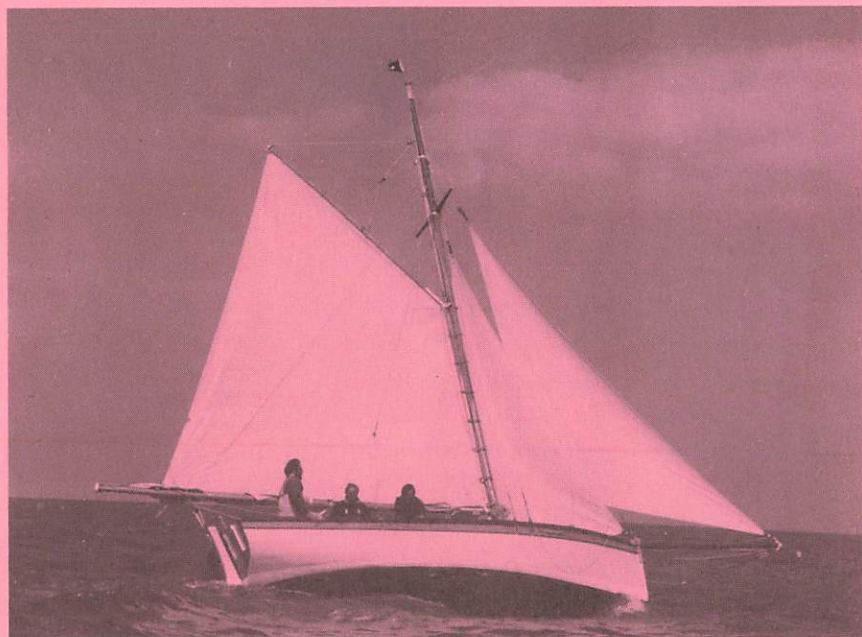


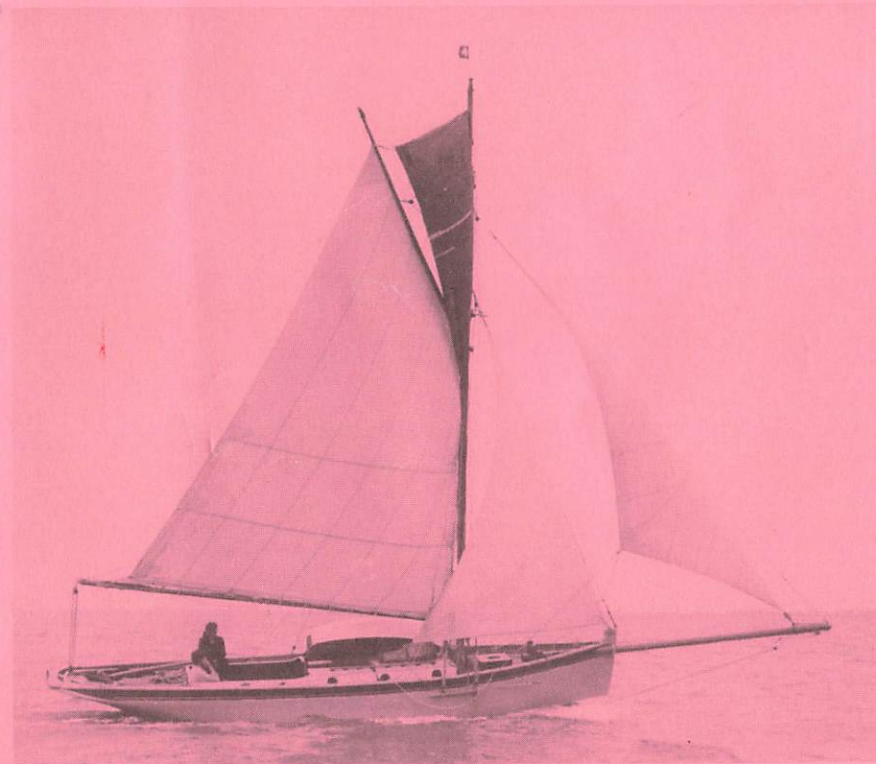
Old Gaffers Association



Thistle.

Sean McMillan's ex Clyde OD going fast off the East Coast this year.

Photo: H. Redman



Merlin.

Smack yacht built at the turn of the century.

Photo: J. Wainwright

OLD GAFFERS ASSOCIATION

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Tel. 0206 211318

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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.

BLUEBELLE

Sou'wester 18 Centre plate Gaff Sloop.
Built 1988 by Barry Chisam of Falmouth.
LOA 22'6" LOD 18'6". Beam 7'0". Draught
2'0" (Plate down 4'9").

Displacement 1½ tons. Sail area 255 sq. ft.
(including top-sail) Wykeham Martin furling
gear. Very sturdy GRP Hull, deck, spars
and joinery in timber.

Delightful day-sailer with plenty of
character ample locker space large
cockpit could be used for camping by
hardy crew! Fitted with outboard bracket
(3HP Yamaha available £750). Featured in
Classic Boat July/Aug 1988 (actual boat)
and in Practical Boat Owner February
1986.

Lying Yarmouth, Isle of Wight - £6,250

Tel: 0932 842958 (Weybridge)
0983 760252 (Isle of Wight)

WANTED

Sails and spars for 16 ft. centre plate clinker
sailing boat. Must be gaff and reasonable.
Details to Robin Slater 0702 258 544 (Essex).

ASSOCIATION STOCK LIST

		U.K.	OVERSEAS
<u>Burgees</u>	18"	£9.00	£9.25
	24"	£10.50	£10.75
	30"	£13.00	£13.25
	36"	£15.00	£15.25
<u>Membership Flags</u>	12"	£9.00	£9.25
	15"	£11.00	£11.25
	18"	£13.50	£13.75
	24"	£16.00	£16.25
<u>Ties</u> (Multi-Motif)		£4.75	£5.00
<u>Brooches</u>		£2.50	£2.75
<u>Cap Badges</u>	(Small)	£5.50	£5.75
	(Large)	£6.00	£6.25

Botany Wool V-neck Pullovers (Navy, Grey, Maroon. Sizes 38", 40", 42", 44")*

* Limited colours and sizes still available.

