then the delights of Newtown Creek, Yarmouth, Bealieu, Bembridge and Chichester Harbour were explored at leisure.

The week was superb. No rushing to get a tidal gate (usually Portland or Alderney at 2am). No long sails

Polynesian proas. It really was mind boggling.

The weather was not kind to Brest, mostly windy with drizzle or fog and sometimes real rain. There was one short spell when the sun appeared and it was magic.

The British Pavilion was considered by most to have been the best of the National exhibitions and the OGA was represented there with a stand showing our range of activities with a large selection of photos, posters and programmes of past events.

With such a large proportion of our members there on the water and any more visiting I am sure the presence of a manned stand was a great PR benefit to the Association.

I must thank Jon Tyrell for coming with me and assisting on the stand at short notice, also Maggie and Sam Bayliss, Katherine and Simon Scott Brown and Dick Dawson who all gave us a few hours relief - the stand was manned from 0900-2000 hrs each day.

Needless to say, when we arrived in Brest to set up, the structure and facilities were not as we had been led to expect but, with one amateur and one professional boatbuilder, and a car full of "just in case" we and all the others in the "Brittany Series" British Pavilion coped, aided by the Chasse Marée representative Charles Reyton and his wife.

There was a great camaraderie in the tent and of course, as we were all teetotallers celebrations were very / key.

There were moments however, such as the arrival of the Falmouth Marine Band forging its way down our jetty through the impenetrable crowds led by the Cornish flag dressed in the uniforms of Greek soldiers, white skirts, pom-pommed feet to boot. This was their third appearance the first as pirates, the second as English soldiers and every time a resounding hit with the locals. I understand condition of entry to this singular body of persons is the inability to play a drum or blow a bugle, their sole instruments. The result was wonderful.

Come the fifth day and the fleet set sail for Douarnenez. It was a dull morning with no wind, we had to dismantle the stand and stack it back in my car which it filled to the roof, and we then drove down the coast to see them arrive.

By midday the sun had come out and there was a light breeze and the mist had cleared. On the approach to Douarnenez on the crest of a hill there is a view out across the bay and out into the Atlantic.

Filling the bay and back as far as the eye could see was a veritable Armada of every conceivable boat all under full sail, square riggers, Thames barges, River Tagus lighters, bisquines, smacks, classic yachts. It was honestly breathtaking and quite beautiful to see.

Well! the sun shone on Douarnenez and one could not help feeling a little sorry for Brest as a result. The contrast was considerable, with the emphasis on relaxation although the multitudes again came to goggle on what was in fact about half the original gathering.

The boats were more accessible, the weather better and the onshore reception just a little more relaxed. The newly locked Port Rhu, now part of the Chasse Marée Maritime Museum, with its slipways and jetty is a great facility and makes the town, which was always fascinating, even more so.

Why can't we do it here in the UK? I don't know how the French finance these things, all at no cost to the entrants, but they do and they even make it pay. They see value in tourism in traditional craft and they make sure the whole country and indeed the world know about it. They show the courage of their convictions with very heavy investment in advertising.

They then get it back by closing off their towns and charging everyone to get into the environs, not just the quay, but all the streets nearby. At Brest and Douarnenez last year the price was £8 per person per day. This probably couldn't happen here or would it?



Peace at Port Rhu, Douarnenez

Brest '92' Revisited



David Cade

IT must have been an administrative nightmare - all those boats (over 2,000) and all those visitors (over 1.5 million), all crammed into four days in the Commercial Port area of Brest, plus the great bonus of the hitherto prohibited naval dock known as the Pendred.

Now add to that, 1.5 kilometres of bar, four huge open air stages with unbelievable amplification for shanty singers and nautical musicians various, endless stalls selling kebabs, sausages of unknown origin and other sundry culinary delights and you have a singularly interesting problem of waste disposal.

This problem was barely

addressed by the organisers but I am sure there must be an EC regulati

That was not all, for along the 5km of quay and shoreline were various exhibition areas with National Pavilions, boat building, souvenir stalls, museums, riggers, static boat displays, an absolutely fascinating Belgium mobile dance bar with Breton dancing, lifeboat exhibition and the complete range of French Naval activities.

Nearly impossible to take in you say, well we haven't started on the boats yet which ranged from square riggers to 10ft lugsail dinghies and everything in between, including gondolas, Clyde puffers and

Gaffers Log

against the wind to achieve a passage. Just Solent sailing as it used to be with a realisation that there's Keyhaven, Ashlett Creek etc. to explore next time.

