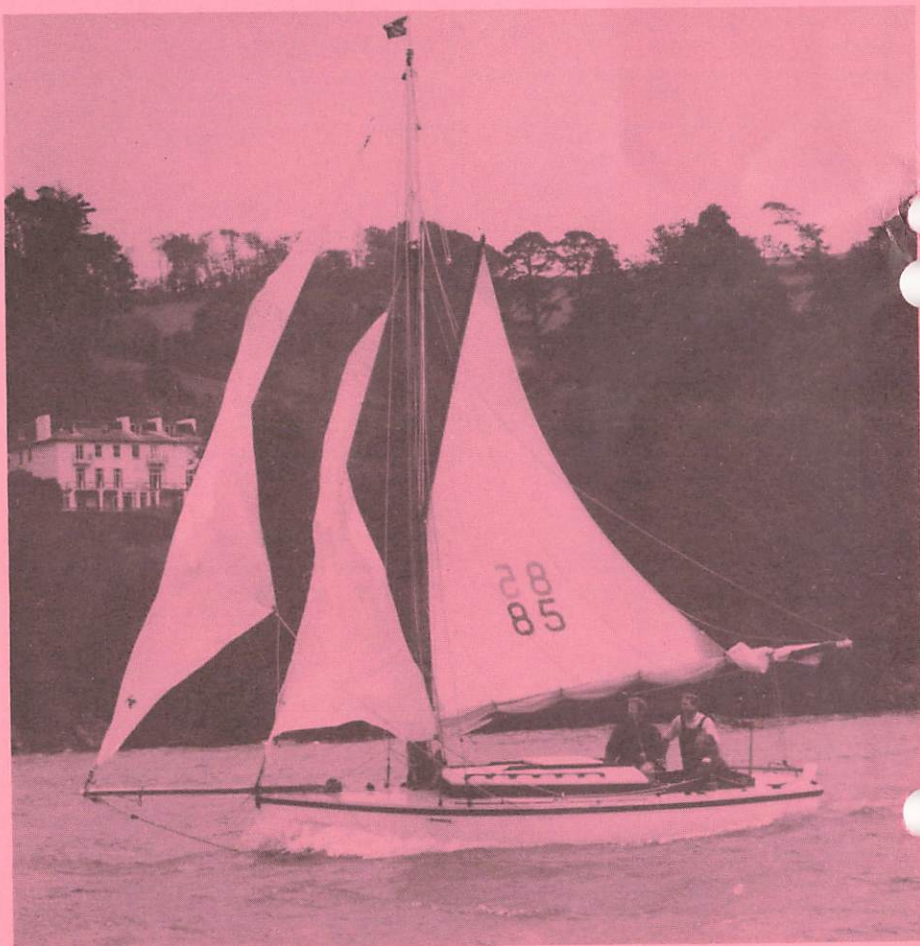
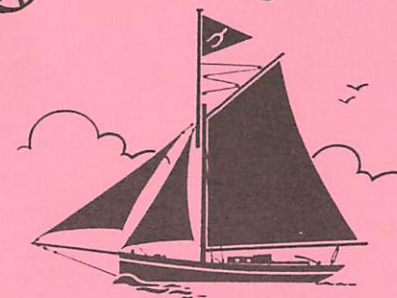




Maid Marion under pressure

Photo: Timothy Beilby

Old Gaffers Association



PRESERVING AND PROMOTING GAFF RIG



Airy Mouse enters Dartmouth

Photo: Timothy Beilby

OLD GAFFERS ASSOCIATION

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North East:
vacant

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

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

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Devon EX6 7PT. Tel: 0647 52541

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Telephone 010 353 1 216219

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50, W. Germany.

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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.

1993 OGA EVENTS DIARY

Race dates as notified up to February 1.

EAST COAST

Crouch Rally – May 29-31
Greenwich Rally – June 4
Shotley Classic Boat Festival – June 19-26
Open Boats Rally – July 3
East Coast Old Gaffers Race – July 17
North Sea Classic Passage Race – July 19
Swale, Walton & Stour Rallies – August 14
Maldon Anniversary Rally – September 24

MEDWAY AND NORTH KENT

GA North Kent Passage Race – July 10
OGA Sandwich Rally – August Bank
Holiday 28-30
Medway Barge Race – May 29
Medway Smack & Gaffers Race – May 30
Kentish Sail Association's Swale Match –
August 14
Whitstable Match – August 7

SOUTH EAST

Tendring Coast Passage Race – July 18
Walton/Stour Rally – August 28-30

SOLENT

Guernsey Rally – May 29-30
Wooton Creek Rally – June 19-20

ASSOCIATION STOCK LIST

		U.K.	OVERSEAS
<u>Burges</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 (Multi-Motif)</u>		£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).

Solent continued

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
S W Area Race, Dartmouth – July 3
Falmouth Classics – August 7-9

BRISTOL CHANNEL

Proposed Rally and Cruise Bristol-Barry
Dates not confirmed but either May 4 or 8

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 Maree" Fish Festival –
September 24-26

NETHERLANDS

Dutch Classic Boat Festival,
Hellevootsluis – July 23-25

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.

SPRITE Y1422

Lovely old gaff cutter, loved and cared for by present owners for 22 years lying Portsmouth, at present hauled out and laid up in Club compound.

Converted R.N. surfboat about the 1940s.

Centre ballast and bilge keels.

28' W.L. 33' O.A. 7'6" Beam, Double Diag. mahogany on oak and elm, 3 berths.

30h.p. Ford petrol engine, Parsons gearbox. Full suit of sails in red and white, 3 jibs, staysail, 2 top-sails, main by Lucas. Full cruising inventory. Log. Radio etc. 8' rigid F.G. dinghy.

Would like £3,500 but try any offer as must sell owing to illness.



Sprite

BETH

Tamarisk 24 gaff cutter L.O.D. 24 ft. L.O.A. 33 ft. Beam 8ft Draught 3ins.

Built 1973 (North sea craft, Norwich) G.R.P. hull (black) ply deck and topsides (white), white working sails (main jib and staysail), tan topsails (main and jib), jib on Wykeham Martin rolling gear. Galvanised standing rigging (renewed 1992), inboard diesel engine (Yanmar 8hp), all wooden spars including topmast.

4 berths in 2 cabins (cushions all renewed 1991), dinette and large galley area with oven (new 1992), elsan toilet in fore-cabin.

Fully equipped with:- V.H.F. radio, depth gauge, log/speedo, steering compass, handbearing compass, bower anchor and chain, ke dge anchor, R.D.F., navigation lights, bilge pump, warps and springs, fenders, radar reflector, ball and cone, fire extinguishers (2) cockpit cover (new 1992).

In commission Poole Harbour £6,900. Contact Rob Gibson. Telephone 0202 421922.

CARN DHV (OGA No. 226)

Gaff cutter 21ft x 7ft6ins x 4ft10ins. Larch on grown oak frames. Built Porthleven 1927 to Warrington Smythe design. Flush decked with small deep cockpit and pilot house. Stuart 10hp petrol auxiliary. Magneto ignition, hand start. Iron fastened. Good inventory including Decca, Autohelm, VHF and extensive warps, anchors, fenders etc. Sleeps two in saloon. Pipecoats in foc'sle. Calor Gas cooker. Paraffin lighting. 6ft pram dinghy stows on deck.

Carn DHV has cruised extensively and is a good and able seaboat. She is in fair condition for her age but requires constant maintenance etc. Will need sympathetic home with practical owner.

£5,500. Lying Falmouth. Telephone 0208 851193.

GRACE (OGA No. 2101)

Sou'Wester No. 21. Two berth gaff sloop. LOA 22ft6ins, LWL 18ft6ins. GRP hull, fitted out by boatbuilder owner and launched 1988. New Yanma 10hp diesel engine. Grace is a very comfortable, seaworthy craft. She is easy to keep in top condition with the minimum of maintenance. Owner now looking for a bigger boat and would consider exchange or s at £9,000 o.n.o.

For details contact Hugh Bridges, 2 Vine Cottages, Woodbridge Road, Grundisburgh, Ipswich.

ISLA ROSE

A Tosher built by Gaffers & Luggers 1979. Dimensions (approx) 18ft9ins x 6ft c3ft. Isla Rose has had two owners, used by both as a family day sailor and laid up ashore each winter. She has been well looked after and is in good condition. GRP hull, Encapsulated Ballast, Wooden Decks, Oiled Wooden Spars, Galvanised Rigging and New Sails 1990. Volvo 7.5hp Diesel inboard, 1983, 3 Blade Prop. 5 gallon Tank and Battery. Cruising inventory includes Beaching Legs. Fenders. Sweeps. Anchor and Chain. Boat Hook. Electric Bilge Pump. Boom Tent and Cockpit Cover.

Price £3,500. Moored Bembridge IOW. Contact Richard Sibley 081-570 3475.

GEAR FOR SALE

Stuart Turner 8hp P55MRE. Last year, because of family concern over my health and the ability to carry sufficient fuel for long voyages, I replaced the Stuart with a Yanmar IG10 diesel and must live with my mistake. But there is an opportunity for someone else to buy a proper marine engine, complete with three blade prop, brass silencer & S.S. flexible exhaust piping for a tenth of the price of the suspect Oriental import. £200 o.n.o. Telephone Jon Wainwright 0206 393537, evenings.

Boat engine: Ford Cortina 1200 with Wortham Blake marine gear box. Completely overhauled some years ago when removed from our boat and then never used. £100.

Baby Blake Toilet: £250.

Contact Mr. or Mrs. Barber 081-590 6792. Membership No. S.1489.



Venture up for scrub – Millport, Great Cumbrae, 1976.

EDITORIAL COMMENT

WHEN this newsletter lands on your doormat it will be the end of February – time to think seriously about making a start on smartening up the old girl.

By that I mean the boat, not the wife or mistress, though doubtless both would welcome a thoughtful gift. This assumes you can afford anything after shelling out on anti-fouling, paint and whatever high-tech potions that caught the eye at the London Boat Show in January.

Perhaps some of the wilier gaffer owners will already have sussed out their recession-beating supply lines for buckshee or dirt cheap ex-Admiralty stuff, or have seen through all the hype about yacht enamels versus good honest industrial or domestic products.

There is no doubt that considerable savings can be made if you go about your boat husbandry the right way, and by that I also mean avoiding all that old tyme classic repro gunge too – small quantities peddled for extortionate amounts of money.

Stepping back to the early 1970s, I recall how I handled Venture's refits and kept up her appearance during what was always a long hard year unless the boat and I were unlucky and out of work, which mercifully was not often.

