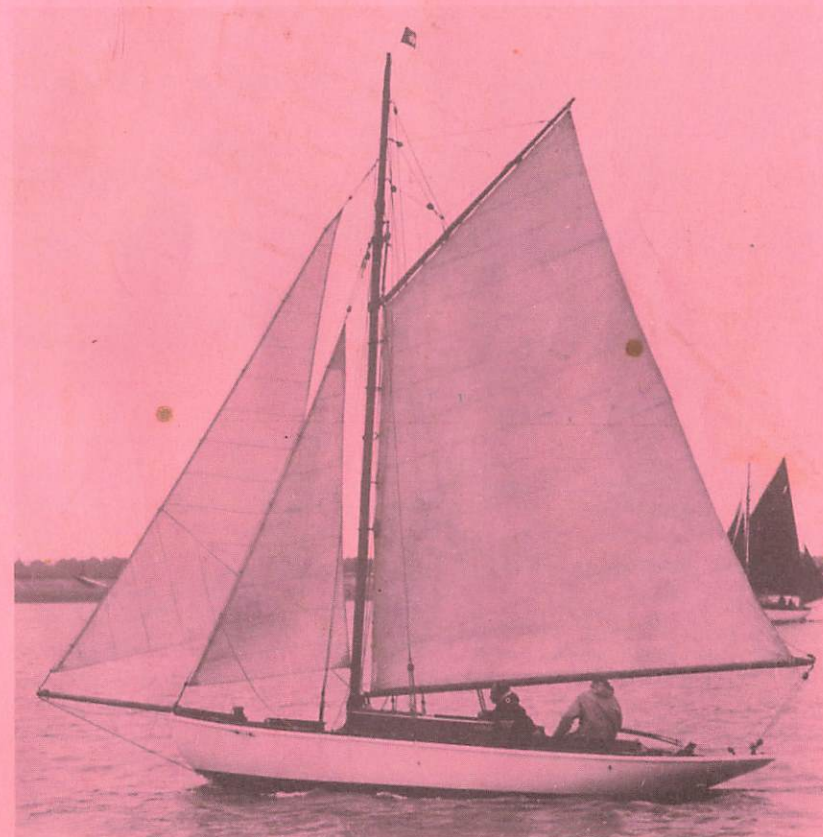


Old Gaffers Association



Rubicon in Swale Passage Race 1991.

Photo: R. Holden



Star, built by Wade in 1907, in 1966 E.C. Race.

OLD GAFFERS ASSOCIATION

President: ROB WILLIAMSON
Brick Kiln Cottage, Coggeshall Road, 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. BILL BROWN
Wheal Cock, Porkellis, Helston, Cornwall TR13 0JS
Tel. 0326 40198

Newsletter Editor: DAVID CADE
Steps Cottage, Playden, Rye, Sussex TN31 7NT
Tel. 0797 223040

Boat Register: DICK and PAT DAWSON
West Tye Cottage, Tyes Cross, Sharphorne, West Sussex RH19 4HY
Tel. 0342 810303

AREA SECRETARIES AND REPRESENTATIVES:

North East:
D. Bosomworth, 2 Quayside Court, Bell Street,
North Shields NE30 1HF. Tel: 091 258 1153

East Coast:
J.R. Wainwright, Port View, New Road, Mistley, Nr.
Manningtree, Essex. Tel: 020639 3537

Medway and North Kent
Jon Tyrrell, 2 Brent Hill Cottages, Brent Hill,
Faversham, Kent ME13 7EE. Tel: 0795 536320

Cinque Ports:
D.J. Cade, Steps Cottage, Playden, Rye, Sussex.
Tel: 0797 223040

Solent:
G. Benton, 34 Gravel Lane, Ringwood, Hants.
BH24 1LN. Tel: 0425 470400

South West:
S. Poole, Perry Farm Cottage, Doddyscombsleigh,
Devon EX6 7PT. Tel: 0647 52541

Cornwall:
Norma Ashun, Clydia, Wellington Place, Carmon
Downs, Truro, Cornwall. Tel: 0872 862966

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

North Wales:
D.A. Caton, Whiteacres, 1 Llanellian Heights, Old
Colwyn, Clwd. Tel: 0492 515350

Dublin
Yves Chavanne, 1 Meadow Dale, Hartstown,
Clonsilla, Dublin 15 Eire.
Telephone 010 353 1 216219

North West:
J. Forrester, Merseyside Maritime Museum, Albert
Dock, Liverpool L3 4AA. Tel: 051 207 0001 X403

Morecombe Bay:
J. Miller, 5 Moncaster Road, North Scale, Walney
Island, Barrow-in-Furness, Cumbria LA14 3RP. Tel:
0229 472135

Clyde:
A. Paterson, 48 Queens Drive, Queens Park,
Glasgow G42 8DD. Tel: 041 4243143

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

Overseas Liaison:
S.J. Bayliss, 1 Landsdown Avenue, Portchester,
Fareham, Hants. PO16 9NN. Tel: 0705 384632

France:
J.C. Credin, Le Veu Herve, 22360 Langreux, France.

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

O.G.A. of U.S.A.:
Leonard G. Kavanagh, 88 Lenox Road, Nahant, MA
01908, U.S.A.

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.

OLD GAFFERS SAILING PROGRAMME FOR 1992

May

8-10 Fete Maritime, Le Havre.
23 Medway Barge Match.
23-24 Crouch Rally, RBYC Burnham-on-Crouch (EC).
23-24 Guernsey Rally, St. Peter Port (S).
24 Medway Bawley Assn. Smack and Gaffer Race, Chatham.
29-31 Flensburg Rum Regatta.

June

4-7 Wooden Boat Show, National Maritime Museum, Greenwich.
6 Yacht, Smack and Barge Race, Greenwich - Gravesend return.
6 PASSAGE RACE E. SWALE TO UPNOR (N.K.)
6 CORNWALL AREA RACE, Falmouth (C).
6-8 Sur Les Traces des Chasse Marée, Dieppe (S).
13-20 Reeds Shotley Point Classic Boat Festival (EC).
20 NORTHERN IRELAND AREA RACE, Quoile Y.C., Strangford Lough (NI).
25-28 Gosport - Guernsey - St. Malo Race by ABTCE (OS).
26-28 Galway Hooker Regatta, Strangford Lough (NI).
27 SOUTH WEST AREA RACE, Dartmouth (SW).
27 Round the Island Race, Cowes [Gaff Rig Division] (S).

July

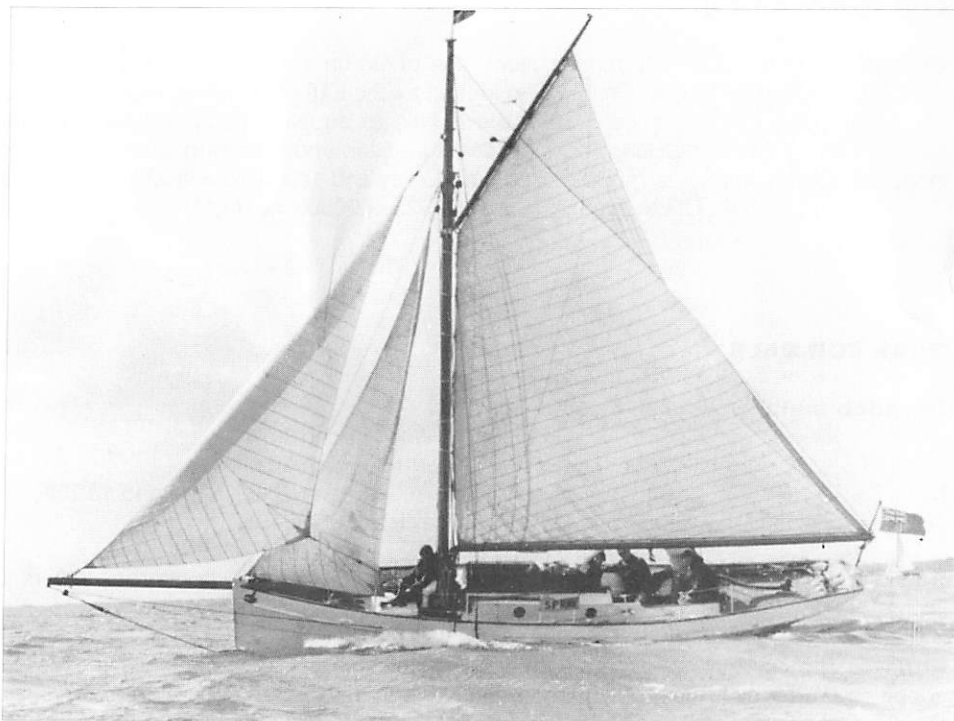
4 Open Boat Rally, West Mersea (EC).
4-5 Fete de la Mer, Fécamp (OS).
10-18 BREST 92 at Brest followed by Douarnenez.
25 EAST COAST OLD GAFFERS RACE, The Stone SC (EC).
25-26 Bisquines and Gaffer Rally, Granville (OS).