SPECIAL OFFER PRICE £14.00 ONLY

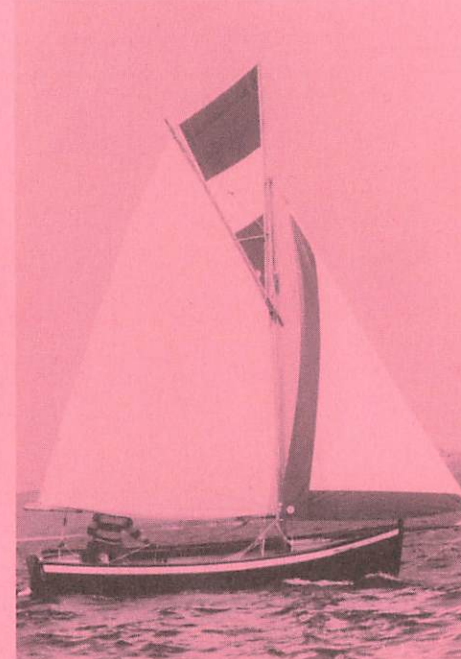
Sweatshirts (Motif on left breast). Sizes Med., L, XL and XXL. £11.50
Available in Navy, Red, Green and Grey
Embroidered boat name on sweatshirt (allow up to four weeks for delivery) £2.00

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:-

Mrs. B.V. Brown, Wheal Cock, Porkellis, Helston, Cornwall TR13 0JS

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).



PEGGY H. Auxiliary Gaff Cutter

Ex Plymouth Hooker. LOA 32'6" LWL 32' Beam 10'6" Draft 4'10" Bowsprit 12' Long keel, pig iron ballast. Carvel pitch pine on sawn oak frames, pine decks. Believed built by Kitto & Sons, Porthleven, circa 1900. Converted into a yacht by J. Prior, Burnham on Crouch 1936. 1931 Thornycroft Handybilly petrol engine restored 1991. Offset through port quarter. Peggy has been refitted through 89-91. New battery, nav. lights, upholstery, stove, echo sounder, searchlight, Blake Victory W/C. 4 Gimalled oil lights & electric lights, 4 berths, standing headroom, tan mainsail, tan jib, tan staysail, white light staysail, gloster & topsail. 3 bilge pumps & electric bilge pump, winches mounted on mast, teak boarding ladder. Good condition. 89 survey available. Comfortable friendly boat. Seaworthy. Lying on mudberth at Woodbridge, Suffolk. £11,750 o.n.o. Further details from Nidge Dyer. Tel: 0453 762229.



Peggy H

WEST WIGHT SCOW (CB OCT. 89)

Mahogany on rock elm. New spars and sails, in commission at Burnham on Crouch. Usual gear. Raced regularly at Royal Corinthian. Others. Asking price £650 but good home is more important. All necessary repairs carried out 5 years ago by original builder. Tel: 09274 26457.

ALICIA. 18' LOA gunter rigged day boat is now for sale.

Alicia was built about 1923 by Tucker Brown and Company, Burnham on Crouch, Essex. Her principal dimensions are: LOA 18'0". LWL 16'0". Beam 6'0". Draft 9" (centreplate up)/2'9" (plate down). Her normal sail area is approximately 150 square feet. Her unusual (unique?) features are the bamboo mast and spars and the 'wishbone' bowsprit (of solid teak).

Asking price is £1,000 to include road trailer and Seagull outboard.

Enquiries to J.C. Bell. Tel: 0207 545419.

DIERDRE

30' + BS x 8' x 3' Larch on Oak/Elm frames. Converted to Gentleman's yacht by addition full beam dog house with brass portholes and panelled mahogany doors. Professionally replanked and caulked last year and new roof. Air cooled Ducati diesel factory rebuilt and new fuel system fitted. Partial interior re-fit awaiting completion around new Flavel and cast iron wood burning stove. Mast and spars, Sails and rigging original and good condition. Afloat all summer now ashore Chertsey Meads.

Offered with mahogany clinker sailing tender £8,500 or swap tupperware classic - Crabber Oysterman etc. as insufficient time to finish.

Nick Harper 081 398 8854 (Day) 3137 (Eve).



Dierdre



Variety at Shotley Point 1991.

Photo: J. Wainwright

EDITORIAL COMMENT

It is easy to become complacent and over the past few years I have been fortunate in always having an abundant supply of news, reports, results and other material. That complacency ceased this summer when I had not received sufficient material to put together a balanced third newsletter until now (late November). Further comment is made on this in the correspondence column of the next issue.

If you are able to write a profile on your boat, suitably illustrated, I would be pleased to hear from you. Interesting logs which are not too long and again well illustrated would enliven the newsletter, and perhaps a few topical tips or equipment reports, all these would be welcome and give that variety of content we hope to achieve.

With the advent of more European legislation the boating world is bound to be affected and one wonders whether this will mean qualifications and minimum safety standards. Many traditionalists among us who take a great pride in their seamanship adopt the view that they have been sailing all their lives and examinations are not for them. I count myself among these, especially when I look around at the boathandling of many with these "qualifications". There is no substitute for experience but I fear the bureaucrats approach!

WELCOME TO THE FOLLOWING NEW MEMBERS:

EC	BEESE, Patrick, 5 Pinfold Road, Castle Bytham, Grantham, Lincs. NG33 4RG	CATRIONA
NI	BELL, Trevor G., 7 Lynnehurst Drive, Comber BT23 5LN	
EC	BIGNELL, J.G., 207 Hampton Road, Twickenham, Middx. TW2 5NG	FEARNOUGHT
NW	BLINKHORN, David M., Peach Tree Cottage, Llanfachraeth, Holyhead, Gwynedd LU65 4UU	SULA
EC	BULLOCK, J.R., 18 Grandfield Crescent, Radcliffe-on-Trent, Notts. NG12 1AN	CHARLOTTE MAY 1230
SOL	BUNKER, Edward, 27 Old Mill Close, Fishergate, Portslade, Sussex BN41 1PG	
MB	CLOUGH, Anthony, 133 Lilyhill Street, Whitefield, Manchester M25 7SN	WHITE HEATHER
SW	DENSHAM, Charles, The Old Rectory, Brockley, Backwell, Bristol BS19 3AT	HENRIETTA II
SW	FRANCIS, John, 1 Church Lane, Slapton, Kingsbridge, Devon TQ7 2QS	DUCKLING
EC	ELKINGTON, Dr. M.D., 2 Newlands, Basingbourne Road, Fleet GU13 9TW	MOLLY OXFORD
SOL	GIDDINGS, Rene & Ron, Polperro, Epsom Lane South, Tadworth, Surrey KT20 5SX	TESSA
MED	GUILOR, Peter, Creighton House, 75 Strand Street, Sandwich, Kent.	KATRINA
CWL	HARRISON, Richard & Rosel, Knowle, Bishops Lydeard, Taunton, Somerset TA4 3LL	NORWEGIAN LASS
NI	HICKS, P. Michael, Greenhill, Maguiresbridge, Co. Fermanagh BT94 4JW	
MED	JEFFCOATE, David, 1 14 Newton Road, Faversham, Kent ME13 8DY	SCOTER
MED	JONES, Mark A., Cellar Hill Farm, Cellar Hill, Lynsted, Kent ME9 9QY	THISTLE OF ROCHESTER 1062
SOL	LONGHURST, M.P. & T., 105 Balfour Road, Portsmouth, Hants. PO2 0NH	VOLUNTEER
NI	LYONS, Gary P., 4 Knockdene, Bangor, Co. Down BT19 4UZ	MORRIGAN
FOR	MCCARTY, Mark, PO Box 10682, Marina del Rey, CA 90292 U.S.A.	SARAH ANN
NI	McINNES, Duncan, 12 Station Drive, Bangor, Co. Down, N. Ireland BT19 1ET	TALISMAN
SOL	McIVER, Andrew & Annabelle, 35 St. Mary's Road, Hayling Island, Hants. PO11 9DB	RED GOOSE 8527
NK	MIDDLEMISS, A.D., 1 Maycroft, May Hill, Ramsey, Isle of Man.	PINTA'S PILOT
SOL	NICKALLS, Jill, 87 Crown Road, Twickenham TW1 3EX	PAQUERA
SOL	O'CONNELL, Geoffrey R., Bridge House, Southwick Village, Nr. Fareham, Hants. PO17 6DZ	DYNAMENE

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.

GEBROEDERS

Dutch sailing Tjalk 72' x 58' x 11' 3" x 3'. Built 1879 by J. Neuring at Amsterdam of riveted iron.

Ford 4D engine, 100m² gaff cutter rig with oregon pine mast and boom. Sail locker, Fo'castle with single and double berth, masters cabin with double berth, Saloon, Galley, Chart area, Heads with h & c shower, cockpit with engine under. Fine example of an original classic sailing barge with comfortable interior and a rural Medway mooring at Allington if required.

£42,000 o.n.o. For further information contact Steven and Emma Harding, Gebroeders, c/o Lock House Allington Lock, Maidstone, Kent.



Gebroeders

M.S. ENTERPRISE OGA 556

32' x 10' x 4'. Enterprise was built in Burnham-on-Crouch about 1904, as an East Coast Cocker. She was 'modernised' 28 years later with her first engine, whilst retaining her original gaff rig. She is of carvel construction, pitch pine on elm. Her records become hazy in the late 1940s, to then reappear in the early sixties, when she was lovingly and painstakingly restored.

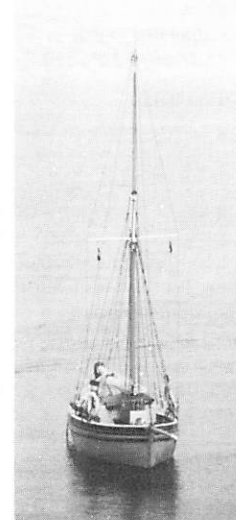
Enterprise is fully rigged, including boom, bowsprit and topmast. She has a 2.2 B.M.C. Marine diesel engine, which runs beautifully, and has an assortment of spare parts. The engine gives about 6 knots, under full sail we have achieved 8 knots. At present, she is lying on a residential mooring pontoon in Rochester, Kent, which is transferable with a word in the right ear, if required.

She also has a good anchor winch, kedge anchor and chain, plus a spare fisherman's anchor. She is equipped with 240, and 12 volt lighting and socket systems, including navigation lights and bilge pump, with back up paraffin lamps and hand pump if needed. Her accommodation consists of a main cabin with standing room, which has 2 berths, with under storage space, and the galley which comprises calor gas cooker with oven, sink, hand water pump, coal fire etc. She has a separate 1/2 double berth in the foc'sle also with loads of storage. There is a working sea toilet and more storage shelves in between the two cabins.

Enterprise is a pretty looking boat, attracting a great amount of attention wherever she goes. Unfortunately we are buying a steel barge, and couldn't possibly give enough time to both vessels, so she is up for sale.

A comfortable and versatile boat for £9,250 o.n.o.

Please contact - 0634 827441 or 0634 814206 for more details.



Enterprise

of applause was reserved for a small French yacht which squeezed her way through the closing lock gates with the outboard at full throttle. Their surprise at their rapturous welcome was such that they forgot to stop and very nearly caused a major pile-up. On returning to St. Malo Young Alert's crew said good-bye as they were sailing for home. Lone Wolf and Tee Jay's crews went ashore for an excellent meal.

The following day both boats sailed and motored in very light airs for Jersey. On the way Lone Wolf's feathering propeller began to make some very strange noises and the following morning we found it had lost a set of ball bearings. This meant we had to dry out and put the old fixed bladed prop back on. Everyone in Jersey was especially helpful and Tee Jay towed Lone Wolf across to St. Aubins, where both boats dried out. The small harbour was delightful and as a result we stayed for a couple of days.

On Thursday evening Tee Jay and Lone Wolf left the harbour at the top of the tide and anchored off until the morning. It was dark as we left St. Aubins and we had to feel our way. Decca wasn't much help and the night was pitchy black. Whilst there were no accidents, it was only sharp eyes and a powerful torch that prevented collisions with the substantial number of yachts anchored in the middle of the bay with no riding lights. What do some yachtsmen think they are doing? On Friday the two boats sailed to Alderney, anchoring in Longy Bay to wait for the tide. Longy is a very pretty little anchorage, with room for no more than half-a-dozen boats. We rowed ashore to explore the rocks and the ruined fortification, one of Alderney's more striking features. By the time the tide served at about 2100 a fine WNW4 was blowing and both boats made a very fast crossing, reaching the Needles 10 hours later.

Because the crossing was so fast, we had had very little westgoing tide and, being lazy with our navigation, ended up rather too far East. We had to alter course smartly for the Needles, at the same time as the wind puffed up to a good force 5. Reefing was the order of the day and we plunged to windward in a wind-over-tide chop. Once we made it into the Needles Channel and had negotiated the spectacular standing waves (surfing room only) by the Bridge, we shook reefs out to

power up over the last two hours of the ebb tide. Or at least, Tee Jay did.