I knew the boat for years before I bought her from Dennis and Cathy Crompton. Dennis was a building contractor and hailed from Whiston, Liverpool. He was dedicated, hardworking and canny.

He rescued Venture from probable oblivion and put a lot of time and effort into getting her straight, but his approach was always straightforward. The only proprietary marine product he ever used was anti-fouling and I think that was ex-Admiralty.

Otherwise the topsides were coated using modestly priced but good quality industrial paints, decks were treated with a durable bituminous National Coal Board product which was water-soluble until cured, the bottom was dressed off with black varnish, then antifouling and, as I recall, the brightwork kept its looks thanks to Leyland paints.

continued over ...

WELCOME TO THE FOLLOWING NEW MEMBERS:

CLY	D. Aksnes, Keills House, Tayvallich, Lochgilphead,	EMMA CONSTANCE
	Argyll PA31 8PQ, Scotland	
SOL	T.M.W. Burnham, Matravers Cottage, Uploders, Dorset DT6 4PH	LONA
EC	S.C. Clatworthy, c/o J. Lawrence, Brightlingsea, Essex CO7 0AL	NANCY
EC	P.D. Jepson, 9 Town Close Road, Norwich, Norfolk NR2 2NB	
CP	R.W. Leaver, 14 Athol Terrace, Dover, Kent CT16 1LT	ROMA
SOL	R. Lomas, Bacons Cottage, Dragons Green, Horsham, Sussex RH13 7JF	
NI	J. Mayne, 8 Grandmere Park, Bangor BT20 5RF, Northern Ireland	TEKLA
EC	D. Morgan, 47 Cottesmore Gardens, Leigh on Sea, Essex SS9 2TF	ALMITA
SOL	E.F. Nicolay, Doctor's Corner, Aldborough, Cromer, Norfolk NR11 7NR	WONDER
OS	D.H. Townshend, Baltimore Clipper, Tanglin PO Box 487, Republic of Singapore 9125	BORJA
NK	J. Wiseman, 1 The Avenue, Beckenham, Kent BR3 2DG	PANDORA

Wheal Cock, Porkellis, Helston, Cornwall

MESSAGE FROM THE RETIRING TREASURER

On behalf of Brenda and myself may I say thank you very much indeed to all who contributed to the magnificent decanter presented to us at the recent Annual General Meeting. After twelve years as your National Treasurer I appreciate very much the honour of being elected an Elder Gaffer and would like to say that I could not have achieved so much without Brenda's assistance – she in fact organised the insignia and the membership records for eleven of those years. I just carried the title of Membership Secretary. May I wish every success to George Beagley as your new Treasurer and may the O.G.A. go from strength to strength.

Bill & Brenda Brown

I continued with the same general approach, but switched from white to sandy-coloured topsides, plus a white topstrake and watercut to bring out Venture's lines. Topside enamelwork was rollers on – no brush snobbery – and the black varnish was burned in. One concession, the coachroof was finished with International blue deckpaint!

To protect the standing rigging, I regularly rubbed a block of beef dripping into the lay of the wire (perhaps Sam Bayliss will remember this as he bought Venture from me). The gaff saddle and the mast up to the hounds were also regularly greased this way.

If I ever own another gaffer, I would get rid of the varnish and use a Scandinavian oiling system. Yes, even the commercial grades are expensive but worth it. They are incredibly durable, as Norwegian fishermen are well aware. But I'd still use the dripping rather than boiled linseed.

Later in my commercial fishing career I made heavy use of linseed to keep the decks of various Scottish MFVs in good order. It's still a common practice in the Clyde fleet.

In those days too, I cottoned on to purchasing dirt cheap Admiralty paint, or traded a box or two of fish for a few drums from a fleet tender. Fillers were made from basic products, including superb Admiralty red lead.

The point of all the foregoing waffle is to encourage those members who head for their local marina chandlery and pay through the nose for proprietary products to think again.

Of course, if you own a "plastic gaffer" then the ballgame is different. I recall spending one tough winter – we were tied up for three months out of work – doing some contract painting at the Kyles of Bute Boatyard, Tighnabruaich (Argyll).

The most disgusting job was grinding the gel coat off a grp-hulled Van der Stadt design. It had caught a severe dose of the pox (osmosis). First I had to strip layers of TBT anti-fouling before setting to with a grinder.

Then followed filling and two-pack epoxy. It was hell and I quickly realised that the products I was dealing with were a damned sight more dangerous than anything applied to Venture and her successors.

Sorry, I don't wish to alarm anyone but please take care whatever it is you're going to trowel, slap, roller or spray on to enhance the beloved's appearance. In other words take precautions, including buying that gift to keep the Boss happy.

Lest I forget, the deadline for receiving pix, articles, anecdotes, lies and threats from angry wives is April 26 and there is no leeway on this as I head overseas early May.

Jay Cresswell (Hon Ed)

LETTERS TO THE EDITOR

Dear Sir,

Further to your note with the latest EC newsletter I regret to advise you that I resigned from the OGA some time ago.

Firstly I am no longer sure what the aims of the OGA are any more (apart from organising rallies). The original aim of propagating gaff rig seems to have been achieved.

Second, now I have no boat and receive no newsletter (except the EC one) I derive no benefit from being a member and have put my sub into the RNLI instead.

Lastly I have found the atmosphere of the OGA to have changed and become too 'cliquey' and fanatical. It is certainly not as welcoming as many other organisations.

I hope you manage to sort out your objectives and organisation. However without an effective means of communication with your members (a national newsletter) I feel it will be very difficult and the split between areas and central committee will become more pronounced, hence the often misquoted 'EC-OGA'.

Neil Munro
Stowmarket
(Perhaps someone will persuade Mr. Munro to rejoin? – Ed.)

Dear Sir,

re Mr. T.M. Felgate's letter

I have always thought that the emblem on our illustrious burgee was a tynmaker's two-pronged fork – as I used to see used 70 years ago – put against a green turfed background. Combined with the old country phrase "gaffer" (meaning grandfer = grandpa) (feminine "grammer").

I have always wondered why the barnacle-encrusted members I have met should try to pass themselves off as farmers.

If this be true shouldn't we have a field being ploughed with a C.Q.R. plough, (to please everybody) depicted on the burgee?

Michael Pearson
Essex

Dear Sir,

I wonder if any member (particularly the East coasters) could help in supplying information on my boat *Sal* of Maldon.

She was built in 1973 by COOKS of Maldon (now out of business I believe) as one of a pair to the same design. She has been described as an East Coast Estuary Cruiser.

She is clinker built of mahogany on oak frames, is 23ft plus 5ft of bowsprit, draws only 2ft 6ins with short bilge keels, and is quite beamy at 9ft. She also has a large galvanised steel centre plate lowered and raised by a pulley arrangement.

Her rig is a high-peaked gaff /gunter. Her cabin trunk is quite squarish and distinctive with two brass ports in either side. Other features which help to distinguish her are her almost plumb stem, flared bow, high freeboard and roomy cockpit.

She was kept for a time on the river Deben and was subsequently sailed, in something of an epic voyage, to her present berth on the river Wyre upstream from Fleetwood.

Being quite new to sailing I would love to hear from previous owners/crew for advice on getting the most from her sailing performance. This also applies to owners and crew of her sister vessel: where is she? what is she called? could I visit her?

What happened to Cooks of Maldon? I would very much like a copy of *Sal's* plans – if indeed she was built to plans.

I would dearly love to sail her back to Maldon one day and very much look forward to a visit to the area during one of the OGA events which I read about with great interest.

I am a member of the Morecambe Bay area and OGA activity here is limited by an apparent scarcity of boats and difficult waters. This is a shame since so many fine working boats and yachts were built locally, especially at Arnside. It is good fun "prawn spotting" when in other areas.

I look forward to the newsletter, which is read from cover to cover on the day it arrives, and would be very sad to see the number of issues per year reduced. Outside of the Solent and East Coast there is not the density of "gaffers" (or yachts in general come to that) and as a result OGA activity is less, hence our dependence on the newsletter for contact with the association.

Please contact: J. Roddam, 2 Waterside Close, Garstang, Preston, Lancs.



HOOKER HELPS OLD GAFFERS GET SPLICED!

by George Holmes

NEWLY weds Sean and Helen Aston received a surprise as they emerged from their wedding ceremony in Bangor Co. Down recently. There to greet them were friends and members of the Old Gaffers Association, complete with fully rigged Galway Hooker *An tUltach*.

The couple had expected to make the journey to their wedding reception by car. Instead, they cheerfully braved the elements, not to mention the gaze of astonished onlookers, 'aboard' the 100 year old vessel as it was towed along the six miles from Bangor to Donaghadee.

On arrival Mrs. Aston, the former Miss Helen Corry of Tempo Co Fermanagh, presented a cheque on behalf of the OGA to Pudsey Bear representing the BBC Children in Need Appeal. The Astons had been involved in a very successful Old Gaffers event for Children in Need last August at East Down Yacht Club, Killyleagh at which a collection was

Sean and Helen Aston surrender loads-a-pieces-of-eight to Pudsey Bear. Catriona Holmes and Ross Kerr struggle with Children in Need cheque.

Hooker An tUltach in background.

taken for the BBC appeal.

During the wedding reception junior OGA members Ross Kerr and Catriona Holmes presented the couple themselves ardent traditional boat enthusiasts, with a water colour depicting *An tUltach*.

Mr. and Mrs. Aston are honeymooning in Tenerife. On their return to Northern Ireland they plan to commence restoration of a 90 year old Co Down Yawl in preparation for next season's activities.

Note: The appropriately named *An tUltach* (the *one from Ulster*) is Northern Ireland's only remaining Galway Hooker. She was salvaged from the shore at Strangford about two years ago in a severe state of dilapidation and has been carefully and extensively restored by locals Peter Lyons and Phillip Kerr.

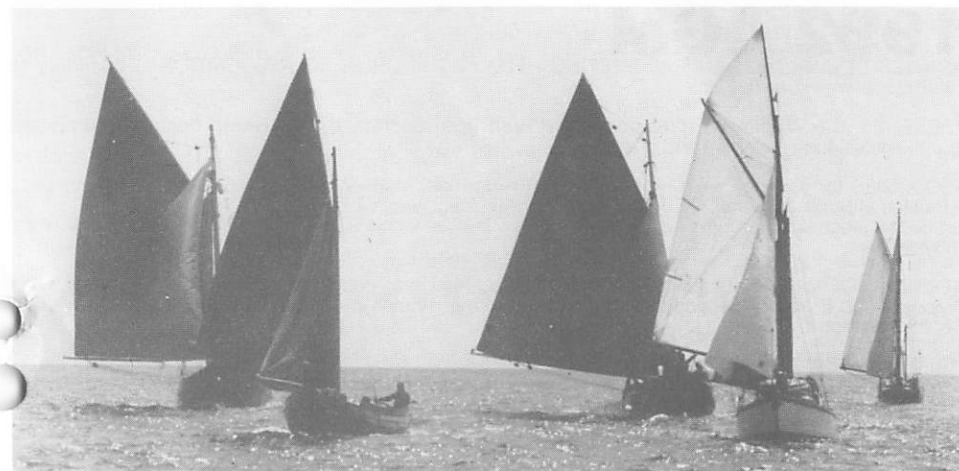


Photo: Peter Lyons

PATRICK "GAFFER" BAILEYS AHoy!