August

8 Swale Smack and Barge Races.
8 Dittisham Regatta, R. Dart.
10-13 Workboat and Classic Yacht Rally at Lowestoft (EC).
14-17 North Sea Race and Rally at Ijmuiden (EC).
12-15 Fete La Trinite sur Mer (OS).
29-31 Stour Rally (EC).
29-31 Rally at Stangate Creek, R. Medway (NK).
30 Royal Dart YC Gaffers Race (SW).

September

5 Colne Smack and Barge Rally.
5-6 SOLENT AREA RACE AND RALLY (S).
18-20 Maldon Anniversary Rally (EC).
26-27 Yarmouth (I.O.W.) Rally and RSYC Pursuit Race (S).



Spray - built in Dingle, Co. Kerry 1910.

ASSOCIATION STOCK LIST

		U.K.	OVERSEAS
<u>Burgees</u>	18"	£9.75	£10.25
	24"	£11.50	£11.75
	30"	£14.00	£14.50
<u>Membership Flags</u>	12"	£9.75	£10.25
	15"	£11.50	£11.75
	18"	£14.00	£14.50
<u>Ties</u> (Multi-Motif)		£5.00	£5.50
<u>Brooches</u>		£3.00	£3.50
<u>Cap Badges</u>	(Small)	£5.50	£6.00
	(Large)	£6.00	£6.50
<u>Sweatshirts</u>		£13.50	£14.00
<u>Polo Shirts</u>		£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-addressed label to:-

Mark Taylor, 5 Hawthorn Close, Colden Common, Nr. Winchester, Hants. SO21 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).



Water jousting - Paimpol 1991

Photo: R. Dawson

EDITORIAL COMMENT

We believe that the administrative difficulties due to the transfer of the computer from Cornwall to Suffolk are now resolved and that normal service can be resumed. I hope that all those who were entitled have now received the four issues of the 1991 Newsletter and that we shall shortly have recovered full membership of all those who were paying less than the individual subscription of £10 and £12.50 family membership.

It is always difficult to say goodbye and it is with real sadness that I write my last editorial comment. It is not really goodbye, of course, because I shall continue to be active in the Association but I am handing over editorship of the Newsletter to Jeremy Creswell, who kindly volunteered as a response to my request a year ago. "Jay" as he prefers to be known takes over as from the end of June and there is a short profile and details of his whereabouts on page 3. Please give him the encouragement you have always given me and keep him well supplied with news, photographs and items of general interest.

I have had the pleasure of eight years in this chair, making many friends throughout these islands and indeed the world. This pleasure has been enhanced by the considerable support and interest taken by our printer, Bert Crosskey, and his wife Betty, who has done all the typesetting. You will all agree that their products, including the rule book and our new range of forms, have been of the highest quality, giving our image that little "extra".

Finally from an astonished but honoured Elder Gaffer - thank you and good sailing for 1992.

David Cade

WELCOME TO THE FOLLOWING NEW MEMBERS:

ASTON, S.	Flat 1a, 6 Kinnegar Drive, Holywood, Co. Down BT18 9JQ, N. Ireland	MARY GRAY
BEDFORD, D.R.	Braham Farm, Lt. Thetford, Ely, Cambs. CB6 3HL	LE MOULIN VERT
CANN, J.C.A.	36 Preston Parade, Seasalter, Whitstable, Kent CT5 4AD	UNITY
CARMAN, R.	Simonsburrow House, Hemryock, Devon EX15 3XA	MERLYN
CHOPPIN, R.S.	Rats Hall, Waterside Lane, East End, Paglesham, Rochford, Essex SS4 2ES	HALLOWEEN
CLARKE, P.	Pennygreen, Round Street, Cobham, Kent DA13 9BA	
CLOGG, J.D.	57 East Street, Tollesbury, Essex CM9 8QE	ALBERT
COYNE, P.J.	54 St. Margaret's Avenue, Raheny, Dublin 5	
DURRANT, M.	Weirside, Loddon Drive, Wargrave, Reading, Berks. RG10 8HH	DUET
HAM, R.	36 Havil Street, London SE5 7RS	TAMMIE 775
HANN, N.K.	29 Thames Drive, Leigh on Sea, Essex SS9 2XQ	BOY MARTIN
HUGHES, D.	9 Tara Lawn, The Donahies, Raheny, Dublin 13, Eire	
JENKINS, B.	35 Partridge Road, Dibden Purlieu, Southampton, Hants. SO4 5LL	DIANTHUS
JONES, R.	23 Southfields Road, West Kingsdown, Kent TN15 6LA	
KENYON, B.	187 Station Road, Wylde Green, Sutton Coldfield, West Midlands B73 5LD	SUNFISH
MackENZIE, T.	1 The Orchard, Blackheath, London SE3 0QU	MARGARET-ANN
MAGUIRE, J.P.	22 Kilbarrack Avenue, Raheny, Dublin 5, Eire	
McCARTHY, M.	10 Berkeley Drive, Billericay, Essex CM12 0YP	FLEETWING
MITCHELL, Y.	321 Dale Street, Chatham, Kent ME4 6QR	SEA SLATER
MOORE, D.	Mill Brook End, Tattingstone, Ipswich, Suffolk IP9 2NT	WYDNA
REID, D.	32 Main Street, Conlig, Co. Down BT23 3PT, N. Ireland	
RYAN, G.	7 Ardbeg Drive, Artane, Dublin 5, Eire	
STARLING, D.H.	50 Hardy Road, London SE3 7NN	BEE OF BRIGHTLINGSEA
BROWN, R.	Beech Tree Cottage, 210 Lightwoods Hill, Warley, West Midlands B67 5EH	
CATLIN, J.H.	St. Chad's Vicarage, Old Hall Lane, Kirkby, Lancs. L32 5TH	ELSIE
GERRISH, P.	Monflorite, Church Lane, Bromswell, Woodbridge, Suffolk IP121 2PJ	LITTLE GILLY
HEATH, C.	75 Woodville Drive, Portsmouth, Hants. PO1 2TQ	SULA
PATTLE, R.,	Hope Cottage, The Street, Holbrook, Ipswich, Suffolk IP9 2PZ	CARTE BLANCHE
STOWE, R.K.	147 Wilton Road, Shirley, Southampton, Hants. SO1 5JU	CLAIRE OF LISMORE
WALSH, T.	15 Leysings, Basildon, Essex SS16 5SL	RENEGADE

FOR RENOVATION

SPRAY 28' gaff cutter with counter stern (see photo on next page). 8' beam and 5'6" draft. Built in 1910 in Dingle, Co. Kerry in Ireland for the Earl of Dumfries. In need of renovation although below the waterline there is little to do. New deck and deck beams required and areas of planking, possibly some frames need replacing. Good spars and standing rigging. Interior largely stripped out. Survey and estimates available. Lying near Ware in Hertfordshire. Offers over £2,000. Tel: 0920 469030(evenings).