On Lone Wolf, it was all going wrong. Since the reig, we have become smug about the ease with which we reef and we got our comeuppance when we found reefing pendants tangled around the boom, gaff jammed under the spreaders and all sorts of problems. In the excitement of trying to unravel it all, we blundered into another set of standing waves, down which we surfed at exhilarating speed, rather out of control. At the same time, we became enmeshed in the tight and frantic tacking matches of the Two-handed Round the Island Race fleet which was on its way out whilst we were on our way in. Once through the fleet (that's easier to write than do), we hugged the Island shore to cheat the tide and the wind backed away to almost nothing. We drifted contentedly up the Solent, into the Hamble and home to Bursledon, celebrating a first-class cruise with a glass or two.

Once again, we had a wonderful cruise. This is the third year that a bunch of Solent Gaffers have cruised in company and the first time in France. It helps that we all get on, and the extradimension of half-a-dozen kids shared between four or five boats add significantly to the fun. We share the same sense of humour and with two guitarists amongst us, we have some impressive impromptu concerts!

Our turnout at Ploumanac'h (seven or eight boats) and at Paimpol (more than fifteen) was a credit to the OGA. It also gave us the feeling of belonging to something much bigger, never forgetting that the OGA was one of the founding movements in the resurgence of interest in traditional craft. It's ironic that the "yachty" Solent Area finds it easier to get to the French rallies, where the all-consuming interest - obsession, almost - with working boats is much more the East Coast Area's cup of tea!

BOOKS

DEAR DOLPHINE by Frank Mulville.
Space precludes more than a quick mention of a superb read. All about Frank's battles in the Atlantic in Iskra after the traumatic loss of Girl Stella, this is a simply fascinating and at times frightening story. In words that really put you there with him this book is a must! Published in paper back by ABE (Ashford, Buchan and Enright) of Leatherhead.

EC	PHILO, Noel, The Poplars, Wellingore Heath, Lincoln LN5 0DA	FRANCES LOUISE WINDHOVER 646
SOL	ROWDEN, Simon, 5 Ryehill Park, London SE15 3JN	
SOL	SHARLAND, A.C.J., Saltern Cottage, Marine Walk, Hayling Island, Hants. PO11 9PQ	SHELLBACK TOUCAN
SOL	SHAW, Daniel, 112 Balham Park Road, London SW12 8EA	
NW	SHERRATT, Barry R., 45 Storeton Road, Oxtou, Merseyside L43 5TW	MAY
SOL	STEPHENS, Edward, 106 Wingfield Way, South Ruislip.	WINDHOVER 646
CWL	TONKIN, Nick, 17 Tremoruan Barton, Tregolls Road, Truro, Cornwall TR1 1NN	FARAWAY
SOL	WAGER, David J., Mole End, School Green Road, Freshwater, Isle of Wight PO40 9AU	SKYLARK 1198
SOL	WARREN, M.G., 4 Piping Green, Colden Common, Winchester, Hants. SO21 1TU	SCHEHERAZADE

WANTED IMMEDIATELY

Member(s) prepared to take full control of the insignia stocks. I have done this for eleven years and feel it is time for a change. Please contact Brenda Brown (0326 40198) **URGENTLY.**

NOTICE OF ANNUAL GENERAL MEETING

The 1992 Annual General Meeting of the Old Gaffers Association will be held at the Cruising Association, Ivory House, St. Katherine's Dock, London E.1 at 5.30 p.m. on Saturday, 11th January 1992.

Agenda for Annual General Meeting.

1. Apologies for absence.
2. Approval of Minutes of 1991 A.G.M. (Published in Newsletter 1991/2).
3. Matters arising from the Minutes.
4. President's Address.
5. Hon. Secretary's Report.
6. Hon. Treasurer's Report and Presentation of Accounts.
7. Election of Officers: (a) President.
(b) Hon. Secretary.
(c) Hon. Treasurer/Membership Secretary.
(d) Newsletter Editor.
(e) Register Editor.

Note: This is an election year for the President only.

8. Any other business.

Note: Nominations for President with seconders should be sent to the Hon. Secretary.

COMMITTEE MEETING

There will be a National Committee Meeting at 2.00 p.m. prior to the A.G.M.

SNIPPETS

Sad news came during the Summer of the death of Tom Cook. Tom was a founder member on the East Coast and one time owner of the Itchen Ferry "Fanny of Cowes" renowned for almost always winning the E.C. race in his hands. He served as Association Hon. Treasurer for many years and was subsequently an Elder Gaffer. A real "Old Gaffer" who will be greatly missed.

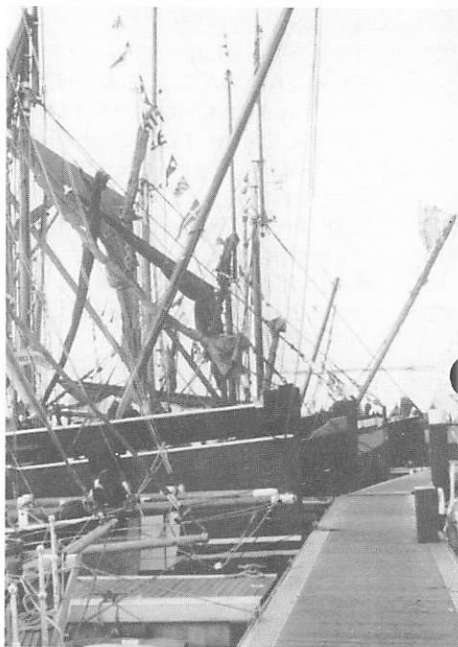
Some good news! It is hoped that by the time you read this there will be a Dublin Area of the O.G.A. With support from Allan Hidden in Northern Ireland, Arthur Hughes of 9 Tara Lawn, Dublin 13 is having an inaugural meeting at The Clonarf Yacht and Boat Club on Thursday, 5th December. We wish him every success and hope to have confirmation soon.

Confession time. In the Newsletter 91/1 I asked if anyone would take on the Bristol Channel Area and a member kindly volunteered. I carefully noted and promised to be in touch again, but I simply cannot find the notes I made. My apologies - I would be grateful if the said member would contact me again.

A handsome carved wooden shield depicting a gaff ketch under full sail, forms the Island Sailing Club's "Eric Graham Trophy" which is awarded each year for the best cruising log submitted for judgment by a committee.

It was presented to the Cowes Club by Mrs. Jean Cook, co-editor of the "Islander" magazine, and at the Club's AGM earlier this year she handed it over personally to a newcomer to the OGA's Solent section, Erik Johnson.