If you can get your hands on a camera then you have no excuse not to enter the first great Old Gaffers' Association annual International Photographic Competition.

Anyone who fails to send an entry to organiser Peter Lyons of the Northern Ireland OGA group risks being clapped in irons or receiving the OGA "black spot". Seriously though, you don't have to be a pro to take a great pic, but it helps to know a few basic ground rules when shooting pix in a marine environment. To help, we shall publish a few useful tips in the Spring issue of the Newsletter.

O.G.A. PHOTOGRAPH COMPETITION RULES

1. The name of the competition will be The Old Gaffers Annual International Photographic Competition.
2. There will be 4 categories to enter your photograph in:
(a) Best photograph of a Gaff Rigged Craft; (b) Best General Sailing Photograph;
(c) Best Humorous Sailing Related Photograph; (d) Best entry from a Junior Gaffer i.e. under 18 at close of competition.
3. The minimum size of photograph that may be entered is 7" x 5" and the maximum size is 10" x 8". Entries may be in black or white or colour.
4. The competition is open to all fully paid up members of the Old Gaffers Association.
5. Your entry should have on the reverse side, the following information:
(a) Your name and address and membership number; (b) The category in which you want your photograph entered;
(c) The subject of the photograph, if possible with a date and venue to relate to.
6. You will, by entering the competition be giving the O.G.A. permission to publish your photograph in its Newsletter and other publications at the organisers discretion. By entering the competition, each competitor warrants that he/she is the owner of his/her entry or entries and is the owner of the copyright thereof. While the organisers will make every effort to take care of all entries, they cannot be held responsible for any loss or damage whatsoever caused in any way whatsoever.
7. Entry fee to the competition will be £1 per entry. This is to cover the cost of postage and to swell the prize fund.
8. There is no limit to the number of entries from any one person.
9. If you want your photograph returned after judging has been completed, it must be accompanied by a stamped addressed envelope.
10. Closing date for entries is 1st November 1993. Judging will be done, by an independent panel of judges, before 30th November 1993. Winners will be notified by 10th December 1993 and Prizes will be given out at the A.G.M. in January 1994.
11. Send your entries to:-
O.G.A. Photographic Competition,
Peter Lyons,
4 Knockdene,
Bangor,
Co. Down BT20 4UZ.
Telephone: 0247 453099.
12. Each competition shall indemnify the organisers of the photographic competition and the office bearers and members of the Old Gaffers Association against any expense, liability, loss, claim or proceedings in respect of any loss or damage whatsoever arising out of that competitor's entry or entries to the said competition.

OLD GAFFERS' ASSOCIATION



ANNUAL INTERNATIONAL PHOTOGRAPHIC COMPETITION

1992 AGM

MINUTES OF ANNUAL GENERAL MEETING HELD AT THE CRUISING ASSOCIATION ON January 16 1993, commencing at 18.30hrs.

PRESENT – C R Williamson (President), M R Burn (Hon Secretary), W A Brown (Hon Treasurer) and approximately forty members and guests.

APOLOGIES for absence were received from J Wainwright, J Miller, J Cresswell, R Francis, N Ashun, J Forrester, M Miller, J Denner, C Edmond, J Hidden, G Beagley and T Felgate.
Bill Brown proposed that Tom Felgate be sent a new burgee for his 93rd birthday after his comments in the Newsletter.

APPROVAL OF MINUTES of the 1992 Annual General Meeting as published in Newsletter 1992/1.
Proposed Ian Edmond, Seconded Sam Bayliss that the minutes be accepted with the exception of the Secretary's report. Agreed.

MATTERS ARISING

Ian Edmond raised two points –

- 1) Some stock figures were estimated. Treasurer explained that this was because correct figures were not received in time.
- 2) Had and should the accounts have been audited? According to the Rule Book annual accounts should be audited – an Auditor to be appointed under Any Other Business.

PRESIDENT'S ADDRESS

Much of the last year has been taken up with changes within the organisation of the OGA and the services it is felt that OGA should offer its members.

The concern that has been to the forefront of all members minds has been that of the production of the Newsletter. The intention was to effect a smooth changeover of Editorship, but events outside our control overtook us and one edition was 'missed'.

The problem for members was that no information was forthcoming and this led to accusations that 'them at the top' (a) did not know what was going on and (b) did not seem to be doing anything about it! I can assure everyone that from the first 'them at the top' were aware of the difficulties and were doing all that was possible to correct them.

The result is a finely tuned structure that will ensure that the Newsletter will have publication dates that will be met.

At the same time our Hon Secretary has been grappling with two other vital issues, the Membership List and the EEC Directive.

An update on the membership list and boat details is a mammoth task. Not only is it important to know who to target, but of equal importance is collating the information in such a way that it is accessible to all the areas. An updated database has been created and all fully paid up members details have been entered.

It is now possible for Area Secretaries to have full and up to the minute lists of their members, address labels and all relevant information they could possibly need.

On a sad note, Stan Lindsey-Wood (Hon Life Member) died recently. Condolences have gone out to his Widow, plus a donation to the Hospice.

The EEC Directive on Recreational Craft in its present form could have far reaching implications for all old boats, in that they may not necessarily come up to the standard demanded by the directive.

By contacting the Maritime Museums at Greenwich and Liverpool and combining with them the OGA has at least made the legislators think hard about what they are doing.

This action has highlighted the need of a high profile for the OGA, as the largest active archive of traditional boats in Europe, if not the world. Our voice should and must be heard when matters such as this are discussed and I believe that all means should be explored to ensure that the status of the OGA is recognised by the sailing world.

I have always believed in the importance of introducing young people to the world of sailing. Like those of you of a certain age, I came into sailing by watching and imitating those professionals still active. I sailed a 'tore out' and learned a lot in keeping it afloat.

I absorbed sailing lore, often painfully. For the most part the days of the tore out are gone, but the young people remain, waiting to be helped acquire the skills that we possess. 1993 is the RYA's Year of Youth – let us also make it the year of Youthful Old Gaffers, by making a special effort to involve young people in our sailing tradition.

Could I finish on a note of optimism. The OGA is alive and kicking – it may be changing and assuming greater responsibilities but it needs the support of all its members in whatever way that support can be given.

I should like to thank all the Area Committees for the hard work they put in, and the Officers of the OGA for their dedication. Without everyone's effort the OGA cannot go forward in the way that most

AREA NEWS OVERSEAS – AUSTRALIA

by Frank Marchant

THE Wooden and Classic Boat Festival was held in Challenger Harbour, Fremantle over the weekend of October 24/25. The weather was pleasant, which encouraged many spectators to amble around the craft and displays.

Moored on four spur jetties were over 100 craft. They included classic launches, sailing craft and OGA yachts who enjoyed their own exclusive jetty. A 4ft steam launch was kept very busy with passengers enjoying a trip around the harbour and there were many types of smaller boats on the hardstanding – skiffs, work boats, speed boats, clinker and carvel some beautifully completed and others in the process of being restored. There was also a Canadian type canoe, American whaleboat and a 23ft pinnace built of jarrah and teak for H.M. barque *Endeavour*, to original specifications. The ship itself is almost finished and due for launching in August.

The large marquee included displays covering many facets of boating activities, dinghy building, woodwork,

wood carving scrimshaw and the Sail Training Association and boat safety. The largest and most popular display was of steam models – Tugs, Canal Barge, Paddle Steamers and a collection of Windermere craft. All were superbly detailed and the Steam Model Association deserved the plaque presented for Best Exhibit.

Our OGA Down Under is in the process of becoming incorporated. During the last two races of 1992 two of our craft were involved in a minor collision and we became aware that the Association could have been involved in a damage claim, so we have taken steps by incorporating to give us the necessary protection.

Our first 1993 Races were on January 31 and February 14, March 7 is the end of our sailing season as winter approaches. I will report on these in a later Newsletter.

Our membership has increased partly through our display at the boat festival and our sailing activities. We now comprise 41 paying members and 26 yachts. We are well pleased with this even though it does not appear to be a great number.

Wishing all members of the OGA all the best for 1993.

STAN LINDSEY-WOOD

It is with great sadness that we heard of the death of Stan Lindsey-Wood at the end of last year aged 84. Stan was a wonderful character, always cheerful, incredibly enthusiastic, and any OGA member calling on him at Mylor was assured of a great welcome.

He started sailing in his home area of Morecambe Bay from Skippool Creek on the River Wyag in 1925. Up to 1940 he had three boats including the 32ft Morecambe Bay Prawn *Two Brothers*. All were gaff rigged.

In 1947 he began a real love affair with *Sea Breeze* a 24ft gaff cutter built at Newport in the Isle of Wight in 1873. She was lying in the Hamble and was owned by his friend Bill Jurd. They sailed her together in the Solent until 1962 when Bill died and Stan bought her.

He raised her topsides by 10ins in 1963 and then in 1975 moved to Cornwall, and sailed her right up to his death.

Stan took part in the first open to all gaffer race on the Hamble in 1959 and was a founder member of the Association in 1963 being made an Honorary Life Member in 1984.

David Cade

SOLENT AREA RALLY TO YARMOUTH 1992

by Dick and Pat Dawson

UNLIKE 1991, when a number of boats were weather-forecast bound, the last weekend in September looked to be settled and fine.

Those lucky people who could take the Friday afternoon tide down to Yarmouth had a most pleasant sail, the wind being in the east. Unfortunately for *Tee Jay* and *Lone Wolf*, work prevented us leaving until the evening. Surprisingly, the tide did not serve until the Jolly Sailor had closed.

There was little wind in the river but, once in Southampton Water, there was sufficient to make a few knots through the water. The spring ebb carried us rapidly westwards. Sailing at night in the Solent is free from the traumas of a busy summer's Saturday afternoon.

Normally one gets the place to one's self, except for the odd fishing boat. This night was different as what at first appeared to be a trawler turned out to be a yacht that thought that the more lights she showed the better.