GEAR FOR SALE

Duradon sails, brown, lightweight.

Jib	Luff 22.75ft.	Foot 14.0ft.	Leach 7.5ft.	
Staysail	Luff 22.75ft.	Foot 17.75ft.	Leach 18.0ft.	
Main	Luff 17.5ft.	Foot 17.5ft.	Leach 27.5ft.	Head 13.25ft.

Two seasons' use only, bargain at £250. Sam Bayliss 0705 384632.

Engine: 10/15hp SOLO petrol/paraffin marine engine complete with gearbox. Offers to Richards 0983 298470.

Engine: 7hp KELVIN petrol/paraffin marine engine with gearbox, direct drive excellent condition, currently in use, only third season since new (previously crated and unused for 50 years). Offers to David Cade 0797 223040. Also 2 Kelvin E2s for spares.

Wooden mast 22'6" with square heel for tabernacle, boom, gaff and tan terylene sail, mahogany skylight, 1" mahogany 1'8" x 2'4½", 8hp. Stuart Turner for spares and sundries, lying Worthing. Offers over £100. Tel: H. Ray 0903 205929.

Crab solid fuel heater rated at 3Kw. Burns wood, charcoal or coal and in good condition. £65 o.n.o. Tel: 081 661 6335 evenings or weekends.

WANTED

Crewing job to BREST 92. Hopefully starting with a feeder race from U.K. I have been sailing for 30 years in both big and small, new and old sailing craft. All ideas considered, contact Michael Durrant, Weirside, Loddon Drive, Wargrave, Reading. Tel: 0734 404788.

One Way Berth to Europe (S. France or Brest) early July. Previous sailing for leisure, no qualification but strong, fit and very enthusiastic. Hoping to work fare. Please contact Joe Chiazza, 25 Hotspur Street, Heaton, Newcastle NE6 5BE.



Mary Agnes



Sheena

MARY AGNES details in 1991/2 now £1,750 or offer to good home.

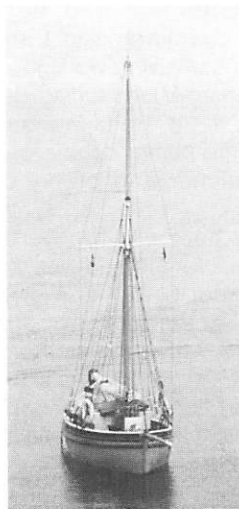
SHEENA see details in 1991/1 now at £5,800.

ENTERPRISE see details in 1991/3 now reduced to £8,500.

JINNY LIZ II see details in 1991/2 now only £3,750.



Jinny Liz II



Enterprise



"Venture" (see below) exposing herself in Southampton Water in 1985 Solent Race.

Photo: J. Denner

NEW EDITOR FOR THE NEWSLETTER

As I stated in "Comment" we have a genuine volunteer to take over the Newsletter. Obviously you will all be wanting to know something about him, something about what you might expect so here are a few "pointers".

Joined the OGA in the early '70s at which time he owned and worked the Morecombe Bay Prawner "Venture" before selling her to Sam Bayliss (now owned by Richard Coles).

After that he owned a series of Scottish built Motor Fishing Vessels working the West Coast of Scotland and North Irish Sea for a period of about 10 years in general marine contracting, then swallowed the anchor in '83 finally giving up commercial vessel operation in 1985.

He had been bitten by journalism in the '70s and was sometime assistant editor of World Fishing and editor of Scottish Fishing Weekly. He now works as specialist energy writer for a

leading Scottish newspaper and associate editor for the Australian marine publishing house Baird of Melbourne.

It all sounds good to me, slightly over qualified for this humble post but will have more professional and publishing input to give than I have even known. This is, how-ever, a labour of love so I round off this mini' profile with Jay's own words:

"Still nuts about boats, rarely afloat except aboard newly commissioned trawlers etc. and even more rarely under sail. Have a 16' skiff, build plank on frame models and dredge maritime history books."

I shall be handing over the reins towards the end of June so up to 8th June send copy to me and after that to -

Jay Creswell, 17 Kestrel Road, Newburgh, Aberdeenshire AB41 0FF
and the telephone number will be 03586 89855.

David Cade

MINUTES OF ANNUAL GENERAL MEETING HELD AT THE CRUISING ASSOCIATION ON Saturday, 11th January 1992.

PRESENT: C.R. Williamson (President); M.R. Burn (Secretary); W.A. Brown (Treasurer) and about thirty other members and guests.

APOLOGIES for absence were received from N. Ashun, H. Aitken, A. Aston, J. Forrester, J. Miller, S. Poole, C. Edmond and S. Knight.

APPROVAL OF MINUTES of the 1991 Annual General Meeting as published in Newsletter 1991/2.

It was pointed out that these Minutes were incomplete as the Secretary's Report had been omitted. This was then read to the meeting.

Charles Greenslade proposed, seconded by Ian Edmond, that the Minutes be accepted with the proviso that the Secretary's Report should be published in some future issue of the Newsletter. Agreed.

MATTERS ARISING:

Mike Burn reported that the Hogg Robinson Insurance Scheme was progressing very slowly. About 20 members had taken out Third Party Insurance. Nobody appeared to have taken out full cover.

1992: Noted that the OGA was on the DTI mailing list, but nothing appeared to be happening at the moment. The situation was being watched. David Cade mentioned that he hoped to be attending a seminar in Brussels in September.

Mike Burn reported that he was hoping to issue an updated, illustrated Membership List in late-Spring 1992.

PRESIDENT'S ADDRESS:

Noted that Tom Cook, the founder-Treasurer of the OGA had died during 1991, and it was suggested that there should be a Tom Cook Memorial Prize at each of the Area Races.

At this time of year it is customary to look back over the year so that we can see our direction for the future. But with your indulgence I would like to look back over the past three years and review what has been happening during my term as President.

Perhaps the most pleasing events have been the formation of new areas, North Kent, Belfast, North-West (newly reconstituted) and the latest to be formed in Dublin. There is also the possibility of an area being formed in Holland, the result of the close ties that have been formed

between the East Coast Area and the near Continent. The formation of these areas is a splendid achievement by the members concerned and continues the spread of the ethos of the OGA. Another way in which we have maintained a high profile and extended the influence of the OGA is through the participation by so many members in the various classic events around the coast. The South-West in Guernsey, Falmouth, Douarnenez - no doubt Brest later this year - the Eastern areas at Shotley Hellevoetsluis and Amsterdam, and the North-West in the Liverpool River Festival, have all helped to keep the OGA to the forefront of the sailing world. One or two members have expressed disquiet at the way in which the OGA is moving into these areas, but I am of the opinion that providing that the OGA is clear in its aims and objectives i.e. the promotion of gaff rig and retains its integrity, then only good can come of our participation in these very prestigious events.

On the internal side there have also been changes. The National Committee which consists of representatives of all areas, have updated the Rule Book - we have cleared up the long standing anomaly of husband and wife membership and have made provision for Junior members - whether we have any Junior members or not is not important at this time. What is important is the forward thinking that has recognised the importance of, and made provision for Junior members. We have also introduced a new insurance scheme which will, no doubt, prove to be very much needed in the future. And what of the future? To maintain a healthy association we must continue to attract and enroll new members. To do this we must continue with the excellent work of the Areas, for it is here, at the rallies and local events that most new members are to be sought. We must continue our high profile at the national and international events - make the organisers think that they cannot do without the OGA, and we must do all that we can to spread and foster the spirit of the OGA in the younger generation, so that the skill and expertise and love of older vessels is not lost. This is what we must be prepared to pass on, and we have to work at it by our example in boat handling, seamanship and care of the marine environment.