Erik won it for an amusing photographic and written record of his August 1990 delivery voyage in "Odd Times III", the 24ft. Tamarisk 'new' old gaffer. A well



Marina Beaters!

Photo: J. Wainwright

known West Country boat, she previously belonged to the Rev. Peter Rose, he bought the boat in Mylor, Cornwall, and with the aid of two friends, sailed her up to her new home in Cowes, taking about ten days over the trip, and incurring a monumental hangover as a result of a birthday celebrated too well while weather-bound in Dartmouth!

Cas and David Peace presently live in Rome and here is an extract from their letter:

"We now own "Moonshine of Mylor" which is a new Terry Heard 23 with grp hull and wood spars as usual. She was completed in July this year. We were fortunate to return to the UK in July to check her out and test sail her, and then the company I work for agreed to pay for her transport out here so we are very lucky as she is now in the sunshine, and caus-

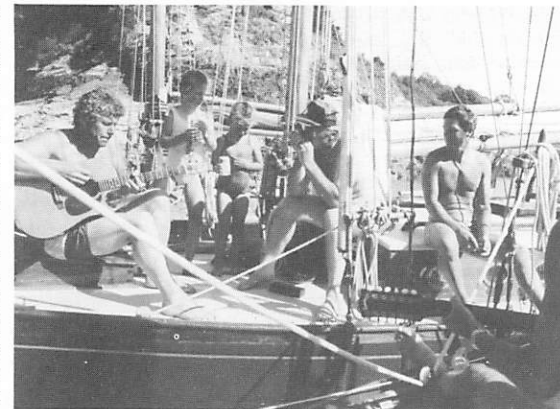
was constructed by the younger members helped significantly by most of the adults. Unfortunately the sand was not very deep so regretfully one has to report the result:- Sea 1 : OGA 0. In the late afternoon Brilleau and Madcap turned up and the music started. This created a problem. Moored, as most of the Solent boats were, in the middle of the dock the sounds were quadrophonic; traditional Breton music from one corner, Stan Hugill from another, an Australian shanty group in the third and Jazz in the fourth! Ashore the crowds were huge, the food and drink plentiful and cheap. There were many notable English boats there, including Nell, Little Windflower, Pleiades, Janie, Emblem, Hoshi, Corrie, Queen Galadriel and TS Devonshire.

On Saturday a race was organised. Some, like Brilleau, took part whilst the crews of Young Alert, Venture, Onward of Ito, Tee Jay and Lone Wolf stayed ashore to see the exhibitions, which included demonstrations of pit-sawing, clog making, turning chair legs on a whipstaff lathe, ropemaking and much more. Watching a group of ageing, head-scratching Bretons manoeuvre a 30' length of oak onto trestles ready for sawing was an education in patience, incompetence and sheer *elan*.

As for the amazing water jousting, picture two large vessels like a cross between a dory and a canoe propelled toward each other at considerable speed by paddles and an outboard. See the crew of ten in brightly-coloured jerseys and berets. Imagine the lancer in the most painful splits, balancing on an 6' platform sticking out astern, with a lance at least 20' long pointing at his opponent. Lances shattered, lancers swam and all drank to excess. Great fun!

That evening the Solent boats had their own music festival on board Tee Jay and several fine little ditties were composed about Monique's marmalade and the Breton Pipes. Although we didn't finish until 0400, people were still celebrating ashore. Even at 0700, the morning bread expedition saw revellers still under way.

The festivities were splendid but there is a limit



Relaxing on the Rance in Solent Summer Cruise 1991.

Photo: P. Dawson

to the amount of very loud traditional music that can be taken and Lone Wolf, Tee Jay and Young Alert decided to sail for St. Malo on Sunday morning. The tide being foul, Young Alert decided to press on whilst Tee Jay and Lone Wolf waited for the tide on the mooring buoys in Paimpol roads. Whilst we were waiting, Roland came out in Orca and offered to show the way through the rocks to cheat the tide inshore. We wriggled our way inside L'Ost Pic and along the coast to a small bay where, the wind having disappeared, we picked up the sole mooring buoy and had lunch. With the tide fair after lunch we said *au revoir* to Roland who sailed for St. Brieuc and we soon found a splendid wind that quickly took us to St. Malo. There the lock gates were open for us to enter the Basin Vaubin where we met Young Alert.

In the morning the three boats went through the lock and into the Rance. We found a fine, quiet anchorage just off a little rocky promontory. Most swam to the rocks, everyone sunbathed and a good lunch was had by all, followed by a singsong (again). When it came time to leave Lone Wolf pulled herself up to the anchor and promptly went aground on a small rock pinnacle. There then ensued several minutes of rushing around before Tee Jay and Young Alert successfully pulled her off with no harm done. Whilst waiting in the lock to leave the Rance, I daresay we were fairly cheerful. Certainly the sheer noise of kids and adults playing kids games was considerable and impressed other lock users. The biggest round

ing and turning in. The next morning we found ourselves snug in a perfect little cove with the cries of thousands of seabirds echoing from the cliffs.

Brilleau, Anthea, Venture, Olive Mary, Verity and Onward of Ito had arrived earlier in Ploumanac'h. As always at French festivals the hospitality was excellent, all the crews sitting down to a wonderful meal of seafood washed down by good wine. The Saturday's race was held in light airs. It was a splendid sight of about eighty boats with everything from vast bisquines setting an impossible spread of canvas to small day sailers.

Lone Wolf and Tee Jay sailed across from Sept Iles in the morning to join in the fun. The entrance to Ploumanac'h is spectacular, with enormous pink granite boulders scattered on all sides and a fairy tale chateau on an island at the entrance. No wonder they call it the Cote du Granite Rose. The rocks were covered with sightseers watching the boats sailing in and the three masted lugger Granvillaise, all sail set, creaming into the harbour, promised tragedy. However, the unique rig and plenty of Gallic aplomb saw enormous lugsails handed (or should I say dropped from a great height), whilst 65' of bisquine slid gently onto the beach and the beaching legs were fitted in little more time than it takes to tell.

Ashore there was music, children's races, exhibitions and excellent food in the form of moules, grilled salmon and crepes with plenty of wine and beer. It was a very friendly place and later that evening everyone found themselves learning traditional Breton dances. Friendships were renewed with Jean-Pierre Bosc of Maiastira, Jean le Faucheur of Kermor and Roland and Monique Etienne of Orca (a Terry Heard 28 - their fame is spreading!). Monique was very keen for us to sample her home-made marmalade; not the sort that you spread on bread, but the bottled variety with a kick like a mule. And she served it with rum!