Despite the emptiness of the Solent, we were still hit twice whilst moored.

The first time we were asleep moored against a pontoon in Yarmouth when we were rudely awoken by a Joint Services Victoria 34 striking us amidships. We came off best with two loose stantions and a bent shackle but the Victoria was missing a lot of gelcoat.

The second time was much more exciting. Whilst moored on a buoy with *Tee Jay* off Itchenor, we were enjoying a G&T in *Tee Jay's* saloon when conversation was brought to an abrupt halt by an almighty crash. Graham and I leapt into the cockpit to find a boat on the end of *Delphina's* bowsprit.

To be precise our bowsprit was through the starboard cabin side and sticking out of the companion way!

The vessel was eventually freed from us after an hour of hauling her broadside against the ebb. Thankfully, no damage was done to us or *Tee Jay* but the same could not be said for the other boat which appeared to have misjudged the tide whilst passing between a trot of buoys.

All in all, despite engine failures, abysmal weather and collisions, it was a memorable season's gaffering with many delightful and memorable sails.

If one achieves just once in a season a couple of consecutive days classic sailing, waking up to the sound of birds in Newtown Creek and going to bed with the sun setting over Hurst Castle bathing the Shingles Bank in brilliant orange, you can then lay up your vessel in the knowledge that those pleasures will last with you through the winter until once again you pick up the flashes of Quenard Point lighthouse on the approach to the Race at the beginning of another season's gaffering.

A Good Read

Classic Boat Seamanship

by Martin Tregoning

Published by Adlard & Coles Nautical Price: £ 19.99

THE first question that many members will ask, casting their eyes over their bookshelf filled with treatises by Worth, Hiscock, Cooke, Leather, et al, is "Is there any need for another book on seamanship?", and if you have these books then you will find little that's new in Martins book.

However, many of these books are out of print and hard to find and thankfully more and more sensible new books on gaff rig are available which more and more sensible people are buying so for these newcomers to long keel boats, study of this book may well save them from some of the nail biting situations that, in more spacious times, it was good for the soul to experience.

The book covers all the usual features from rigs to maintenance through manoeuvres and even disasters with a good many photographs and line drawings to illustrate the text. The book is not without errors, the most serious being on page 82, where one is told to put the helm to leeward to gybe.

I found the style a little didactic (teacherlike) and not always as clear and concise as it might be but all in all this book provides a fair guide to the newcomer and, with the useful glossary of terms at the back, will provide food for discussion and argument for all.

Harris Aitken



Lone Wolf, Tee Jay and Young Alert in background

Lone Wolf's Westward Prowl

by Dick & Pat Dawson

OGA members read a fair amount about the prettiest (and almost the fastest) little gaff cutter on the South Coast in accounts of our summer cruises and Solent Area events. However, many members may know little of the boat, so this cruise account is preceded by a potted history.

Lone Wolf was built by Ashton & Kilner in Poole in 1907. This makes her the elder sister to the well-known yawl *Iseult* by two years, for both yachts were built in the same yard. In 1911, *Lone Wolf* was bought by H R Carson, who kept her in Yarmouth loW until he parted with her in 1922.

Carson describes *Lone Wolf* as "a 7.5 ton square sterned Poole built cutter 26.4ft overall, 9ft beam, 5ft draft and with a net registered tonnage of 6.29. She has a moderately rounded forefoot. A 3hp engine is fitted under the floor of the

well driving a side propeller. She is snugly canvassed, has roller reefing to her mainsail and Wykeham-Martin jib furling gear."

In 1912 he shipped his sister, Beryl, as crew and sailed up into the Baltic, leaving *Lone Wolf* over the winter in Copenhagen. In 1913 the continued on to Kronstadt and back to Cowes. In 1919 they were away again, this time down through the French canals in winter, reaching the Mediterranean at Marseilles. Having spent the season as the smallest English yacht at Cannes, they returned via Bordeaux, making their English landfall at Dartmouth.

After Carson, *Lone Wolf* had a number of owners, notably Joe Mew of brewery fame, who, kept her at Newport loW. Just before the Second World War, *Lone Wolf* emigrated to the East Coast, where she remained until we rescued her from such



Dualing guitars - Nick Skeats and Dick Dawson

As the day wore on, the breeze freshened and I felt that we might just be able to get round the Bill and close the shore by St Albans before we lost the flood. However, the breeze freshened yet more and the mighty spring tide had other ideas. We didn't lose the tide until we were only five miles short of the Needles. By this time, with full sail still set to the topsail and boomed out no. 1 staysail and a fine Force 5 astern, even a strong ebb in the Solent wasn't going to bother us.