May I conclude by thanking all those who work so hard in all the Areas - Vice-Presidents, Secretaries and Committee members. Their time and energies are given very generously, and without them the OGA would be much less than it is. Perhaps two people should be given



Bullfrog

DAISY Memory Class gaff sloop 19' x 7' x 1'9"/3'9". GRP hull and decks with mahogany coamings and trim. 4 sails including topsail giving working rig of 313 sq. ft. Wykeham-Martin furling gear, compass, CQR, 12hp. Dolphin inboard, twin batteries, bilge pump, double gas burner, fire extinguisher and plenty of locker space.

Ideal family boat with two berths under long fore deck for the odd weekend away. Much admired, DAISY has given many days of delightful sailing, both single-handed and with the family, and has shown a clean pair of heels to many a Shrimper and Crabber! Although aspiring to something larger, she will be sadly missed. £4,950.

Geoff Skinner. 0489-572427 (eve.) or 0705-822351 x23254(day).

BULLFROG auxiliary gaff cutter, built 1932 by Felthams of Portsmouth.

30' x 9'6" x 4' with Ford 57hp diesel engine.

Built of pitch pine on oak with copper fastenings.

Hollow spruce mast in stainless steel tabernacle, s/s standing rigging, headsails in as new condition, main is cotton but still good and overhauled in 1991.

Much work done including saloon refitted in mahogany and decks relaid in Iroko on marine ply.

A strong sea kindly vessel with good inventory including, VHF, Log, heater, cooker etc.

A comfortable boat and a delight to sail. Offers around £12,500 (may be seen at South Dock Marina on the Thames).

Tel: 0628 29592.



Daisy

Dear Fellow Gaffers:

I sail a Catboat on the Long Island Sound in New York, consequently we share a lot of good (and bad) memories about gaffs, booms and hoops, etc. etc. I hate to mix business with pleasure but my knowledge of marine textiles in the U.K. is zero.

The company I am associated with have been making innovative textile products since 1907. Our latest selection of woven acrylic fabrics, ideal for covers, dodgers, biminis etc. is enjoying great

acceptance in this country and we now want to export the fabrics to England. We are looking for a distributor who calls on the marine trade and I am hoping you might be able to suggest a distributor we can contact.

Sincerely,

Toli Simos

Anyone interested the address is -
Doran Textiles Inc.,
10-39 Burton Street,
Whitestone, NY 11357.

ADVERTISEMENTS

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

BUCCANEER. Dauntless 20ft gaffer built in 1953 of clinker mahogany planking on oak with centreboard. 2 berths, 1986 Dolphin 12hp. inboard engine, original sails and rigging. Portaloo, compass, etc. A real traditional boat lying Thames Ditton. Needs some attention and seeks new loving owner. £3,500 o.n.o. Ring Tony Osborne 081 941 5299.

SULA. Much loved and admired. The very first Drascombe Longboat Cruiser - boat of the show 1973.

Completely overhauled 1988, new gelcoat, 5 coats epoxy, regalvanised parts and all bolts and screws replaced.

Two suits of sails, original plus larger jib and fully battened main on a boom. Both bermudan and standing lug mizzen.

Cockpit tent and cover, 10ft. sweeps. Road trailer, 1973 Outboard just serviced. All in excellent condition.

£4,000. Apply Wright 0833 50563.



Sula

special mention - David Cade and Brenda Brown. Brenda has looked after the Association stock for eleven years, indeed I believe that originally it was at her instigation that the stock list was extended to include clothing. I would like to call for a vote of thanks to Brenda and for it to be recorded in the Minutes of this meeting. David took on the task of editor of the Newsletter after the death of John Scarlett in 1984. He had a hard act to follow. However he quickly established himself as a formidable character, and the Newsletter took on a new slant. Not only was the format changed but David firmly believed the Newsletter should be a platform for opinion and change and not just a diary and reports of events, and this is what it has become.

The Newsletter Editor is very much in the front line, his work and opinions are before us constantly. He has served the OGA faithfully and I therefore propose that in recognition of his stalwart service to the OGA that David be made an Elder Gaffer of the Association.

SECRETARY'S REPORT:

Mike said that he concurred with the President. He was very sorry but it had been a very very quiet year, personally things were getting worse rather than better. He was keeping his head down and hoping the Association had not suffered.

TREASURER'S REPORT:

The Accounts were presented and questions invited. It was noted that Bank Charges referred to the Co-op Bank, Ipswich, only. So far the main OGA account at Barclays, Helston, was being run entirely without charges.

Donations were up because something like 450 members had not paid the full amount of subscription and in accordance with the Rules had been deleted from the mailing list and their monies regarded as donations. Without going to great expense, every effort had been made to encourage members to pay the full amount. (Mike Burn added that the Committee were well aware of this problem but were taking executive steps to recover these lapsed members).

Maurice Bailey asked whether the Accounts had been audited. Bill Brown replied that they had not - completion of the Accounts had been held until 31st December as he was awaiting information regarding stock figures and money held by Brian Hammett. This was still not available.

Proposed by Rob Williamson, seconded by Ian Edmond, that the Accounts be accepted unau-

dited. Agreed.

ELECTION OF OFFICERS:

President: Rob Williamson was re-elected for a further three years.

Rob Williamson proposed that Mike Burn become Membership Secretary as from January 1992. Mike intends to stand as Treasurer/Membership Secretary in January 1993 and a new Secretary would be required - preferably not from the East Coast Area.

Newsletter Editor: Noted that Jeremy Creswell, living in Aberdeen and a professional journalist, would take over the Newsletter after issue 1992/1. Suggested that he be confirmed as Editor at the 1993 AGM.

Noted that Mark Taylor, Solent Area, had agreed to take over the Insignia.

ANY OTHER BUSINESS:

Rob Williamson proposed, seconded by Alan Hidden, that the OGA should accept affiliation from other associations/clubs with gaff-rigged vessels, i.e. exchange of newsletters, etc. between the OGA National Secretary and the secretaries of such associations/clubs. Agreed.

Bill Brown said that two types of official OGA letter-heading were in existence. This is something which should be considered during the coming year.

Ian Edmond spoke about the RYA and said that information issued by them should be circulated to all members. Mike Burn said he did not consider most of the RYA information was really of much concern or interest to the OGA. He did not think it necessary to re-circulate all their circulars to every Area secretary and/or members. David Cade said that he received RYA mailings and passed on anything of interest in the Newsletter. Rob Williamson thanked Ian for bringing this matter to the attention of the meeting.

RNLI Donation: It was agreed that this should be increased to £250.00.

Rob Williamson thanked the East Coast Area for providing refreshments at the meeting and suggested that the Solent Area should do this next year.

There being no other business, the meeting closed at 7.00 p.m.

From OYC, Central Office, The Bus Station, South Street, Gosport, Hants. PO12 1EP.

Dear David,

The Ocean Youth Club's Flagship DUET is 80 years old this year.

She has recently undergone a major refit, to bring her into the Code of Practice for Sail Training vessels and to help her on the way to celebrating her centenary.

DUET is available to all - not only the younger members of our society; either as a group of 6 or as individuals. If she is booked by a group it is possible to tailor the cruise to suit your requirements, weather permitting!

I would like, in particular to draw your attention to DUET'S cruises 15, 20 and 25. Cruises 15 and 20 are for friends, whose age group is 25 and over. Cruise 25 from Keil to Gosport is now open to members and friends and may be at a discounted rate (25th August - 7th September. Ed.)