The following day there was another race. The start was delayed for lack of wind; but eventually it started as a gentle breeze filled in. The Solent boats did well, Brilleau coming third in her class. Ashore again everyone joined in the festivities until the small hours of the morning. The following day everyone decided to stay to explore the town, except for Verity, who was returning home and Brilleau, who decided to

go West to blow a few cobwebs away. The day culminated in an evening picnic on the sun-warmed rocks just below the chateau, a uniquely Franco-English event of wine, beer and much experimenting with foreign languages as the dusk fell to reveal a priceless, still, starry night.

The following day all decided to sail for Tregieur. There the partying continued, even a damp morning not spoiling the fun. Thirteen people, including a number of kids, took over a good part of a restaurant one evening and, despite language problems and some English uncertainty about certain French dishes, the staff coped without batting an eyelid. I can imagine few places in England that would have coped with all that and the sheer noise of a large number of gaffers having a good time.

On Thursday 8th August everyone set off towards Paimpol. Tee Jay's engine problem had now been correctly diagnosed as a blown head gasket and a replacement had been ordered for delivery in Paimpol. Lone Wolf provided a tow down river into a stiff breeze and we were all relieved when we could bear away and sail once out of the river. We scampered off through the Passe de la Gaine, threading our way between rocks and beacons in sparkling sunshine.

Once through the Passe, we continued on past Ile Brehat before turning south for Paimpol. Just off the NE corner of Prehat is a patch which is all innocence on an Admiralty chart, but *plus agitee en courants forts* on the French version. So that's what *plus agitee* is like! A very rough patch of water took a can of beer (full, of course) over the side from the coachroof, whilst soaking a crew member who was snugly below talking on the radio! Arriving at Paimpol in the late afternoon, we rounded it in the roads and Tee Jay was taken under tow to the entrance where a well organised team saw us into the basin and safely moored. The press of boats outside and manoeuvring in the lock was impressive but all was well, despite Venture's little trouble with her anchor and Lone Wolf's savage attack on an innocent pontoon. Young Alert joined the Solent group, George having picked up his family in St. Malo.

The following day the crews of Young Alert, Tee Jay and Lone Wolf decided to have a day on the beach. A large sea defence of sand

ing quite an interest amongst the locals who haven't seen such a thing before! Perhaps we might encourage a few Italian "Old Gaffers"?

To date we have only had a couple of sails here over the last weekends, but the sea is warm and the sun is still out quite a lot so we are hoping to keep going until late in the year. We would like to be able to return to the UK bringing the boat through the French canals etc. We have read that you need to do some 7knts or so under power though. We can manage but I am wondering if we could ask through the magazine in due course if there is anyone who has gone through the Med to the Channel in a smaller boat with less power? And if so would they mind making contact. Perhaps it is not too difficult to get a tow through the fast current part at this end, I don't know." If you can help their address is Via Pitide 34, Isola 20, Casal Palocco, Roma, Italy.

The National Maritime Museum is embarking on a huge development plan which includes building a two storey underground store under the North lawns adjacent to Queens House. The purpose is to "create a modern museum for the 21st century". It is all going to cost some £37 million and is a strategy which will dramatically improve the Museum's visitor experience. I like it as it is and find the staff very helpful in researching records so providing information, I would be sorry if it became too glossy.

AREA NOTES

NORTH WEST

Following discussions with the central organisation, efforts have been made during 91 to restart the North-West Area as an active branch. At an EGM on 1st June, held at Merseyside Maritime Museum, and coinciding with the annual

Nobby Race, a new Committee was elected.

The task for this year was to organise and hold an OGA race, and this was successfully achieved on 1st September. In some of that glorious summer weather, six boats answered the starting cannon to run the shortened course on the Mersey in light winds. The course was from Liverpool Marina to Buoy G7, then Bromborough buoy, and back to the start line. Although we are used to the sight of gaffers on the Mersey since the Nobby Owners Association has become so active, another chance to see four-sided sails delighted onlookers.

The race was not run under OGA Handicapping, since members are in the process of measuring their boats, but the result of our first scratch race was as follows:

- 1st - NAIAD - Rod Swainbank
- 2nd - MAY - Barry Sherratt
- 3rd - ARTHUR ALEXANDER - Mike Griffiths

Next year, the Mersey will be full of action when the Tall Ships re-visit between 12-16 August, in addition to the River Festival in June. Plans are afoot for some OGA involvement, but we would like to hear from anyone with ideas or who would just like to visit the river around these events.

MEDWAY AND NORTH KENT Sandwich Rally 24/26 August

The first North Kent Area Rally at Sandwich was held over the August Bank Holiday weekend in weather that can only be described as superb - and which was also a first for a Bank Holiday!

Craft attending ranged from the small Petronella right up to the magnificent

schooner Florence Richmond, and for diversity, from the pretty plastic Plum from today's vintage to the venerable Bonita from an earlier age. Stewart Bernthal brought his double ender Sea Horse, together with an 18" replica of her, which with others was repeatedly radio controlled into the reeds on the opposite bank.

No problems were encountered entering the river or navigating up to Sandwich quay indeed many found it unexpectedly easy, though some did elect to come up at night just for the sport of spotting the unlit marks at the mouth. A Bermudan bilge keeler however was not so lucky and was spotted next morning (Sunday) high and dry three parts of the way across Pegwell Bay, seemingly en route for the redundant Hoverport, and the main road to Sandwich. Although most craft arrived at Sandwich before the recommended time of slack water, and thus discovered first hand how swift it runs on springs, no one suffered too much damaged dignity, largely as a result of the usual OGA members display of expertise.

A brief mention on Radio Kent and Publicity from Dover District Council ensured a good attendance on the quay of people curious to know more about this Old Gaffer fellow, and were able to go away having discovered what Gaffering is all about. As a bonus the fleet was able to witness the bridge being swung by four beefy men on the one handle, an event which the writer, despite being local, has never seen before, although it is now swung more than ever. For information of members, 24 hours notice is required by telephoning Messrs. Kingslands on Sandwich 611000 who are contracted to operate the bridge by Kent County Council.

The B.B.Q. on Saturday evening was held on the riverside green among the many willows courtesy of new member Peter Guyler, and his wife Carol, who kindly provided a catering size set up, complete with proper charcoal rather than the usual briquettes, which are generally rather more difficult to light. A Treasure Hunt on Sunday sent crews around the back streets of this quite pretty original cinque port town, (which had as one of its Limbs the companion O.G.A. town of Brightlingsea). The idea being that crews could 'discover' Sandwich through the clues.