We wriggled through the North Channel and kept to the mainland shore all the way up the Solent. A gaff cutter with everything set presents a fair sail area and we were full of confidence that we could hang on to it, so we were moving much faster than most other yachts out that day, the majority of which were reefed.

We sailed all the way up to Bursledon, handing the topsail pretty well at the last moment, to come alongside our mooring at the Elephant Boatyard just 29 hours after

dropping the mooring in Falmouth. Overall, the passage time was only fair, but the last 12 hours made for one of the fastest and most exhilarating sails I can remember.

We hadn't seen *Tee Jay* or raised her on the radio for the whole trip and assumed that she had put in somewhere on the way. So it proved, with *Tee Jay* arriving the next day after a fast and boisterous sail from Dartmouth.

In summary, the cruise was not of the same quality of those we have had in previous years. In two weeks I think I got into shorts twice, and swimming was out of the question. Nevertheless, we had some very good times and the sail back up the Channel finally made up for the days of windward work getting to Falmouth in the first place.

late forties. She is owned by George Becket, other members of whose family in foreign parts own *Bluejacket* and *Bonita*. With George and his family present, our cruising group was complete.

I like Falmouth. Carrick Roads give ample scope for messing about in boats, you can change the scene by sailing to Mylor, Flushing, St Mawes and many other charming places, and there is good cheap eating ashore.

Perhaps best of all is the river Fal. This deep water estuary is navigable for some miles and its steep-to banks are heavily wooded. The sailing can be interesting, with unpredictable breezes, but it is quiet and charming, with a number of good anchorages. Many ocean going vessels laid up afloat add further interest.

We went up the Fal on the following day, hoping to eat at one of the riverside pubs. Having spent the afternoon on the anchor after a relaxing lunch on board, we had to return to Mylor to find somewhere to eat. Even the restaurant was closed, so we marched over the hill to Flushing before dining in a friendly pub.

We spent the next day in the Helford River, anchoring in Helford Passage. Helford itself is charming and we made use of the very fine Shipwrights Arms for lunch and dinner. We planned to spend longer in the Helford and explore the river, but the weather was clearly up to no good, so the next morning we ran back to Falmouth.

Once again, we were fooled by freakish breezes in the river. This time, the conditions outside were considerably brisker than we had anticipated. We roared out under all plain sail, in conditions that would have been easier with a reef and a smaller jib and stayail. However, Carrick Roads were only five miles distant and the sun was shining, so we held on to it all and creamed our way back to Falmouth. Nothing carried away and we were back remarkably quickly.

There was one event we did not want to miss before sailing east again - another 14th birthday party. This one was for Hannah Cunliffe and held aboard Tom's Pilot Cutter *Hirta*. Once again we sailed up the river Fal and anchored in a considerable fleet just north of King Harry Ferry. Many of the guests were long-term ocean cruising liveaboards and, perhaps as a consequence, the home-made entertainment was of the highest quality.

Nick Skeats was a highlight, playing his Marquesas-made ukulele, unevenly backed up by yours truly playing Tom's guitar. I have always been keen on giving parties afloat and *Lone Wolf* has seen her share. However, there's nothing like 50ft of solid beamy Pilot Cutter to pamper the guests with plenty of space and comfort.

The following day we had planned to sail for the Solent, but conditions were so completely horrible that we once again picked up a mooring buoy off the Royal Cornwall and stayed another day. It did give us the opportunity to go ashore and spend some time with old friends in Flushing. *Tar Baby* tried to shape a course for Fowey and wasted no time in returning once they experienced the conditions outside.

On 0745 the next day saw us sailing out of Falmouth, all sail set to the topsail. The sun peeped through from time to time, but the westerly breeze was fluky. As we had little time to spare, it was important to make the various tidal gates and we mot sailed for a few hours to round Star Point by 2100. Once into Lyme Bay we stopped the engine and trickled along until the breeze began to fill in about 0400.

At 0600, with *Lone Wolf* creaming along at about 5-6 knots, a school of seven porpoises joined us and played around the boat for 20 minutes or more. Standing on the stemhead watching them surfing down the bow wave, crossing and re-crossing just a fraction of an inch from the cutwater and performing the most amazing acrobatics was an experience to remember.

strange surroundings to bring her home. For some of that time, she was owned by Edgar Traylen, who kept her at Walton Backwaters and lovingly cared for her in more than 20 years of ownership.