The wind gradually died and as we neared Hamstead Ledge the visibility on the Island shore became very poor as fog rolled over the hills. Finding the entrance to Yarmouth proved tricky for a while, but the Decca was a great help in giving us a course over the ground as we angled across the sluicing ebb. Fortunately the fog lifted sufficiently to allow us to get our bearings and we were soon tied up with the gaffers that had arrived on the previous tide.

Saturday morning was bright and warm; an unusual phenomenon for this summer. Most spent a lazy morning. At noon the British Steel Challenge race began off Gilkicker so most of us gathered in the Royal Solent Yacht Club Bar for a good view as they came down the West Solent.

It didn't seem right to us. The plan, as we understood it, was to beat to windward around the world. But the wind was still in the east so they had a fast run down past Yarmouth; it all seemed to be too easy for them.

Back in the harbour in the afternoon, the hospitality flowed as groups visited each other's boats. The afternoon tide brought yet more gaffers so by early evening there were over 20 boats. All too soon it was time to go ashore again to the Royal Solent for the briefing for the race the following morning.

Each year the Yacht Club invite to join in their Centenary Chase. This, as its name suggests, is a pursuit race.

Sunday was another bright sunny day, with a fresh breeze still from the east, giving the promise of a good race. For *Lone Wolf* and *Tee Jay* this was a particular needle match, *Lone Wolf* having beaten *Tee Jay* in both 1992's Bursledon Regatta and the Solent race. It was to prove to be *Tee Jay*'s day. On *Lone Wolf* tactics before the start were spectacularly unsuccessful including an accidental gybe.

We made a poor start, so it wasn't long before *Tee Jay* overtook us. It was a lovely sail but it was hard work for just the two of us.

The wind was such that we needed the big staysail on the run but a smaller one when on the wind. Such things did not worry *Tee Jay* who just put up every large sail the boat has and clung on to it. So whilst *Tee Jay* creamed into the lead we continued to get it all wrong, especially at Black Rock Buoy where we managed to lose at least seven places. Fortunately we did manage to finish before the ebb tide got too fierce.

Back to the Royal Solent for the prize giving. Once again the gaffers, or at least most of them, had given an excellent performance.

(Dick's report on race handicapping has been held over - Ed.)

members would like.

SECRETARY'S REPORT - Held until next issue of Newsletter.

A vote of thanks to Mike Burn and his team for all their hard work on the Boat Register Database was proposed by George Jago, seconded by Arthur Keeble and carried unanimously.

Sam Bayliss proposed and George Jago seconded that the Boat Archive (when completed) should be made available to the public, on the proviso that members be asked via the Newsletter to state if they do not want their boat included. Carried - 3 against.

TREASURER'S REPORT

Bill Brown presented his twelfth and last set of accounts. He said that he had enjoyed being only the third Treasurer in the twenty-nine years of the OGA.

The annual donation of £250 to the RNLI had this year been given to the Falmouth Lifeboat Crew Fund. This was Bill's own decision and he suggested that various areas could be helped in this way. Sam Bayliss suggested that this would be far too difficult to implement. There was general agreement on this.

Newsletter costs were down due to less Newsletters in 1992. George Jago asked for verification of the proposed regularity of the Newsletter in the future. Mike Burn informed the meeting that 1993 Newsletters were expected to be published in late February, late May, late August and late November. There will be no Newsletter 1992/4.

Sam Bayliss queried cost of computer repairs and replacement. Dick Dawson replied that three years was a good average time for such a computer to last.

George Jago queried money spent at Brest. David Cade replied that a report will appear in Newsletter 1993/1.

Graham Benton queried additional printing cost of £952. Bill replied that this was made up as follows - £497 on re-vamping insurance and standing order forms, £350 on letter headings and £105 on compliments slips.

George Beckett asked how large items of expenditure were agreed. Rob Williamson replied that a proposal was circulated to all Area Secretaries for comment/agreement.

Proposed Alan Aston, seconded George Beckett that accounts be accepted as presented, to be audited at a later date. Carried.

ELECTION OF OFFICERS

Hon Treasurer - George Beagley was proposed by Bill Brown, seconded John Miller. In the absence of George Beagley, Bill Brown was asked to verify his suitability for the post. This he did convincingly and the proposal was carried unanimously.

Newsletter Editor - Confirmation required as per 1992 minutes regarding Jeremy (Jay) Cresswell's nomination for this post. Jay was unable to attend this meeting due to the current appalling weather conditions in Scotland. He has actually been in office for some months. Proposed Rob Williamson, seconded David Cade. Carried unanimously.

ANY OTHER BUSINESS

Auditor of Accounts - George Beckett was proposed by Graham Benton, seconded by George Jago. Carried.

Photographic Competition - Proposed by N Ireland Area. Details in next Newsletter.

Thirtieth Anniversary Rally planned in N Ireland. Leaflets distributed at meeting; details available from Alan Aston, as above.

East Coast Area Proposal - 'That a proportion of the annual subscription is redistributed to the areas'. Brian Hammett explained that this was not a committee proposal but came from a lay member and received almost unanimous support at the E Coast Area AGM - over sixty for and three against the proposal. Bill Brown said this was not necessary as all areas could call on National funds at any time. George Beckett said that in addition to the E Coast proposal he would like to see the formation of a sub-committee to study the whole issue of the financial structure of the OGA. George Beckett's proposal, seconded by Graham Benton was carried, with one against. Hon Secretary to initiate.

Dick Dawson proposed, Sam Bayliss seconded, that Ron Francis, Solent Area Vice-President for the past ten years be given Hon Life Membership. Carried unanimously.

Rob Williamson thanked Bill and Brenda Brown for all their hard work over the past 12 years and presented them with a decanter and tray. Bill was elected an Elder Gaffer and given the appropriate flag.

Rob closed by thanking the Solent Area for providing food this year. Medway and N Kent Area were persuaded to volunteer to do same next year.

The meeting closed at 20.30hrs.

another session in the Jolly Sailor before saying their goodbyes.

Thanks must go to Hall and Woodhouse for the sponsorship, Ron and Anne from the Jolly Sailor for the bar and barbecue, Tom Richardson for the moorings and use of the Elephant Boatyard and Chris Waddington for providing the committee boat, his motor yacht *Unicorn*.

sleek cutter *Lona II* and the cruising ketch *Jenny Wren*. For a few it was hard work over a hot computer working out the places – many thanks to Hilton Matthews, the race officer, Dave Moore and Graham Benton. Concern over a few handicaps were sorted out with a tape measure.

However sleek *Lona II* looked, there was no way her handicap should be 1.2 and another Solent boat which has been in the race as long as anyone can remember was still racing on her old handicap given all those years ago.

In the yard, marquees had been put out, bunting was fluttering and Ron and Anne from the Jolly Sailor Pub had set out a bar. It was inevitable therefore that everyone gathered there long before the last prizes had been sorted out.

Hall and Woodhouse, the sponsors of the British Steel Challenge yacht *Hofbrau Lager*, had generously sponsored us in paying for the moorings at the Elephant and providing the marquees. At the prizegiving we were pleased to welcome Mike Woodhouse and Pete Goss, skipper of *Hofbrau*, to award the prizes.

During the race, many must have thought at some time they were in with a chance of winning when the wind and tide were in their favour but it was our Vice President Sam and Maggie Bayliss in their Winkle Brig, *Mary Agnes* (a real wooden one) who were overall winners and will fly Commodore's Burgee next year.

By the end of the prize giving the smells coming from the barbecue Ron and Anne had set up were irresistible, leaving many with a difficult choice; recharge the glass or head for food. The socialising went on into the night, first in the yard and then on board the boats.

The following morning dawned wet and windy, almost as if the weather too had a hangover! We had been lucky with the weather, for it had been so unsettled the week before. Depending on their destinations, some left early in the morning, but those going east had the morning to continue socialising and the chance to enjoy

1992 Solent Area Old Gaffers Race

Posn.	Boat Name	Owner
1	Mary Agnes	S. Bayliss
2	Black Sheep	I. Fisher
3	Tiki Sunrise	D. Weinstock
4	Freda	B. Moody
5	Dorothea	C. Little/P. Treadgold
6	Betty	J. Richardson
7	Gig	T. North
8	Daisy	G. Skinner
9	Ariel of Swanwick	C. Quinlan
10	Lucy	M. Pound
11	Lona Wolf	R. Dawson
12	Lona II	Becker/Meynell
13	Eleanor Mary	B. Hathaway
14	Falmouth Bay II	J. Fordham
15	Morwenna	D. Baggett
16	Sally J	L. Rihan
17	Tee Jay	G. Benton
18	Gaivota	D. Reynolds
19	Olive Mary	R. Gingell
20	Planet	A. Turner
21	Young Alert	G. Beckett
22	Sea Shanty	T. Thomas
23	Kelpie	B. Keelan
24	Iseult	J. Lester
25	Onward of Ito	M. Jenkins
26	Anthea	P. Watkins
27	Scherezade	M. Warren
28	Quetzal	A. Buckell

More than 30 entrants failed to finish.

Results by Class

Class	Boat Name	Owner
Class I	Kelpie	B. Keelan
Class IA	Gaivota	D. Reynolds
2	Iseult	J. Lester
3	Quetzal	A. Buckell
Class IIA	Freda	B. Moody
2	Dorothea	C. Little/P. Treadgold
3	Betty	J. Richardson
4	Lona Wolf	R. Dawson
5	Lona II	Becker/Meynell
6	Tee Jay	G. Benton
7	Olive Mary	R. Gingell
8	Onward of Ito	M. Jenkins
9	Anthea	P. Watkins
Class IIB	Black Sheep	I. Fisher
2	Gig	T. North
3	Ariel of Swanwick	C. Quinlan
4	Lucy	M. Pound
5	Eleanor Mary	B. Hathaway
6	Falmouth Bay II	J. Fordham
7	Morwenna	D. Baggett
8	Sally J	L. Rihan
9	Planet	A. Turner
10	Young Alert	G. Beckett
11	Sea Shanty	T. Thomas
Class III	Mary Agnes	S. Bayliss
2	Tiki Sunrise	D. Weinstock
3	Daisy	G. Skinner
4	Scherezade	M. Warren

Footnote: The Yarmouth Report has been held over due to a lack of space! – Ed.