If you require further information please do not hesitate to contact either OYC or me direct.

Yours sincerely,
Clare Cupples
Skipper DUET

From 133 Lilyhill Street, Whitefield, Manchester M25 7SN.

Dear Sir,

I have been working for some time on the topsail of my gaff boat.

I have developed a reefing system for any topsail that can be operated single handed to reef the topsail and set it up again in a matter of minutes.

The system can be used on wooden spars or aluminium and for any size of top-sail.

I was wondering if there is any demand for such a system among gaff boat owners, could you get a few opinions from the association and let me know as I have patented the system and thinking of marketing it.

Yours faithfully,
A. Clough

P.S. My boat is White Heather.

Dear Sir,

I would like to enquire through the pages of your Newsletter if there is any interest among 'gaffers' for bamboo spars. Until 20-30 years ago bamboo was almost universally used for dinghy and small yacht spars. Most lugsail dinghies had a gaff and boom of bamboo, whilst small yachts used it for gaffs, topsail yards or possibly even sounding poles and booming out poles.

I have recently located a supply of bamboo but to obtain the length required for spars a special order of some 50-75 poles has to be sent direct to China!

Any size up to about 4" diameter and 20' in length is possible to obtain so I would be pleased to hear from anyone who might be interested in a strong, cheap and very light alternative to wood. Please contact Brian Kennell, Downs Road Boatyard, Maldon, Essex. Tel: Work 0621 853330 or evenings 0621 850468.

THE OLD GAFFERS ASSOCIATION
INCOME AND EXPENDITURE ACCOUNT
for the year ended 30th September 1991

	1991	1990
INCOME		
Subscriptions	6,920	6,917
Entrance Fees	476	283
Donations	2,683	530
Insurance Commission	752	720
Investment Income (Nett)	635	575
Insignia Surplus (estimated)	273*	(114)
	<u>£11,739</u>	<u>£8,911</u>
EXPENDITURE		
RYA Subscription	24	24
RNLI Donation	200	200
Hire of Rooms	200	200
Printing, Stationery & Postage	1,829	1,104
Newsletters	4,384	4,480
Area Funding	154	145
Sundry Expenses	188	194
Travelling Expenses	516	610
Bank Charges	67	39
	<u>£7,562</u>	<u>£6,996</u>
Excess of Income over Expenditure	<u>£4,177</u>	<u>£1,915</u>

* Stock at selling price held in:

Cornwall (actual)	1,676.75
N.Ireland (actual)	1,63.30
(A) Solent (estimated)	1,079.85
(B) East Coast (estimated)	1,063.80
	<u>£3,883.70</u>
Stock at cost price (71% of S.P.)	<u>£2,757.42</u>

(A) Estimated on basis of cash received to 13.9.91
(B) Estimated on basis of cash received to 29.11.1990

THE OLD GAFFERS ASSOCIATION
BALANCE SHEET AS AT 30th SEPTEMBER 1991

	1991	1990
CURRENT ASSETS		
Insignia Stock	2,757*	2,862
Sundry Debtors	99	1,011
Business Premium Account	10,559	4,663
Cash at Bank/in Hand	639	1,745
	<u>£14,054</u>	<u>£10,281</u>
CURRENT LIABILITIES		
Corporation Tax	211	192
Sundry Creditors	2,487	2,911
	<u>£2,698</u>	<u>£3,103</u>
NET CURRENT ASSETS	<u>£11,356</u>	<u>£7,178</u>
GENERAL FUND		
Balance at 1.11.90	7,179	7,310
Expenditure from Reserves	-	(2,047)
Excess of Income over Expenditure	4,177	1,915
	<u>£11,356</u>	<u>£7,178</u>

NOTE: These Accounts indicate the state of the Association's affairs but do not incorporate any information from Areas, some of whose accounts indicate that the Association has further net current assets amounting to £1,013.51.

M. Forten
Hon. Treasurer

gaff would be trimmed with the vang to the desired angle athwartships and topped up as required, then cast off the brails and heave out the clew with the capstan, let go the head inhaul then heave on the outhaul taking the head of the sail out along the gaff. The largest of these sails was close on 2000 sq. ft. and made of heavy flax. Certainly less bodies were required compared to a hoisting gaff sail of the same size.

The forestays, which are rigged from the hounds to the keel pivot pin of the next mast ahead, (except the forestay leading down to the mainmast) appear to be in the way, when tacking. In practice no 'short tacking' would be necessary, as entering or leaving port would be under power, and when on passage, if a change of course or wind shift required the gaff sails to be got over to the other side, they would be temporarily brailled in and then re-set.

The illustration is very interesting as it depicts a particular incident in the Bristol Channel when she was outward bound, and struck by a heavy sea which resulted in slight damage. Extracts from the log book at the time state that a fresh N.W. gale was blowing, and the tide on the ebb, causing a very rough sea. One headsail and two of the gaff sails are shown set, the vessel being under power, and one must assume accuracy in these details, as the artist J. Walter was on board at the time. In the circumstances the apparent wind must have been around 50 knots and the strain on the gear tremendous, especially the load on the sheets. Why were these sails not reefed? A close examination reveals reef points on the sails. It is probable that these were drawn in by the artist, or perhaps added later by the engraver, along with the incorrect lead of the brails. In either case, the radical nature of the rig was not understood by either of them.

Furthermore no mention is made in the log book of reefing these gaff sails, only the two square sails, for it would appear impossible if the gaff could not be lowered at the throat. There is mention however of bonnets being used with the gaff sails. In these conditions of a heavy beam sea she had a particularly sharp roll which the sails would help to reduce.

There can be no doubt that the sailors on board, must have taken a dim view of carrying on in that weather, without reducing individual sails in area, so used were they to not only reefing sails but spars as well - the gear must have been very strong indeed.

To be continued

LETTERS TO THE EDITOR

Dear David,

I'm just writing to let you know that Anna and myself have had a very successful (if rather short) sailing season up here in Anglesey. 'Sula' (Spinaway X) goes very nicely and it's been a great experience to learn to sail an old gaffer.

We are now keen to find out more about the boat but it's proving rather difficult. I was hoping that you could perhaps publish this letter in one of the OGA Newsletters so that anyone who knows the boat might get in touch with me.

All we know is as follows:-

Spinaway X 29ft x 9ft 6ins x 5ft West Country Gaffer, been at Plymouth (Landrake) for the past couple of years. Lots of work carried out in the 1980s, concrete in the bilge.

If anyone is familiar with this boat, please could they get in touch, tel: 0407 741911.

Hope you are well and so is Storm. Thank you very much.

Yours sincerely,
Dave Blinkhorn

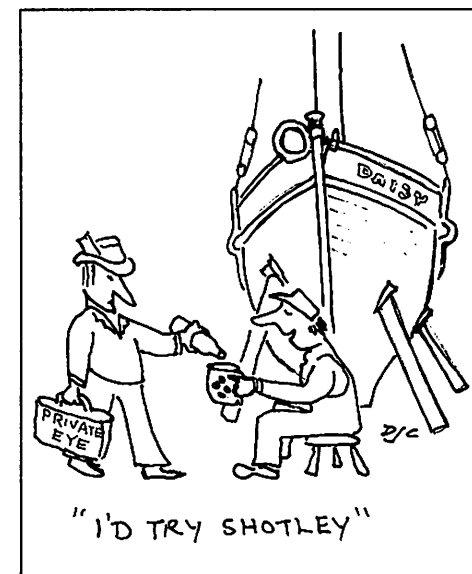
SNIPPETS

A short time ago the universal OGA secretarial boat seemed to be a vessel from the North West. There was Jon Wainwright on the East Coast with Deva, a Mersey Rivers Class day racer built by Crossfields at Arnside in 1912, Jack Miller at Morecombe Bay with another Rivers Class, Dart, also built in 1912 at Arnside by Crossfields, Sam Poole of the South West with Wender a yacht on prawner lines built at Birkenhead in 1898 and Richard Coles of the Solent with Venture a Morecombe Bay Prawner by builder unknown but similar vintage. In addition there was myself (Cinque Ports) with Bashful a Princess Class dinghy from Barrow. Interestingly before Richard Coles at the Solent was Sam Bayliss when he owned Venture and before that was Chris Waddington with Moya a Crossfields yacht of 1910. All useless bits of information but quite fascinating.