The Bell Hotel, which is ideally situated on the quay by the swing bridge, was the venue for the Sunday evening meal and prize giving. Management and staff set out Magnums Bar magnificently for us and made the Old Gaffers very welcome.

Although Monday lunch time tide was scheduled for craft to depart, many left on the Sunday night tide to take advantage of the Spring tides and what little wind there was. The brilliant moon at the unearthly hour of 2 a.m. hopefully made the game of spot the buoys that much easier.

Robert Holden, O.O.D.

EAST COAST

Manningtree Festival of Arts report carried forward to 91/4. - Ed.

Crouch Rally - 25/27 May

This event has now become established as one of the best early season gaffers' rallies. Whilst the Crouch does have its critics, the facilities on its banks are the finest on the East Coast, and it is very pleasant for the gaff rigged boats to exchange their ethnic tidal creeks and anchorages for clean moorings, a ferry service and the classic multi-storey club-

plenty of rain. As a result nobody rushed to get up in the morning. The Royal Victoria had offered to put on a race for us, but as the weather was inclement and many had to get back home it did not take place. By lunch time most had surfaced and a few drinks were had in the Royal Victoria before people went their separate ways. Returning to Bursledon, Lone Wolf and Tee Jay were in their element, sailing well and showing some of their much younger sisters the way home. We arrived back on our mooring just in time for more rain.

Bembridge Rally

Saturday 14th July was a most unpleasant day; cold, windy and raining with poor visibility. As a result many elected to stay at home. Congratulations to the three boats that braved the elements, Quetzal, Dolphin of Leith and especially Tee Jay, who sailed from Dartmouth to attend. She had taken part very successfully the previous weekend in the SW Area OGA Race. The SE gale on the Sunday had made it impractical even for Tee Jay to sail for home so she had been left there for the week. Graham and Robin returned on the Friday evening and sailed in company with Delphina who was also returning to the Solent.

After a fast and furious passage, Tee Jay left Delphina to work her way into Chichester and made the approach to Bembridge in pitch darkness. The entrance is tricky enough at the best of times, being on average less than 50 yards wide, with two very sharp dog legs. To make it more exciting, it is completely unlit. Graham and Robin must be able to see in the dark!

With so few boats attending, the word Rally is probably a misnomer. The boats split up at high water - about midday -

and returned to their usual moorings.

Solent Area Summer Cruise - August

As with so many things in the OGA, there was little planned, although some had talked of going to the Festival at Pampol and during July the rumour had spread that Les Fetes Maritimes de Ploumanac'h was on after all. At the end of July the weather took a turn for the better and for the first time for some while it was possible to go sailing without wrapping up warm in full oilskins.

It therefore came as no surprise to Lone Wolf and Tee Jay to find both Venture and Onward of Ito in St. Peter Port. Tee Jay found it necessary to scrub; Lone Wolf having gone consistently faster than her since both boats left Bursledon a few days previously. True, Tee Jay was carrying more fouling but Lone Wolf's secret weapon, a new large light weather staysail, was proving its worth especially on the drift from Alderney to Guernsey. Venture and Onward of Ito sailed off into a murky morning for Sark whilst Tee Jay waited for Robin and Jenny to arrive on the ferry.

Early morning of Saturday 3rd August found Lone Wolf and Tee Jay approaching Ploumanac'h. The windless overnight voyage had its interesting moments, with both boats drifting for an hour whilst Tee Jay's engine problems were diagnosed (incorrectly, as it turned out). Having had a look at the entrance in the dark, we thought the Sept Iles anchorage would be a safer bet. However, picking our way through the odd isolated rock with a strong tide athwartships had its interesting moments. Mercifully, the lighthouse made a very prominent mark and we crept in until we felt we could reach out and touch the dimly seen rocks before anchor-

Urchin (Rob Williamson - OGA President)

Sail and Oar
Meg
Anna Louise
Coluna

Award for young gaffing
Jonathan Brett (Kate)

SOLENT AREA Rally to Wootton - June

After weeks of rain and wind Saturday dawned bright with a fine SW4. Lone Wolf and Tee Jay left Bursledon late and with the usual wager for a few pints of beer made a very fast passage for Wootton. Tee Jay, as always, pulled away from us on the first leg out of Southampton Water, but once we could free off we could keep up her speed. As a result Tee Jay was only a few cables ahead of us when we reached the entrance.

Dave Baggett had told us where the deep water was, and thought we could probably creep in 4 hours after high water. As it was just that time we switched the echo sounder off (where ignorance is bliss . . .) and crept in very slowly. Lone Wolf rode over a couple of bumps but kept going and made it to the new moorings at Ranelagh, just up from the Royal Victoria Yacht Club.

A good crowd was already there; Venture, "Big" Foam, "Little" Foam, Isla Rose (with new crew member Brendan - congratulations to Richard and Louise on the birth of their son), Windflower, Honeydew, Three Brothers, Goblin, Planet and Little Apple. Windhover was anchored just up the creek. Brilleau, Olive Mary, Onward of Ito and Quetzal arriving later, had to wait for the tide before they could carve new channels in the mud to join the rest of the crowd.



*Tee Jay and Lone Wolf at
St. Aubins, Jersey.*

Photo: R. Dawson

Indeed Quetzal seemed to be dredging a new deep water channel for the ferry!

As always the Wootton hospitality was splendid. After a drink at the Royal Victoria Yacht Club, Dave Baggett ferried everyone up to Dave Rendle's where the traditional barbecue was set up. Dave's skill is based on building a huge bonfire out of all sorts of flotsam, old boats, gratings and the like round which everyone sits in warmth and comfort. At regular intervals he scoops out shovelfull of red-hot embers and loads them onto the two or three proper barbecues scattered around. A true professional! It was a great evening that went on into the small hours of the morning.

Sunday morning was not so nice, with more wind (SW5), lots more cloud and

house of the Royal Corinthian Yacht Club at Burnham.

Regrettably the East Coast One Design Racing was cancelled, because the two bermudan RCYC craft were "not available". No doubt the result would have been a foregone conclusion, with five straight wins for the gaff-rigged Chittabob, but there is the concern that with Arthur selling Chittabob, we might not see any more ECOD class racing again.

The Sunday morning saw Optimist team racing, at which the OGA lost in the very light airs, and the special challenge match, this time between a gaff rigged Vertue and a bermudan rigged one.