INCOME AND EXPENDITURE ACCOUNT for the year ended 30th September, 1992

	1992	1991
INCOME		
Subscriptions	4,964	6,920
Entrance Fees	126	476
Donations	2,612	2,683
Sundry Membership Income	2,533	752
Insurance Commission	573	635
Investment Income (net)	795	273
Insigria Surplus	359	
	<u>£11,962</u>	<u>£11,739</u>
EXPENDITURE		
R.Y.A. Subscription	24	24
R.Y.A. Donation	250	200
Rite of C.A. Rooms	235	200
Clerical Assistance	537	
Professional Assistance	590	
Printing, Stationery & Postage	530	1,829
Additional Printing	952	
Newsletters	2,176	4,384
Area Funding	306	134
General Expenses	378	188
Bcast '92	319	
Travelling Expenses	632	516
Bank Charges	96	67
	<u>7,234</u>	<u>7,562</u>
Excess of income over expenditure	<u>4,728</u>	<u>4,177</u>

BALANCE SHEET AS AT 30TH SEPTEMBER 1992

	1992	1991
CURRENT ASSETS		
Insigria Stock	2,184	2,757
Sundry Debtors	99	99
Bank Deposit Account	13,652	10,559
Cash at Bank and in Hand	431	639
	<u>£16,267</u>	<u>£14,054</u>
CURRENT LIABILITIES		
Corporation Tax	47	211
Sundry Creditors	986	2,487
	<u>£ 1,033</u>	<u>£ 2,698</u>
NET CURRENT ASSETS	<u>£15,234</u>	<u>£11,356</u>
GENERAL FUND		
Balance at 1.10.91	11,356	7,179
Expenditure from Reserves	850	
(Inser Printer)		
	<u>10,506</u>	<u>4,177</u>
Excess of Income over Expenditure	<u>4,728</u>	
	<u>£15,234</u>	<u>£11,356</u>

To the best of my ability, bearing in mind the lack of information received from various sources, these accounts indicate the state of the Association's affairs, but do not incorporate any information from Area 9, some of whose accounts indicate that the Association has further net current assets amounting to £2,695.

H. Johnston
Hon. Treasurer

O.G.A. SOLENT RACE AND RALLY 1992

by Dick and Pat Dawson

1992 saw a change of date and venue for our annual Race and Rally. The sponsorship we had been able to raise for the three-day event, run for the past three years at Ocean Village, dried up and committee members did not have the time to devote to such a complex event. It was decided to go back to the old style of a weekend event.

The Elephant Boatyard was pleased to welcome us back and the date was arranged for the first neap tides in September, so it was just like old times. It was back to the birth place of old gaffer racing, for it was in the Jolly Sailor Pub next to the Elephant Boatyard that the first race was planned.

The start of the weekend on the Friday night was, as always, in Cowes. Getting there gave everyone a brisk sail. As the afternoon became evening the Medina filled with gaffers, large and small.

For most crews it was a visit to the fish and chip shop before gathering in the Cowes Corinthian Club, who, as always gave us a warm welcome. Friendships were renewed, stories told of summer cruises, late entries were made, handicaps checked and weather and courses were discussed.

Saturday morning dawned bright with light winds, so the previous day's reefs were shaken out and light canvas was set. Before the race there was a gentle southwesterly, but once the race started the wind fell light. At first this was not a serious problem as the tide was still ebbing and carrying everyone down past Gurnard buoy and towards Gurnard Ledge buoy.

The leaders of the fleet lost the wind in Gurnard bay, which gave those who had kept out in the tide a chance to catch up. For a while there was no wind around the buoy, but eventually those who watched for the catspaws on the water saw their chance and rounded the buoy to reach across to West Lepe Buoy.

Five (*Ariel, Lucy, Eleanor Mary, Tiki Sunrise and Lone Wolf*) made it round West Lepe before the tide turned. For these five the tide was not in their favour, carrying them back eastwards towards West Ryde Middle Buoy, but for the rest of the fleet still trying to go westwards to Gurnard Ledge things could only get worse. Some never made it to the buoy, kedged for lunch and then retired.

When the leaders were off the entrance to Cowes the wind died altogether but the tide was still carrying them towards their target. Once they reached West Ryde Middle the difficulty was stopping, for the tide was intent on carrying them all the way to the Forts.

So one by one they kedged and, safe in the knowledge that the rest of the fleet were a good two miles astern, some sat down to lunch. Gradually *Lona II* and *Kelpie* closed the leaders, but they too ran out of wind and kedged.

Imagine the frustration on all these boats when the wind filled in around the buoy, allowing a number of boats including *Morwenna, Tee Jay, Mary Agnes, Iseult, Dorothea* and *Betty*, to sneak round.

However it was not all plain sailing for these newcomers to the lead for many were soon to fall into their own holes in the wind. By now the wind, such as it was, was anyone's guess. Less than half a mile away a fleet of Sigmas was spinnakering westwards towards our fleet who were goosewinged and sailing eastwards.

At least the sun was shining and the weather was warm. As the fleet struggled up the Lee on Solent shore, the breeze filled in from the southwest, so boats were able to finish in fine style at Coronation Buoy, where the course had been shortened.

The wind held in the River Hamble enabling boats to sail up to Bursledon, where Tom Richardson expertly directed us to moor to make best use of the available space. Time for a chat, a snooze after such strenuous work, a cup of tea and a look at this year's newcomers.

These included the beautifully

Gaffer's Log

BREST AND BACK AGAIN

by Claudia Myatt

TO my astonishment, getting there was easy.

Braced for an unequal contest against relentless south-westerly winds, I was caught out by freak weather conditions – winds of between Force 2 and 4, either on the beam or on the quarter.

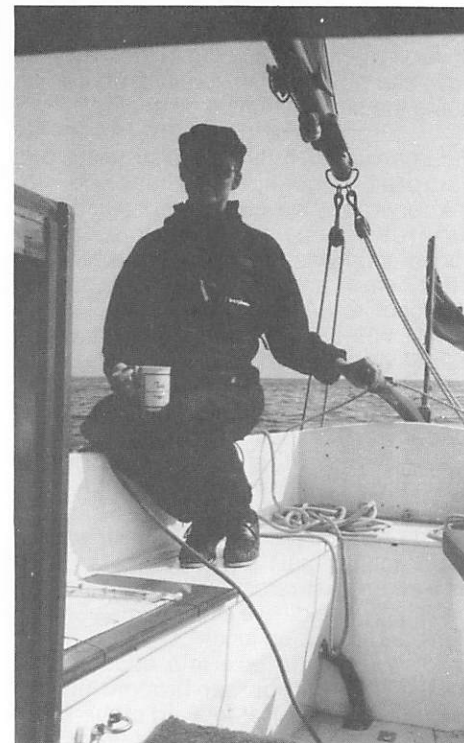
For a shoal draft 24' gaffer, on passage from Suffolk to Brest with a pregnant skipper and one crew, this was a gift from the gods. It meant that two weeks exactly after leaving the Orwell, *Kitty* had arrived, almost a week early for the Brest 92 festivities and feeling very proud of herself.

The journey westwards was taken in gentle stages, due to the skipper's unseaworthy state of near permanent queasiness and exhaustion. A NE4 gave us a fast and enjoyable run to Calais (cheap and cheerful), followed by a dead run and hair raising grope into Dieppe in the dark (we wish we hadn't bothered), and a day's motoring in flat calm to St Vaast La Hougue (delightful).

The Cherbourg peninsula was a psychological halfway house – now the boring bit was over; each day's run became navigationally more challenging and each port of call more interesting.

A wild night ride on the back of the Guernsey Race found us anchored off Guernsey by the following morning, feeling slightly dazed to be amongst teeming holidaymakers enjoying the heatwave. From Guernsey we made the short hop to the lovely Trieux river, having caught the holiday mood – instead of studying the brush up your French tapes I had brought, I spent my Sunday morning watch listening to the Archers on the Walkman, propped up with cushions in the cockpit and with one finger on the tiller.

The weather in Brittany was now more variable, but daily runs were shorter to take advantage of the strong tides, and there were plenty of places to shelter. By



Claudia Myatt – in control

now my appetite was returning, and Phil and I made a serious port by port study of French creperies. Time was on our side, and the two or three days lost to bad weather were not wasted, due to my limitless capacity for catching up on sleep.

What I failed to realise, however, was that my partner Perry, last seen waving us off anxiously from Shotley, had not yet received any of my postcards, and as I had not been able to make contact by phone he was desperate with worry. Phone calls via coast radio stations had failed to reach us, and his messages to every marina along the Brittany coast had been in vain.

A message did eventually reach me when we made an unscheduled stop at Lezardrieux marina to disentangle a fouled prop. A lengthy phone call from the yacht club reassured him that his family were well and making excellent progress. Several years of sea going in the merchant navy had obviously left him unprepared for being the one left behind on shore.

From Lezardrieux to the lovely Ploumanach with its turquoise water and sculpted rocks, Ploumanach to L'Aberwrach, we completed our gentle progress westwards. The only minor catastrophe was running out of diesel in a fitful wind and pouring rain on the approach to L'Aberwrach harbour.

While I tried to nurse *Kitty* round barely visible rocks, Phil read instructions from a rapidly disintegrating pilot book. "It is forbidden to manoeuvre under sail in L'Aberwrach harbour", he quoted helpfully.

Turning the corner through the Chenal du Four was the final stage, as a spring tide and northerly Force 5 gave us a fast and exhilarating ride, goose winged under reefed main and staysail. "As soon as we turn eastwards to head up the Rade de Brest", I said, "we'll have a celebratory drink and a slap up lunch".

I forgot to take into account that turning that last corner brought the full force of the wind just forward of the beam – a wind now mean, gusty and full of drizzle. We groped anxiously forward, chart in hand, lee rail under, and the ingredients for the chili con carne rolling around in the cabin, abandoned. So much for my imagined arrival at Brest, a triumphant moment in a gentle sunset, glass in hand.

The morning after our arrival at Moulin Blanc marina, Phil had to leave to return to work, his mission accomplished. Left to our own devices, *Kitty* and I had an exhausting and interesting time, within which are many unforgettable moments ... like sitting on the bowsprit at 4am fending off a log jam of hefty Breton fishing smacks; (with five boats to a mooring and all moorings far too close together, the chaos at turn of tide can be imagined).

Another memorable moment was

the arrival of a majestic 385' Ukrainian square rigger, shepherded by tugs as she made her stately entrance into the harbour, decks and spars ablaze with light as dusk fell. In spite of the rain, thousands of spectators on the quay burst into applause. It was an emotional moment.

Sleepless nights, overcrowding and general chaos aside, I felt proud to have been there. In spite of several offers to travel to Brest by car and ferry, it would not have been quite the same.

Ten days later, by the time the Douarnenez festivities were in full swing, relief came when Perry was able to join me. I retired gratefully to my bunk. No there was someone else who could go deck in the middle of the night when a neighbouring boat took a swipe at my topsides, and some else to use mime, gesture and various props to communicate mooring technicalities in the middle of a raft up of boats with no common language between them.

By the time I had caught up on sleep, it was all over, and the fleet was dispersing. It was time to head for home.