Sam Bayliss has had an enquiry from a French student, Gwendal Jaffry, who would like to come to Britain from 1st August to 15th September to practise English speaking, improve sailing skills and nautical vocabulary (that's got you thinking!). Willing to pay for accommodation but would like to stay with a family. If you think you may be able to help please ring Sam on 0705 384632.

Members in the Essex area, or anywhere else for that matter, may wish to take a stall or just go and browse at the South Essex Boat Jumble on Sunday 14th June starting at 10 a.m. Sale ground is at junction of A130 and A127. It is being run by OGA member P. Johnson and you can telephone 0850 3066153 for further details.

Finally a few snippets overheard at Shotley



1991, passed to me by Julia and Gordon Wright but attributed to the sharp ears of BH and DH.

"A pity about your deck there would be ructions if someone wore stilettos on my boat."

"She's a bit tender, we wear crampons."

Late at night from the tents on the sea wall - "Don't move, I'll get the camera."

"No nation that wears pyjamas could possibly win a war."

Two elderly gents meeting each other - "You look younger than you did last year."

"My wife is still sexually active." "Good gracious, how do you know?"

Rule 28A - Sail gives way to Smacks.

May the spirit of Shotley Week never rum dry!

AREA NOTES

EAST COAST

1992 East Coast Area events got off to a good start with the social gathering at the Royal Burnham Yacht Club in February.

Members were invited to bring along slides, which together with OGA videos, were shown during the afternoon. There were also many photographs on display and it was an excellent opportunity to chat to old and new acquaintances. Seventy OGA members and their guests joined RBYC members for dinner, which was followed by a Den Phillips slide show.

The OGA video of the 1991 Classic Boat Festival and East Coast Race is available on one tape at a cost of £15. Please make cheques payable to R & D Davis and send direct to them at - 4 Chamberlains Gardens, Leighton Buzzard, Beds. LU7 8AP.

1992 EAST COAST AREA EVENTS

May 23/25 CROUCH RALLY - Burnham on Crouch.

This year the OGA will be guests of the Royal Burnham Yacht Club. Boats will arrive on Saturday - H W 17.30 hrs. Fun races and classic yacht racing on Sunday, followed by gaffers race finishing at the usual island venue.

Contact Brenda Jago - 0621-741595.

June 13/20 THE REED'S SHOTLEY POINT CLASSIC BOAT FESTIVAL.

A week of cruising and racing events organised by the OGA plus shore-side entertainment.

Contact Shotley Point Marina - 0473-788982.

July 4 OPEN BOATS RALLY. West

Mersea, River Blackwater.

Event organised especially for gaff or lug-rigged small open boats.

Contact Sue Taylor - 0206-382843.

July 25 EAST COAST OLD GAFFERS RACE. Stone Sailing Club, River Blackwater.

Largest race for traditional boats in the U.K., usually attracting over one hundred entries.

Contact Jon Wainwright - 0206-393537.

August 10/17 WORKBOAT AND CLASSIC YACHT RALLY Lowestoft/Ijmuiden.

August 29/31 STOUR RALLY Essex/Suffolk borders.

Saturday - Passage Race to Barbeque at Stutton Ness.

Sunday - Race finishing in Ipswich Wet Dock.

Contact Jon Wainwright - 0206-393537.

September 18/20 MALDON ANNIVERSARY RALLY.

Rally to commemorate the formation of the OGA at Maldon, Essex in 1963.

Boats arrive at Hythe Quay (H W 17.00 hrs.) on Friday. Supper for members and friends at Maldon Little Ship Club. Saturday - race down River Blackwater finishing at Brightlingsea.

Contact Brenda Jago - 0621-741595.

Workboat and Classic Yacht Rally at Lowestoft. Passage Race to Ijmuiden 10-17 August.

Following the success of the North Sail Race during Sail Amsterdam 90, the Royal Norfolk and Suffolk Yacht Club, in association with Enkhuizer Hardzeil Commissie would like to repeat the event every two years. This year they would like the OGA to join with them, and we are in negotiations at the time of writing.

EHC have been able to obtain some spon-



*The Great Britain on 24 January 1845 struck by a heavy sea in a gale
(after a painting by J. Walter).*

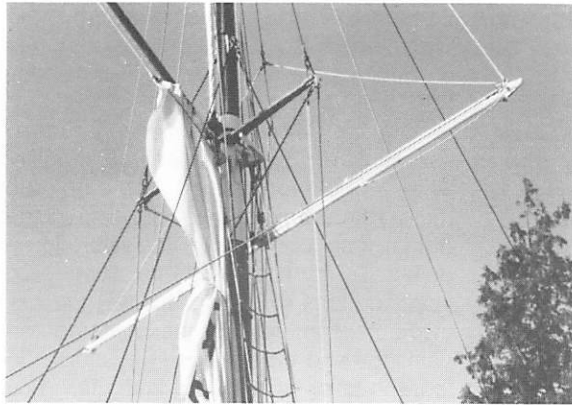
Courtesy Trustees of S.S. Great Britain Project

bow and stern will tend to bend downwards. One can see that this will have the effect of applying great tension to the spring stays, which are trying to resist this flexing, subjected to far greater strain than induced by the sails alone. If this stay or the forestay parted, the vessel would probably be dismasted as happened to the first five master the Gov. Ames on her maiden voyage.

Several important features of the rig are shown in the illustration. Unlike for example the spanker on a steel barque with a fixed length peak span, these gaffs could be topped up or lowered to pass from one side to the other under the topmast forestays when in the housed position (the topmasts were only sent up if a topsail was to be set). The sails were boomless and thus the clew could overlap the next mast aft, similar to the modern genoa, and

I think, were sheeted in a similar manner using the two after deck capstans. The ability to peak up the gaff for windward work and this overlap made the sails very efficient on this point of sailing. With a following wind the sails were less effective as she steamed all the time, a breeze of 20 knots from right aft would only appear as 10 knots if the vessel was travelling at that speed. Nevertheless, the lack of a boom on these gaff sails was no real disadvantage as the vessel had a beam on deck of 40 feet, which was about the same distance between each mast providing a very wide sheet base and as stated she was rigged with a main course and topsail.

These gaff sails brailled into the mast, the head supported by hoops over the spar and controlled by a head inhaul and out-haul. It would be possible for two men to set the sail in moderate weather. First the



Detail of standing gaff on Crystal Stream

sails whatsoever. In those early days of steam technology at sea a total failure of some part of the propulsion unit was possible, and for any vessel engaged in long distance or worldwide trade refuelling places were few and far between. One of the reasons why the Royal Navy continued to carry sail aboard their steamers even after more economic and reliable engines had been developed was this problem of refuelling.

Her sail plan must therefore be efficient in reducing fuel consumption, especially when going to windward, of minimum windage when under power alone, and capable of getting her to port in an emergency. The rig satisfied all these requirements admirably, in fact, on her second return from New York she lost virtually all the blades from her propeller and completed the voyage as a pure sailing ship, her daily runs and passage time on a par with the best sailing packets of the day.

The design criteria closely parallels that of the 'motor sailor' yacht and it is for this reason as much as I.K. Brunel's brilliant record as an engineer, that the sail plan is well worth looking at in detail. The result was so radical that one must assume he

was involved with its design and construction although the hull and machinery would have been a higher priority.