Nevertheless, in 1983 when we first bought her, she was a little tired. After sailing a very full season, we laid her up for a refit, which ran on until 1987. In that period we replaced much planking (damaged only by refastening and over-caulking) and about half the frames. These were almost exclusively destroyed by fresh water, either from leaking water tanks or from deck leaks. A number of graving pieces were let into the elm keel, damaged by electrolysis. A new stem was fitted and major repairs were made to the transom. All steel and ironwork was removed. The new floors were made of iroko instead of steel and all fastening was bronze or copper.

Only a tiny amount of original accommodation was left, which we incorporated into a brand new interior using pitch pine, teak and maple to retain the feel of the period in which she was built. 1987 saw *Lone Wolf* afloat again, re-engined, with completely refurbished hull, almost complete accommodation but a rather scratch rig. By 1988 work on the accommodation ceased and in 1989 we put in a completely new rig, replacing the mast and boom and setting a brand new suit of sails by Stephen Ratsey.

It was all rather a rush to instal the new rig and we sailed for the 1989 Yachting Monthly Classic Yacht Rally in Brixham only two days after we rigged the boat. Miraculously only one minor problem occurred on the way west and we revelled in the power of the new rig.

Each year since we have cruised the English Channel, from Ramsgate to Falmouth and Alderney to Ploumanac'h. 1989, 90 and 91 were vintage years with perfect summers, suffering only from slightly less wind than we would have liked. Notwithstanding that, in 1989 *Lone Wolf* put in her best passage to our memories, broad reaching from St

Anthony Head at Falmouth to Anvil Point in 24 hours, only arriving in Yarmouth some hours later because we were too early for the tide at the Needles.

1992 has not been such a good season. Personal circumstances made it impossible to join our first Solent OGA Rally of the season to Guernsey at Spring Bank Holiday. Since then the weather has been fairly unremarkable save for its beastliness. Until our summer cruise in August, our weekend sailing was confined to the Solent.

We sailed from Bursledon at midnight at the start of our cruise, in company with *Tee Jay*. She will be familiar to members as the green gaff cutter that does extremely well in the Solent Race. It is she that makes *Lone Wolf* "almost" the fastest little cutter on the South Coast. 29 hours later we moored up in Dartmouth after a particularly unpleasant windward passage of Lyme Bay.

Heading initially for the inshore passage around the Bill (a new experience for me, I like sea-room) the fresh SW breeze freshened more, to the point where we eased sheets and flew off flat round the Shambles with uneasy feelings about how we would admit to fudging the inshore passage.

We need not have worried. Later we found that *Tee Jay*, having rounded the Bill inshore, entered Brixham at 0400, just when we were tacking off Berry head and shaping for Dartmouth, where we moored an hour later. Honour was thus satisfied.

In Dartmouth, we fell into bad company with *Tar Baby*. For those not familiar with this yacht, she is a lovely 1939 35ft Nicholson designed and built 3/4 rigged Bermudan sloop, lovingly tended and expertly sailed by John and Elizabeth Ungley. Their claim to fame is the quality and extent of their hospitality. Suffice it to say that their daughter Portia had her 14th birthday the day we arrived in Dartmouth, we spent a most convivial day far up the Dart at Dittisham, whilst the sou'wester roared overhead.





Pen Duick

Tee Jay joined us from Brixham and all three boats sailed from Newton Ferrers. Another fairly unpleasant turn to windward ensued, with a lumpy sea off Star Point, but improving as the afternoon wore on.

The following day, well reefed down, we sailed for Fowey. Freakish wind conditions in the river fooled us and we found that once outside, we were undercanvassed for the very confused sea and moderate breeze. We shook the reef out straight away,

but never did manage to change up to the larger jib.

It was very rough and we had forgotten (!) to rig our temporary lifelines - *Lone Wolf* has no permanent ones. So we slogged on uncomfortably, unpleasantly close to the guns firing overhead at the Wembury Range. By 1750 shipping forecast time, fed up with being hard on the wind, we tacked offshore by Looe Island, freed off and made some tea. The guilty feeling resulting from putting the wind almost on the beam was amply rewarded by tea, cake and dry side decks.

Our approach to Fowey was comical. I had planned to crash in to the entrance hard on the wind, free off up the river and round up in a roar of flogging canvas to the amazed and admiring gaze of all. Unfortunately, the last five miles were in visibility of about 1/4 mile and the wind died completely in the entrance.