"Alright", I shouted at the wind gods, "I know it's pushing my luck, but I'm ready for those south westerlies now, please!" The return trip was to be in two stages to fit in with Perry's work. Stage one was from Brest to Newlyn, and then two weeks later he was to join me again to go from Newlyn back to the East Coast, joining in Falmouth Classics on the way.

Stage one was pleasant and gentle; it was such a relief to be out at sea again. While in Douarnenez we fitted an autohelm, borrowed from friends, and I was amazed at the difference it made.

On watch I was able to potter around below decks, or read, or watch the sunset from the comfort of the companionway steps, with breton folk music playing on the walkman as the French coast disappeared from view. In mid channel the wind faded completely and the 35 hour voyage to Newlyn was completed under motor.

Newlyn is a very busy fishing port; yachts rarely stay more than a night. I

STORMBOUND IN STANGATE August Bank Holiday 1992

by Caroline Eagles

OUR weekend started with a display from the Red Arrows above Sheerness and finished with a display from the Coastguard at Queenborough. What could have been better organised?

The rally was going to include match racing with a pair of Baltic One Designs (gaff-rigged 30ft Edwardian-style dayboats), Class 3 racing around the 'lands, a 'sunken treasure' hunt, Medway mastermind quiz, parties, tug-of-war, etc. In the event, we managed the quiz, a party and a thorough exercise of ground tackle.

It was not possible to cancel the North Kent Stangate Rally since it was an event without any kind of shore base with people setting off several days ahead, and after all, it is up to individuals to decide whether or not to put to sea. Several large gaffers were seen sailing off through the Swale in the direction of Stangate but not spotted returning. *Doris* and *Nercissa* had set off down the Medway so organisers had no choice but to go as well.

There were two of us to look after the pair of Baltic One Designs and a workboat full of tyres, weights, ropes and other paraphernalia for the "sunken treasure" hunt. We motored down to Stangate with the boats rafted up and to our joy the sailing barge *Portlight* followed us into Stangate seeking shelter after the Southend Barge Race, so we now had two party venues.

There were 11 gaffers at Stangate, either with some bermudan yachts who had come to join in and sample the delights of gaff-rig. Alan Stayley came over to say that a Force 9 imminent had just been given. He and Cindy were out practicing for the Class 3 race! Nevertheless, there was time for a party on the *Portlight* on Saturday night (complete with Brian Merralls on guitar) and for the quiz sheets to be handed out to keep crews occupied throughout the storm.

Sunday was exciting and drove home the importance of good ground tackle and minimal windage. We had a dayboat on each side of the workboat (the treasure hunt tyres came in very useful as extra fenders), two anchors out in a 'V' ahead,

one backed up with a second anchor, the other with some weights which had been brought along as sinkers for buoys.

Portlight could not hold and so put herself up on the mud on Sunday morning. This saved the gaffers from being run down until she refloated on the next tide.

Snowgoose was fine all through Sunday until a 'Westerly' dragged down on top of her; *Linnea* had some problems after getting a rope tangled around her prop; *Lady of the Lea* ended about a mile further down Stangate than she was before and *Doris*, *Nercissa* & *Louise* were fine once they had separated from their little enclave.

The Beckett clan turned out in force with *Blue Jacket* and *Bonita*, plenty of children and dinghies – again they were all OK until someone dragged down on them. *Seaminx* picked a spot near to us – she looked far too cosy but there was no possibility in visiting. Other gaffers had tucked themselves up under the mud towards Sharfleet.

It was quite something to be out there. A huge tide covered the saltings. At its height, the wind was so strong that the spray off the waves was driven horizontally. I had decided two weeks earlier that the treasure hunt had better be held off Slaughterhouse Point rather than in Sharfleet as this would be more sheltered. But the waves were crashing and breaking over the seawall in a way that I hadn't imagined possible for a summer cruise to Stangate.

It was very dramatic and fantastic to be there though I would rather have been snug in a smack with a nice coal stove than under a tent in an open boat.

Some craft made the run for Queenborough on Sunday afternoon as a lull was forecast but the wind came up again and the Coastguard had to help some of them in – gusts of nearly 60 knots were recorded. We made the run for Hoo in the lull at low water on Sunday evening scuttling along, sheltered by the mud banks. It meant waiting on a holding buoy in the river for the tide to make but gave us time to drink the rum which had been part of the "sunken treasure".

August Bank Holiday 1993 will see us in Sandwich, so if the weather is bad it will be possible to go by land and take our model boats!

MEDWAY AND NORTH KENT

NORTH KENT PASSAGE RACE

June 1992

by Robert Holden

THE Passage Race was held on June 6 in conditions that favoured light weather craft, the wind being NW Force 2. The race was run this year from east to west, that is from the East Swale to Medway Yacht Club finish line at Upnor, leaving the Isle of Sheppey to port and Hoo Island to starboard.

The briefing took place on the Friday night in the convivial surroundings of the Three Mariners pub at Oare. Those who had anchored in the Swale had a delightful walk from Hartly Ferry along the road across the marsh and into the almost Dickensian village of Oare. The party went so well it was very difficult to get into the serious business of handing out identification numbers and race instructions.

Saturday dawned bright and early for those still moored up at Faversham and Hollowshore. A 4.30 am departure was needed to beat the tide. Once out into the Swale, however, buoys could be picked up and heads put back on pillows for an all too brief period before having to set off again bound for the start line and sailing barge *Lady of the Lea* at the other end of the Horse Sand.

Here on *Emanuel* we were not so quick making sail and casting off. There was real concern we would arrive at the line when everyone else had gone. Our fears proved groundless as we approached the line in a steady but sedate fashion meeting others coming the other way as they bought time awaiting the gun. Without having to ease sheets *Emanuel* cruised up to the start line to be first across to the amazement of all aboard.

Once around the Columbine, sheets were hardened for the beat up the Thames Estuary to Garrison Point. During the mid-part of this leg Paul Winter's *Unity* passed *Emanuel* and disappeared over

the horizon. While most of the fleet elected to stay near the Four Fathoms Channel, *Bonita* was seen to take an inshore course.

At about this time one ex-commodore, who shall be nameless, found a shallow spot on which to spend a quiet 20 minutes – and then failed to mark it with a pole according to some tongue in cheek comments heard later.

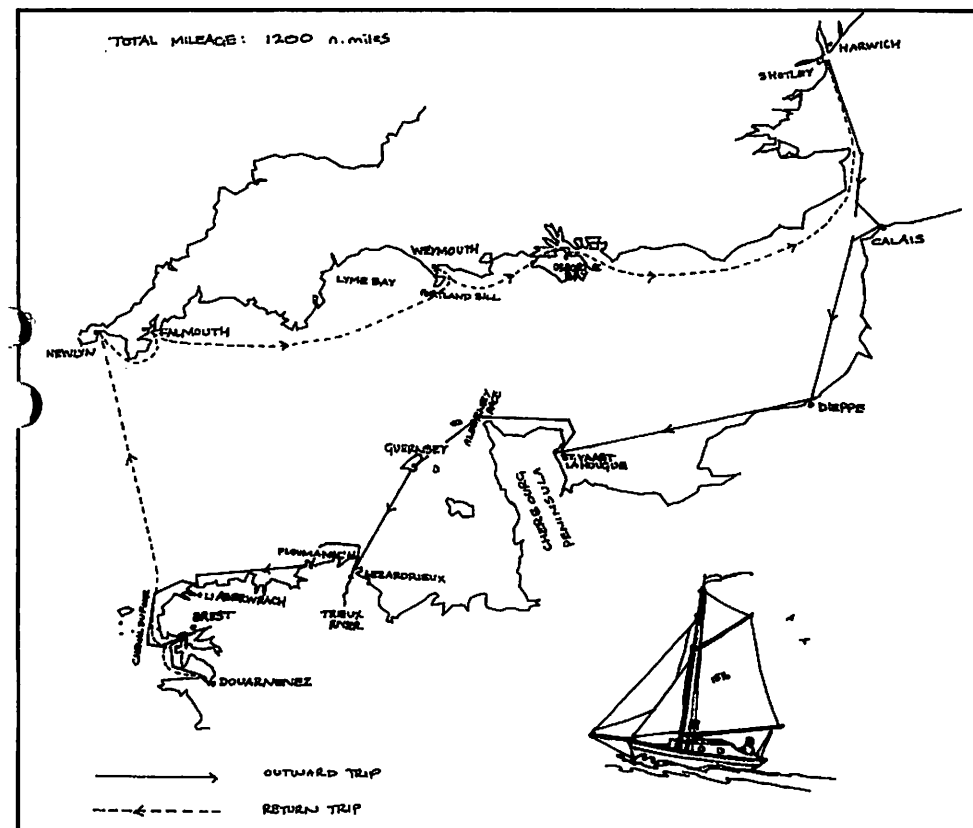
Garrison Point was negotiated without too much hassle from the Olau Lin ferry and, with sheets eased, the fleet sauntered up the Medway in the light conditions. A quiet tussle between Col' Frake's *Polly* and *Emanuel* going around Hoo Island saw *Polly* rapidly gaining ground. She tried to pass *Emanuel* to windward, but we coaxed *Polly* over into the moorings where she lost the wind leaving us to finish second, 20 minutes behind *Unity* which, being first across the line took the Mowlem Cup.

On corrected time Ray Austen and *Adelle* from Burnham took first prize the Beckett Rankine Cup, while a delighted David Keller took second place with *Petranella*, and *Storm* sailed by David Cade all the way from Rye took third place.

Craft taking part (in order of corrected time) were: *Adelle*, *Petranella*, *Storm*, *Linnaea*, *Unity*, *Emanuel*, *Polly*, *Bonita*, *Sea Horse*, *Thistle of Rochester*, *Alice & Florrie*, *Secret*, *Plum*, *Rubicor*, *Olivia Mary*, *Nercissa*, *Impudence*, *Snowgoose*.

Medway Yacht Club provided a splendid and unexpected sit down candle-lit supper. Cindy had made winners' pennants for each class, which made a suitable back drape for the top table and we had a spare one which was awarded to Trevor Ryan who acted as escort vessel with his fishing boat *Mazsue*.

The 1993 Passage Race from the Medway to the historic Standard Quay in Faversham will be held on 10th July. We look forward to seeing you all there where we are planning to have a "smacking" musical evening. (Sounds saucy – Ed.)



arranged with the harbour master to stay for two weeks, as I had friends in the town who offered their hospitality, along with luxuries like baths and washing machine, and the opportunity to catch up on some work.

I have stayed in Newlyn before, and it is an interesting experience. Each night I returned to the boat, clambering down the oily ladder and over assorted trawlers until I found *Kitty*, whose position in the raft up changed daily as yachts and fishing boats came and went.