The following appraisal of the rig and sail plan, and the conclusions drawn from the evidence, and my own experience, are my personal opinions not necessarily shared by all. She can best be described as a six masted schooner, with the second or mainmast rigged with two 'square sails', all the others having boomless standing gaff sails that brailed into the mast, not up to the throat as was normal practice of the time, resulting in less windage. The after four masts were stepped on deck, the heel retained by a large pin in a lug type fitting, allowing the masts to have movement fore and aft with less stress on the hull, just like most modern yachts (virtually all sea going vessels of the period had their masts stepped through the deck on the keelson). Hemp rigging which can stretch considerably could not be used to hold the masts up, iron wire was therefore essential for the shrouds and stays, the Great Britain being one of the first vessels to use it. The stepping of the masts on deck and the use of iron wire must have astounded the seamen of the day, who would view such innovations with the utmost suspicion. Each mast, except for the topmast forestays, was independently stayed, so a forestay failure on one might not result in complete dismasting. This was a great improvement on the much later multi masted American schooners, where each mast due to the hoisting gaff was joined together with a spring or jump stay at the lower mast cap. A wooden vessel will move considerably in a seaway, bending and twisting. As a vessel goes over a large wave and is only supported at the centre, the

sorship, and this will help pay for a marquee, band, a Lowestoft Fish & Chip dinner for entrants, prizes, etc.

The draft programme is as follows:

August 10-11 Passage Race for workboats and classic yachts from Harwich Harbour to Lowestoft (meet Shotley Point Marina beforehand).

August 12-13 Rally and races off Lowestoft, managed by the RNSYC.

August 14 Start North Sail Race Lowestoft-Ijmuiden.

August 16-17 Programme Ijmuiden Harbour.

The OGA has not been active north of the Deben, and this is a good chance to get involved with the help of two very fine organisations. The Royal Norfolk and Suffolk has a very interesting club-house, and tremendous experience at managing events. EHC are to Sail Amsterdam as the OGA are to Shotley CBF (in the same ratio!), and are sure to give us a fine welcome in Ijmuiden. The Dutch have the best reputation of any country for restoring and maintaining traditional craft, but they also appreciate and want to see more than anyone else our traditional gaff-rigged workboats and classic yachts.

So, let's see if the OGA members can support this rally as well as they do Brest! Details of this event will be published in the East Coaster, but if members from other areas would like to keep in touch on this one, please let me know.

SAFETY EQUIPMENT

All craft taking part in EC races are recommended to carry safety equipment outlined in the RYA booklet C8/90, category 2 "Coastal Cruisers". Open boats/class 3 vessels will not normally be allowed to



Shotley 1991. (Can someone name her for me? Ed.)

Photo: R. Holden

race offshore, but in the event of them taking part in sea races in estuaries or inshore waters within an hour of shelter, they are recommended to carry equipment outlined in category 1 recommendations for day cruisers, when no safety vessels are in attendance.

NORTH KENT

ANNUAL PASSAGE RACE - East Swale to Upnor leaving "Sheppey to Port" with an "in river" race for open boats, to finish at Upnor at the same time on Saturday 6th June 1992.

THE ANNUAL RALLY over August Bank Holiday this year will visit Stangate Creek in the Lower Medway. Craft to assemble on the Saturday.

Further information from John Tyrrel on 0795 536320 or Robert Holden on 0843 582997.

REBUILDING A GALWAY HOOKER by George Holmes.

For centuries the maritime workhorse in the Connemara region of Western Ireland was the Galway Hooker.

A wooden, gaff-rigged sailing craft, the largest being 35-40 feet in length, the Hooker survived as a cargo carrier in one or two areas of Galway Bay until the early 1970s - long after similar commercial craft throughout the British Isles had disappeared.

The smallest of the Hooker family are the Gleoiteogs (pronounced glow chugs) which range in size from 20-27 feet. The restoration of one such vessel, in the perhaps unlikely setting of Co. Down, Northern Ireland, is a story of dedication, patience and skill.

The boat in question, a 20 footer, dates from around the turn of the century and was probably built by the Casey family in Mweenish Island on the west coast of Ireland. Brought to Co. Down about 10 years ago the vessel, then called Gleoiteog McSorley - after her owner, was a regular participant in the annual Portaferry Hooker Regatta.

In June 1989, on the Sunday of the Regatta, the vessel was in collision with a boat twice her size sustaining a broken mast, smashed planks and gunwale on the starboard side. Despite this serious damage she remained afloat - which says much for the strong construction of these craft.

A few days later the terrible tragedy of the sinking of the Galway Hooker 'Connacht' occurred. The loss of skipper Con McCann and crew-member Audrey Cannon had a numbing effect on the sail-



An tUltach

Photo: B. McMullan

ing fraternity and plans to restore the damaged Gleoiteog were shelved. The following year enthusiasts Phillip Kerr and Peter Lyons re-discovered the boat lying half submerged at the Old Quay in Strangford and agreed to purchase and begin restoration. The vessel was obtained in November 1990 and taken to an old barn near Bangor, Co. Down. Initial stripping out commenced in December. As damaged and rotten wood was removed, the magnitude of the task ahead became evident. The aim was to have the boat ready for the 1991 Hooker Regatta at Portaferry. This seemed an almost impossible deadline - in addition to learning the skills of the shipwright, the new owners had to acquire supplies of suitable wood, iron spikes etc.

The introduction of the boom along with the staysail were tremendous strides in the development of sail. This loose footed sail had its limitations - above a certain size a bearing out spar would become too cumbersome, the sail flogged badly when head to wind and the sail would have to be within the vessel to sheet it properly. The boom overcame these problems. Nevertheless the rig has survived to this day, one example being the Thames Bawley.

I should imagine most of you are quite happy with the hoisting gaff and boom, a product of long development and see little reason to alter it other than using modern materials and fittings. Getting the sail up and down is usually the hardest work after the anchor, often with flailing spars, the boat jumping all over the place, and all the gear associated, topping lifts, lazy jacks, foot outhaul purchase, reefing pennants and tackles, boom foreguy, multiple purchase sheet blocks, fathoms of peak and throat halyard to coil down etc. - its all part of the fun. It does not have to be a struggle - read on!

Before someone runs away with the idea I am out to convert you 'old gaffers' to some new fangled way of doing things, a subversive from those boats with triangular main sails, I will deny any such intentions. For nearly 10 years I have been shipkeeper and skipper of the restored Tamar barge 'Shamrock', rigged as a gaff ketch, virtually as she was in 1899. Engineless, and traditional in every aspect, flax sails, wooden blocks, manila running rigging, wooden masts and spars - delight to the eye when under sail and even the nostrils when close downwind, with that whiff of stockholm tar, but hard work for those on board.

From the outset I had intended that Crystal

Stream would be rigged as a gaff ketch. She is about the size, just short of 40 feet on deck, with a displacement of 12 tons, that would justify an extra mast and require the driving power of a gaff mainsail. However, the sail plan was modified when I became involved with a study of the original sail plan of the S.S. Great Britain, now completing its restoration in Bristol. To my knowledge no drawings or specifications of the rig survive, the only evidence contained in the contemporary paintings and the famous Fox Talbot photograph taken of her lying in the fitting out basin in 1844, a close study which reveals many details of her masts and standing rigging. Designed by I.K. Brunel, this iron built vessel was far ahead of its time and the forerunner of the modern merchant ship. She had a maximum speed when steaming of over 11 knots, the engine driving a propeller instead of the usual paddle wheels of the period. I spent several years in motor coasters and only two of the vessels I served in could exceed this speed so I would consider her to be a fully powered ship. Why then was she given a sailing rig at all?