I couldn't even plead adverse conditions, as the sun came out as we entered the river. We moored alongside *Tar*

Baby and *Tee Jay* and repaired immediately ashore for a pleasant evening, firstly at the Fowey Gallants, an amazingly friendly club, and later at Sam's restaurant where we had a boisterously good time.

The next day was leisurely. *Tar Baby* and *Tee Jay* entered a sail past and concours d'elegance which included a good part of the fleet bound for the Falmouth classics. Despite the lack of wind in the river, it made a fine sight from the balcony of the Royal Fowey.

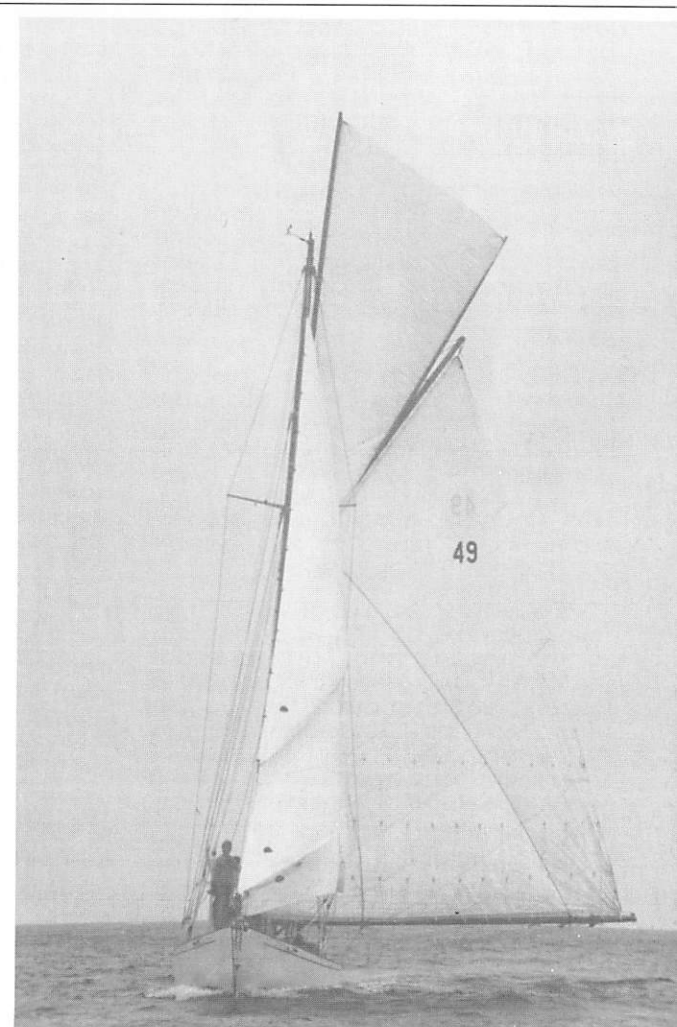
The following day saw the Falmouth Classic feeder race from Fowey. Although there was a fair breeze at the start, as the day wore on it fell very light. However, we weren't complaining, as the sun was shining and what little breeze there was, was not from ahead. The fleet was very mixed and included some quite spectacular yachts, including *Pen Duick*, Eric Tabarly's turn of the century Fife racing yacht.

Once Tabarly got bored with putting French yachting on the map and redesigning the concept of long distance ocean racers, he quite naturally reverted to the only sensible rig for a yacht - the gaff cutter. *Pen Duick* carries a cloud of canvas and in virtually no wind she tacked downwind to a most convincing victory.

Another impressive yacht taking part was *Tigris*, designed by Mylne and of about the same age as *Pen Duick*. She is also beautifully restored, but sailed with an excess of enthusiasm.

A silly luffing incident affected us directly and some damage was caused by her insistence on right of way at the start of the Falmouth Classics race. When her helmsman learns that care is required in racing in and with unique and irreplaceable craft, it will be a delight to have *Tigris* in our races.

After an enjoyable but undistinguished race, we picked up a mooring buoy off the Royal Cornwall. The Falmouth Classics race took place the next day and we entered it aboard *Tee Jay*, leaving *Lone Wolf* on the mooring. Not only was there no wind, but thick fog formed towards the end of the race



Tigris

and we groped our way across the line just before the time limit. Importantly, we were ahead of *Redwing*, a very fast Albert Strange yawl, regarded as one of the scratch boats locally.

On returning to the mooring, we were delighted to see *Young Alert* sailing in. She had preceded us by a week and failed to get to the Scillies as planned and was returning from Penzance. *Young Alert* is an 1860's Solent Smack, originally named *Alert*, which was completely rebuilt in the