Fishermen come and go at all times of day and night, and it was not unusual to wake in the small hours to the tramp of boots overhead and the sight of oilskinned figures in the cockpit attending to lines. On hearing a boat's engine at

night I had to look out of the hatch to see who was leaving and work out if I needed to do anything about it.

5 or 6am seemed to be the favourite departure time for an inside yacht. "Where's your skipper then?" they would ask, puzzled at seeing an incompetent and obviously pregnant female in pyjamas stumbling around the foredeck trying to puzzle out a maze of diesel soaked mooring lines.

"I am the skipper!" I would reply, teeth gritted and eyes barely open. "Oh ... do you want a hand?" they would then enquire, by which time I had already been cast off and abandoned my tangle of lines in favour of starting the engine, quick.

By the end of two weeks, *Kitty*'s decks were covered in oil, footprints and

fish scales. The day before Perry's return I moved her out of the harbour and anchored off the beach, ready for an early and trouble free departure.

Whilst on board I was so preoccupied loading stores that I almost missed the sight of a school of dolphins visiting Mount's Bay, the first I had seen for many years. First they did a show of spectacular leaps and aerobatics for Newlyn, and then moved over to Penzance and repeated the performance close inshore for the benefit of astonished watchers on the promenade.

South-westerlies were promised, but slow to show up. When the fitful westerly turned northerly and headed us as we rounded the Lizard, we plugged on under engine. Falmouth Classics was a gentle meeting of old friends with the usual Cornish hospitality. The fact that poor weather sabotaged the racing was irrelevant for those of us who were equally happy to sit in each other's cabins swapping yarns and supping the bottles of Brest 92 wine that still filled everyone's lockers.

The forecast for the Monday morning – our head for home day – was for gentle south-westerlies. The atmosphere on board *Kitty* was optimistic as we loaded stores, refuelled and caught the west going tide. Our passage plan was flexible – to head up channel as long as the wind served, and stop wherever we needed to.

Another east coast boat was heading for home too. *Maid of Wyven*, skippered by Margaret Lamb, was returning home to Suffolk after a much longer absence in the Caribbean, and had won the Bermuda-Brest passage race on handicap. She was a heavy, blue water 38 footer so her passage home was likely to be faster than ours, but we waved goodbye and promised to see them for a drink at the other end.

The long range forecast promised a westerly airstream all week, but our jubilation was slightly dampened when the midnight forecast started to mention south-westerly 4-5 increasing 7 later. By dawn on Tuesday we were off Start Point and wondering whether to take shelter in

Dartmouth. Winds were still only 4-5, but there were flashes of lightning and heavy cloud astern.

We made the decision to carry on across Lyme Bay, hoping to reach Weymouth in time for the Force 8 later. Our decision was based on the fact that although a gale was obviously on the way, we would have plenty of sea room, and I knew that as much as *Kitty* loathed strong head winds, she had always behaved impeccably in a following sea.

Once we had left Start Point behind and were committed to Lyme Bay, a heavy squall line piled up on the horizon behind us. In preparation, Perry dropped all sail except a three reefed main, whilst I made all secure below and started to prepare hot soup and sandwiches. When the squall struck, hissing rain flattened the sea, and the contrast of light and dark was awesome. The wind arrived as if it had been switched on and *Kitty* took off.

The log reads:
"Squall continues for an hour or so – helmsman(P) gets soaked whilst off watch(C) produces stunning haute cuisine (soup and bacon butties). Once rain stops, heavy following seas build but *Kitty* rides them comfortably, playing surfboards".

Our Decca set (also borrowed) had the unfortunate habit of only giving a position when we already knew where we were. When we were lost, so was the Decca.

We steered a course for the rest of the day to give ourselves plenty of sea room, then headed inshore when we calculated that we were off Portland Bill, dropping the main and running in under staysail alone. Due to financial constraints I had no storm jib, but in fact the staysail survived such heavy use remarkably well.

It took several hours to close the shore. Eventually Portland Bill appeared and we made some hasty calculations concerning the movements of the Race. Skirting round it, we found a strong tide to carry us towards Weymouth, enjoying the comparative calm in the lee of Portland Bill after 12 hours of buffeting. Weymouth har-

OPEN BOATS RALLY – July 3

And now for something totally different.

On July 3 we have the Open Boats Rally at West Mersea, where we hope to have upwards of 30 gaff and lug rigged open boats racing in the morning.

At lunch time we picnic at the Packing Shed.

The afternoon features a Sail & Oar Race round the saltings, and in the evening we have a social at West Mersea YC.

Sue Taylor is our Open Boats specialist, and she can be contacted on 0206 382843. Again, members from other areas would be most welcome, and I am sure we can make suitable arrangements for visitors.

ST COAST OLD GAFFERS RACE – July 17

The "Original" East Coast Old Gaffers Race is on July 17, starting from Stone Sailing Club on the River Blackwater, and we again expect to have over 100 starters on the line, sailing a 30 mile course.

As in previous years, there will be a special open boats race, and Stone SC can provide camping facilities and trailer storage for those who require it. They also provide a fine ferry service and all meals as required for the weekend. Details will be published in Eastcoaster, but please use the entry form sent out with the National Newsletter.

TENDRING COAST PASSAGE RACE – July 18

The EC Old Gaffers Race is special this year in that it is part of a series of races which take us eventually to the Haringvliet and Hellevoetsluis in the Netherlands.

The day after the Old Gaffers Race we have a start from the same line for the Tendring Coast Passage Race. The course takes us up east Clacton and Walton, round the Naze and to Harwich Harbour, not that dissimilar to the very first EC race 30 years ago.

The race is of course open to those who don't want to go to Holland, and indeed might be useful to the Deben and Orwellites returning home laden with pots. It is also open to classic yachts. Prizegiving will be at Shotley Point Marina.

NORTH SEA CLASSIC PASSAGE RACE – July 19

Following the Tendring Coast, we have the big one, the North Sea Classic Passage Race, which is run along EC rules by the OGA, but is actually part of the Dutch Classic Yacht Regatta.

The plan is to start the race on Monday July 19 with the aim of finishing at Roompotluis on Tuesday some time. Arrangements are being

made to berth in the new marina at Roompot, where they have excellent washing facilities.

On Wednesday, we sail for Wilhelmstad, a delightful 17th century fortified town, then on Thursday we arrive at Hellevoetsluis, and register for the regatta. The event is open to gaff-riggers, classic yachts and barges.

Should the weather be bad we may postpone the start, and set a different course.

HELLEVOETSLUIS – July 23-25

The Festival at Hellevoetsluis run by DCYR starts on Friday with racing for all classes, followed by a meal for crews in the evening. On Saturday there is racing for the hot-shots, and on Sunday there is racing for all classes again, followed by a prizegiving and farewell binge.

This is a fine event, with the friendliness of one of our rallies, but with the advantages of official recognition. The numbers of helpers they field from their ranks does however put the UK to shame.

So, for the member from outside the EC it should be very worthwhile to take a holiday on the North Sea, and make the effort to attend the East Coast Race. Details from myself of Brenda Jago.

THE SWALE & WALTON & STOUR RALLIES – August 14

Back in the UK, activity continues on the East Coast. Not an EC event, not even an OGA event, but it might as well be considering the interest shown by EC boatmen, we have the Swale match on August 14.

At the end of August we hope to avoid the hurricanes with a gentle rally to the Walton Backwaters on Saturday August 28. This will be preceded by a passage race from entrants' home ports, and followed by a race to the Stour & Mistley Quay, where we aim to have our prize-giving in the Thorn Hotel.

MALDON ANNIVERSARY RALLY – September 24

The final event in the EC calendar is the Maldon Anniversary Rally. This starts with a supper at Maldon Little Ship Club on September 24, to celebrate the founding of the OGA at that very place 30 years ago. Craft attending can moor at Hythe Quay.

The following morning will see the start of a race from Osea to Brightlingsea, via a few cans. As with all the above events, if you are not getting your copy of Eastcoaster, please get in touch straight away – and this applies also to non-EC members who are interested in our events.

EAST COAST

by Jon Wainwright

I would like to begin by thanking all those who sent cards and wished me well for my heart operation. I am having to go about with a few reefs in at the moment, but come the Spring I should be under full sail! If there are any complications (there have been some to date) you will be directed towards Brenda Jago on Maldon 741595.

I would also like to thank the Solent Area for their support on the subscriptions issue. Whilst I am concerned that the motion had to be withdrawn for lack of support elsewhere, it is surely a demonstration that the two areas who started the OGA can pull together still, and pull together on the financial review we must, if the wishes of the majority of members are to be satisfied.

The programme for the year is a busy one, and probably by the time you read this, we will have had our first event at Burnham – pardon? Ed.

Arising from this we hope to have forged strong links with the Science Museum, with a view to closing the knowledge "gap" as far as small traditional craft are concerned.

CROUCH RALLY May 29-31

Our first sailing event will be the Crouch Rally. This is open to smacks, gaffers and classic yachts, and will start with an informal passage race on May 29, where entrants send in their ports of departure, and we work out a course and a start time, which will be sent out prior to the race.

Having taken the gun at Burnham, there will be supper laid on at the Royal Burnham YC, where the local mafia can be seen at ease in their home environment.

On the Sunday there will be a race out into the estuary, then back up the Roach, and no doubt the mafia's skills in luffing visitors up the banks will be in evidence. The race will be followed by a walk across Foulness Island to the George and Dragon for ceremonies and a buffet.

Entry Forms will be in Eastcoaster, but for those who for some administrative reason are being missed out, contact Brenda Jago on 0621 741595 for details.

GREENWICH RALLY – June 4

Next on the list is not an OGA event, but one of interest to many in the Thames Estuary. In association with the Wooden Boat Show on June 4, Greenwich YC are having a

rally and a short race on the Thames, to which all gaffers and classics are welcomed. So if you want to go to the Boatshow, see London and have a good time, let me know. Details will be published in the Eastcoaster.

Then we have Shotley!

SHOTLEY CLASSIC BOAT FESTIVAL –

June 19-26

Quite a few Classic Boat Festivals have got off the ground since we started Shotley five years ago, and it is interesting to compare programmes and facilities for the participant.

I have not seen one festival which offers such an extensive programme – most seem to involve a gathering for two or three days whilst the sponsors parade themselves at expensive cocktail parties and big dinners, a quick parade round the bay, then back to the ceremony again.

And when it comes to ablutions, you soon find where the sponsors have economised.

So, members from other areas, you've tried the rest, now try the best. Harwich harbour takes some quite big ships these days from even west of Cornwall, so you should be able to get here without grounding your deep keels.