By modern standards her propulsion unit was very inefficient (the propeller was not), the working boiler pressure only 5lbs per square inch and difficulties were experienced in maintaining even this modest level. When on passage she required over 60 tons of coal a day, her bunker capacity about 1100 tons and when related to her loaded displacement of 3,675 tons it can be seen she could not carry any more fuel without becoming uneconomic. Thus some form of 'sail assist' was essential bearing in mind her intended use as a trans Atlantic passenger ship, the west bound leg could be to windward most of the way. I also think it would have been difficult to persuade the public that it was a safe means of transport if she had no



Crystal Stream - showing standing gaff and main brailled to the mast.

in a single masted small craft. It is possible this type of standing gaff evolved from the lateen mizzen.

Another example found in smaller vessels probably developed from the spritsail and spread to our shores from Holland. Why this change took place is open to speculation. Seamen were very reluctant to alter existing rigs for it could result in commercial failure or worse still loss of the vessel. If all the competition had spritsails why change indeed! It could well have happened as a result of an accident like so many other advances in history. A sprit breaks in half and is then rigged with a temporary peak span, the broken end lashed to the mast near the throat, and on

the way back to port the possibilities of this jury rig become apparent. In fact the early gaffs were first called 'half sprits', provided with peak and throat halyards but the sail remained boomless. They were often equipped with one or more brails that could furl the sail up to the gaff and throat, the spar being carried aloft most of the time, even when at anchor, so I will put it under the heading of 'Standing Gaff'. As the gaff was rigged to be lowered the sail could be reefed either with point reefing or the removal of a bonnet, a section added to the foot with a lacing. The first vessel that could be called a yacht in this country was so rigged, a gift from the Dutch to King Charles II in 1660 and called the Mary.

Irish Oak for the frames was located in Limavady and, through the good offices of the local Conservation Volunteers, contact was made with the Machioness of Dufferin and Ava at Clandeboyne Estate, who willingly donated a number of Larch trees for use as planking.

The work of replacing the damaged timbers commenced on Boxing Day 1990. Within a month 18 pieces of rib had been fitted, and by early March a total of 27 planks had been replaced. Even during the laborious task of caulking, further defects were discovered which required attention.

With the caulking finished, the gunwales were painstakingly bent, shaped and fitted. It was now mid-March and the whole structure was slowly beginning to resemble a boat again. The rebuild of the foredeck and the fitting out of the interior was the next task. This work was completed by Mid-April and the vessel was painted in the traditional black livery and red trim.

Two further trees were acquired from Clandeboyne Estate, one for the boom and one for the mast. These were planed to size and varnished.

Following a brief sea trial at the Strangford Old Gaffers Rally in May, the boat was officially launched on Monday 24 June 1991 at Portaferry. Under her new name 'An tUltach' (An Tulta - the one from Ulster)



An tUltach

Photo: B. McMullan

this fine old lady of the sea proudly rejoined her sister ships in the Parade of Sail at Portaferry the following week.

Since her relaunch 'An tUltach' has scored a number of successes in Old Gaffers Races - including overall winner of the OGA Belfast Lough Classic Boat Regatta organised by the Northern Ireland Area Committee to coincide with the visit of the Tall Ships to Belfast in July 1991.

Arrangements are well advanced for the vessel to be transported to Brittany to take part in the forthcoming traditional boat extravaganza in July 1992. The 'One from Ulster' may be the smallest but surely not the least of our ambassadors at this prestigious event.

"GREENWITCH"

It is with some temerity that I have responded to your invitation in the Editorial Comments for issue 1991/3, to provide a brief profile of our Pilot Cutter "Greenwitch".

Barbara and I have been OGA members barely eighteen months following our 'spectator's' view of the 1990 Crouch Rally. We were away during the Festival Week at Shotley Point and also missed the Deben Rally in August of that year. This year (1991) we entered the Crouch Rally and thoroughly enjoyed ourselves amid much grander, older and more prestigious gaffers. Nevertheless, we counted ourselves fortunate to complete the Gaffers Race and actually not to come last! We very much look forward to Burnham in May '92.

Again we missed Shotley Point week and the Deben Rally due to a summer trip from early July to late August from the River Deben to Falmouth and back. The Deben Rally was in fact held the weekend we returned from our Channel Odyssey, but we had a commitment to be back home by the Friday afternoon - perhaps this season instead!

As you will gather from the photograph, 'Greenwitch' is a 30' (plus bowsprit) Pilot Cutter, hull moulding in GRP by Cornish Crabbers Ltd., at Rock, Nr. Wadebridge, Cornwall. From there, she was transported by road right across the country to Woodbridge, Suffolk, where she was delivered to Robertsons Boatyard Ltd. at Line Kiln Quay. Deposited in their substantial boatshed looking much like a large green dinghy, she spent the next seven and a half months being transformed into a fine gaff cutter with teak laid decks and full timber fitting out in all respects. We assist-



Greenwitch

ed where we could in order to keep down costs and in fact did most of the painting and varnishing both inside and out together with some minor timber fittings. I must say that Robertsons' staff were both very helpful and extremely patient! Launched on 20th August 1988, 'Greenwitch' spent a mere one week, plus intermittent weekends, afloat whilst remaining at the yard for the completion of those inevitable 'bits and bobs' boatbuilders, I am told, never can get completed by launch/hand-over day. We were fortunate, at the beginning of 1989 to obtain a deepwater mooring with Reg Brown's Boatyard at Waldringfield, where we have very happily been ever since. Time, work and economics permitting, we hope to become more actively involved in East Coast OGA events this coming season.

May Barbara and I wish all OGA members a happy, safe and successful 1992.

Richard Keen

THE STANDING GAFF

by Pete Allington

"What sort of a rig do you call that?", a question often put to me, and hardly surprising with her unorthodox appearance aloft, especially when the sails are furled. The short answer, 'a gaff ketch', is true enough as the head of the mainsail is supported by a gaff but obviously an inadequate reply as she looks different from most other vessels that are so called. It makes no distinction between the hoisting gaff and the rig on *Crystal Stream* (see photo) where the spar is carried permanently aloft and the sail is brailed into the mast. The picture is further confused as there is no main boom, making it difficult for the onlooker to 'work it all out'.

It is because of the amount of interest shown in the rig, not only by the casual passerby, but members of the sailing fraternity that I now put pen to paper, not without some trepidation, conscious as I am of the vast knowledge and experience of the readership in 'Gaff Rig'. I will therefore press on and try to explain the advantages and drawbacks of the 'Standing Gaff Rig'.

Going back one hundred years we can see examples of this type of gaff sail, as the spanker on a steel barque of the '90s. Here the spar remained aloft, held at the desired angle by a fixed length span which did away with the peak and throat halyards of the hoisting gaff. The 'jaws' or lower end located with a gooseneck type fitting on the mast, horizontal movement controlled and when required, held steady by two vang. These took the form of a wire pennant from the end of the gaff down to the deck on either side with a tackle at the lower end, essentially the same as on a spritsail barge. The head of the sail travelled out along the gaff sup-



*Dutch yacht c.1632,
forerunner of Schooner rig.
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ported by hoops rigged over the spar or a track and slides arrangement on the underside, controlled by an inhaul and outhaul, the body of the sail furled by brails. These were lines passing around the sail through cringles in the leach, then via blocks on the mast down to the deck. Most of these vessels carried a boom, the 'topping lift' a fixed length span from the end of the gaff to the end of the boom. The sail thus required a foot outhaul and inhaul.

Earlier spankers were brailed up to the throat and were sometimes boomless, but either way they were much easier to handle than the hoisting gaff, especially in large vessels with heavy spars and canvases. However, unless the gaff can be lowered, the sail in this form could not be reefed and was therefore not much good