Shotley Point Marina, which hosts the festival, is sited on the old HMS Ganges athletic ground and gymnasium. With 1000 budding matelote to cater for, it was not short of infrastructure.

The Marina have a full musical entertainment programme, and with 15 guest bitters, there is almost a beer festival too.

We have a rally of classic cars, a boat jumble and a regatta day which features many Shotley specialities. On the water, yes we have racing for all sorts of boats, from Thames barges down to skiffs, but for those who don't much like racing, we have several short cruises to local beauty spots and watering holes.

While any event of this sort is subject to weather conditions, options for inshore racing up two beautiful estuaries do exist and, in the event of bad weather preventing you going home, the marina has always been most helpful.

This is the only "OGA" Classic Boat Festival in the circuit, so please support it if you can. If you can not bring your boat, why not volunteer to help the hard pressed OGA team – we can most likely find you a berth, and we can guarantee you will enjoy yourself.

If readers have any queries on the festival please come to me, otherwise entry forms can be obtained from Shotley Point Marina, 0473 788982.

bour was full of gale bound yachts, including *Maid of Wyven* which had arrived just before us.

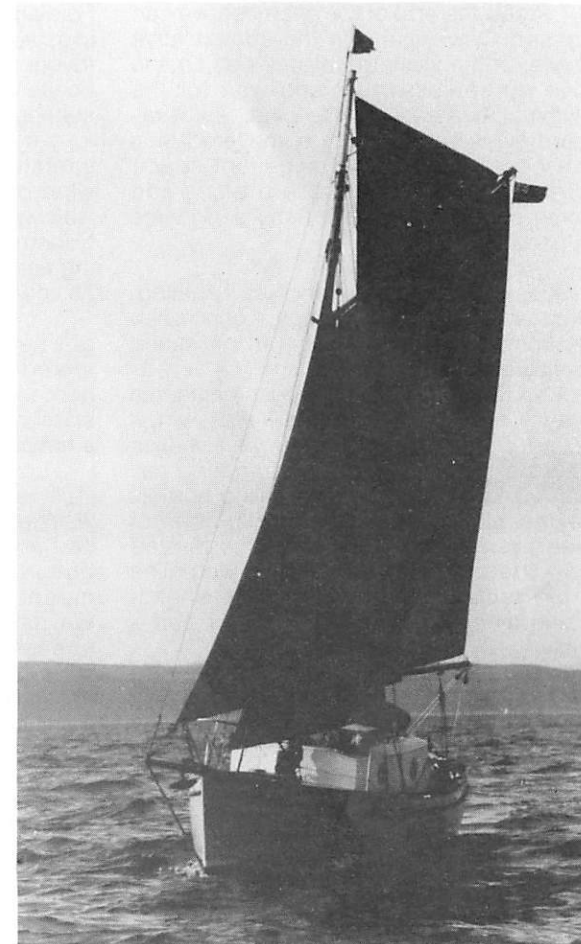
The following day, Wednesday, the gale still blew and no-one moved. The early morning forecast on Thursday promised south-westerly 7 moderating to 5 or 6, so we went for it, leaving at 6.30am to catch the strong west going tide past Anvil Point. *Maid of Wyven* waved as we went past – she was planning to leave later in the morning.

It was blowing Force 5 as we set off under staysail, jib and reefed main, but once clear of the lee of Portland Bill the wind showed its true temper – Force 7 again.

Back to three reefs in the main, and now wondering which way to go – inside or outside the Isle of Wight? As the wind started to increase rather than moderate, we made the decision to go through the Solent, as there were plenty of options for running for shelter if things got worse.

The helpful spring tide that had carried us to the Needles in record time turned just as we approached. Now who in their right mind would choose to tackle the Needles channel with wind over tide, when the wind is 8 gusting 9 and the tide 3-4 knots, in a 24 foot boat? But I think you need to be insane to go to sea in the first place, so of course we carried on.

Under staysail and full engine revs (all 8hp of it) we plugged on, corkscrewing into a wave pattern that is best described as interesting. *Kitty* was handling remarkably well, and did not feel overstrained. The cheerfulness of the scene was further enhanced by heavy rain, whereupon I volunteered to go below to do battle with the ingredients for a lentil stew. It's not that I



Pretty Kitty

hate getting wet any more than Perry, it's just that he has much better oilskins than I do – his actually seem to keep the rain out, and mine don't. Honest!

Once finally past Hurst narrows, we were able to stop the engine and make reasonable progress under staysail, but conditions were no better. I don't think I have ever seen the Solent so empty in the middle of August. There were other boats around, but mainly large modern yachts, well reefed and close hauled, showing all their barnacles.

By the end of the afternoon we had passed Cowes, and in the comparative shelter of the western Solent it was time to give ourselves a rest and wait for the mythical moderation in the wind. As usual, the crew were feeling more battered than the boat. *Kitty* was in excellent shape apart from a broken halliard block and some chafed sheets, but Perry and I were in need of a break.

The log reads:

"1825: Rain still heavy and vis appalling. Drop anchor in Osborne Bay – good shelter from Isle of Wight. Rum rations issued to all crew."

Sod's law of anchorages came into play – an offshore wind always swings round once you have taken your wellies and oilskins off and settled down for a well earned kip. Soon we were rolling horribly as the wind came round to just north of west, but luckily it had also moderated and the anchor was holding well. The main problem then was how to snatch some sleep without falling out of bed – tricky.

The next log entry for Friday reads:

"0600: Weighed anchor Osborne Bay under sail, sleepy after a very bumpy night. Wind now NW3. Contrast to yesterday – gentle wind, clear sky, sunshine, smooth sea.

"1000: Approaching Owers light, altered course for Beachy Head. Wind now very light."

By lunchtime, in spite of flying every sail we could find, it was time to start the engine. *Kitty's* reliable Yanmar diesel gives us 4 knots in smooth water, its only vice being a very small fuel tank which needs topping up every four hours or so. Fuel cans are tucked away in various corners of cockpit lockers, so we were able to keep chugging away until dawn the following day, when the promised south westerly started to arrive.

This day of calm had given us the chance to set the autohelm again and work longer watches – 4 or 5 hours instead of our usual 3, to give each other the chance to catch up on sleep.

By the time the wind arrived we were just turning the corner of South

Foreland, plugging the tide but not minding, as the timing was actually in our favour – by the time we arrived at North Foreland the up-estuary tide would just be starting.

The Thames Estuary is a mean stretch of mud-and-water when fighting wind or tide, but with both heading our way we made fast time, ducking through Fisherman's Gat, round Gunfleet and making an average of 6-7 knots with the helpful tide and south-westerly 4.

As the cranes of Felixstowe dock got nearer, tiredness was creeping up, mixed with the excitement of coming home. We completed the voyage at its starting point – Shotley Marina, longing for a hot bath and a pint of Adnams in the bar.

It had taken us six days from Falmouth, including a day and three nights waiting for better weather. *Maid of Wyven* had arrived just before us, with jib in ribbons and a rope round her prop that meant she had no engine since Weymouth. *Kitty* had luckily come through unscathed, she had looked after me superbly and I had the feeling she had enjoyed every minute of her two month adventure.

Notes:

Pretty Kitty is a Tamarisk 24 gaff cutter, built at Brundall, Norfolk, in 1974 of grp hull, 24' deck, 8' beam and 2'10" draft. Her home port is Melton, River Deben.

Claudia Myatt is a marine artist who has been messing around in boats for about 10 years. *Kitty* is her first boat, and has been her floating home and studio for 18 months. The trip to Brest was a commercial as well as personal venture, as she was exhibiting her work at the British Pavilion.

Perry Crickmere is an experienced sailor who spent several years in the Merchant Navy. He has crewed regularly for Robin Knox Johnston in *Suhaili*, and last year he formed part of Robin's expedition to Greenland with Chris Bonington.

AREA NOTES

NORTHERN IRELAND

Classic Boat Regatta at

Carrickfergus: June 3-6

by Alan Hidden

IN 1991, to coincide with the visit of the Tall Ships' Race to Belfast, the Northern Ireland Area of the OGA organised a Belfast Lough Regatta for classic boats, with races at both Cultra and Bangor. An immediate result of its success was the decision to make this an annual event and the second Belfast Lough Regatta for Classic Boats was held this year at Bangor.

This year, with expectation of major and continuing sponsorship, the event is moving to Carrickfergus on the Co. Antrim shore of Belfast Lough. Early 13th century Carrickfergus Castle will provide an imposing backdrop for what we intend to be a major event in the annual sailing calendar and which, this year, will include OGA Races to mark the 30th Anniversary of our association.

We naturally look forward to participation by OGA members from all the local areas which fringe the Irish Sea, and any others who can manage the longer journey to join us June 3-6. The detailed plans for this event are still being finalised, but the provisional programme is as follows.

Our first priority has been to make the arrangements as easy and economical as possible for visitors from outside Northern Ireland and we have already ensured that properly entered and registered participants will be eligible for free berthing at Carrickfergus Marina for up to a fortnight, that is from the weekend before our regatta to the weekend after it.

We have noted that the Peel Traditional Boat Weekend (see footnote) is to be held on the bank holiday weekend at the end of May, and so we chose the following weekend for our event in the hope that free berthing at Carrickfergus will facilitate and encourage participation in both events by yachts from more distant ports.

We hope that if there are sufficient entrants who are sailing direct to Carrickfergus from any one Local Area that a feeder race will be organised, as is likely also from Peel.



An extra piece of bait – we intend on June 4 to run morning and early afternoon coach trips for crews to the Bushmills Distillery and the Giant's Causeway and that in the early evening there will be a Parade of Sail from the marina to Carrickfergus Harbour, where participants will berth at a secure quay for two nights. The parade will be followed by an informal reception in the castle.

Races will be on the afternoons of June 5 and 6. On both days there will be OGA Races for all three OGA classes, with free entry for OGA members, and races, also with free entry, for classic boats.

We shall regard yachts of traditional, deep-hulled, timber construction, regardless of rig, as meeting our criteria for 'classic boats'. But we shall reserve the right to refuse entry to any yacht considered inappropriate. All handicapping will be based on the current OGA T(H)CF formula.

If there are enough entries for any particular class of yacht, we shall arrange a one-design race for them. There will be a formal reception after the races on the Saturday and the prizegiving will be after the racing on the Sunday.

Fuller details of this event and preliminary registration forms for entrants will be on their way to you later.

But for now, put June 3-6 in your log and tell everyone else to do the same!

Footnote: For details of the Peel Traditional Boat Weekend contact Michael Clark, "Weyham", Ramsey Road, Laxey, Isle of Man. Tel. (0624) 861127.