The original challenge was for any classic cruiser, but even in a club the size of the RCYC, they could not find a decent boat, so the OGA had to provide the defender as well as the challenger! Most members will have guessed which boat was to defend, it was the Association President's "Maid of Tessa". The challenger was to be Ian Wright's "Patience", built by the Lowestoft School of Boatbuilding by apprentices in training. She is an ocean going version, with the higher freeboard.

The match race itself was held in the river in front of the clubhouse. The gaff rigger did well in her first race, and indeed went ahead in the run, but with an ace local helmsman on board Tessa, she had to concede on the beat back.

The afternoon signalled the start of the gaffers race, a light easterly having set in during the morning. Some 29 craft took part, one interesting re-appearance being the little local cutter Teal, who acquitted herself very well. The course involved a beat out to the mouth of the



"Deva". The E.C. Secretarial yacht.

Crouch, and run back to the Branklet, then up the River Roach to finish off the landing at Quay Reach.

For the bigger boats like the smack Charlotte Ellen, setting a new Heard mainsail, or the cockler Alice and Florrie, fielding a lugger crew, the going was difficult with so much short tacking in congested waters. But Brian Barker's 20 footer Pelican (also with a high-peaked Heard mainsail ex the Medway OD Jade) was really the boat from the day, leading, without challenge, from the RCYC cannon to the finish off Foulness.

The second place was hotly contested however. Deva, having cunningly slipped the Crouch Mafia net whilst dodging through a Squib race, found herself lying second at the windward mark. She made over to the North Shore to avoid the ebb, considerably ahead of the nearest craft, Teal. But then Blue Hawk came through on the run, and with a cloud of sail set, almost recklessly steered within a few

feet of the North Shore, and began to cut down Deva's half mile lead at an alarming rate. Deva set her bowsprit spinaker, but to no avail, and by the Redward mark Blue Hawk had the lead handsomely. The little prawner yacht made another challenge as the two craft came on to a reach up the Roach, flying a very shy kite, her bowsprit coming up to Blue Hawk's transom. But Blue Hawk hauled to windward and held to the line.

The social on Foulness Island was something really special. The walk through the ever-so-quiet country lanes in an environment most of us country folk do not see on the mainland. No gentrification, no yuppies, no overspill, just a few folk tending the land. The pub, the George and Dragon, served us well in food and drink, and with no trade from the Hush-Hush farms at the week-end, we had it to ourselves. Certainly even if the whole of the rest of the rally had been disastrous (which it wasn't), the magic of Foulness would have made up for it.

Colonel Bill Strong, who is i/c the MOD operation on Foulness, presented the prizes. We are very grateful indeed for their assistance and special permission to come ashore in such numbers. Brian Barker of Pelican reluctantly relinquished his 3 year hold on the Teal Trophy to take the Ind Coope and Alsopp Trophy, whilst Deva took the Teal trophy, making up for the consistent run of Crouch lasts and "retireds" at the hands of the Mafia.

But the mafia for all their faults do us very proud on their territory. People sometimes rather unkindly think the OGA is too laid-back to be serious, but I would like to see some of these more highly-thought-of clubs and regatta committees do half as well as the likes of Brenda and the Aussie IIs. Despite a chronic lack of numbers and resources by comparison, the event

was splendidly organised, and despite the complications of a two ended race, meals in different places etc., it ran like clockwork. Also we must thank our motor boat man John from Farnbridge, The Association Pres., and Dick in Irene (now with masts we hear!) for being Mother Duck with the dinghies.

RESULTS

1. Pelican (Ind Coope & Alsopp trophy)
 2. Blue Hawk (Skua trophy)
 3. Deva (Teal trophy)
 4. Teal
 5. Janty
 6. Shoal Waters
 7. Sauntress
 8. Sea Eagle
 9. Reginald the Dane
 10. Phoebe
 11. Wendy
 12. Cygnet
 13. Aussie II
 14. Francesca
 15. Charlotte Ellen
 16. Jasmine
 17. Merlyn
 18. Adelle
 19. Jaunty
 20. Miranda
 21. Patience
 22. Ostrea Rose
 23. Greenwich
 24. Fashion
 25. Alice & Florrie
 26. Sheba
- Rtd. Dorothy - Carpe Diem - Vivid

Classic Boat Festival Shotley Point June 29 - July 7

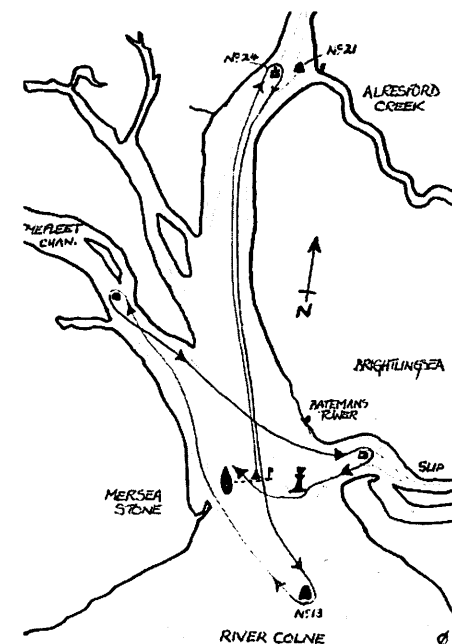
Nearly 200 boats attended this third Classic Boat Festival at Shotley Point Marina, and clearly it is becoming a well-established event in the regional sailing calendar. It has developed its own distinctive flavour, and whilst it is held on premises that have to pay for themselves in a harsh economic world, it is very

bit lacking in chart table facilities. We sliced across the channel to the No. 13 and so pleased about laying it first, made a complete mess of rounding it. The rest was fairly routine and Phoebe took up her rightful place and finished three minutes ahead of Natterjack.

The best bit of this rally is tea and biscuits aboard Arthur Keeble's commodious 50' ketch 'Gem'. Most people had to be pushed back into their skiffs for the Sail and Oar race. Arthur had said rather emphatically that "you row the downwind legs and sail back upwind". Noticing the ebb had started to run, he did precisely the opposite. I was 'stroke' on the Anna Louise, and we fairly powered downwind under two oars. Arthur sailed, and Phoebe tried to. She had a bad set, laid the downwind mark and promptly capsized. The rescue launch was on station, so we hoisted sail on the first of the three tacks we would need. Arthur dropped sail and mast and though rowing dead into the wind was clearly being helped by the ebb. I have never sailed a dipping lugger, and was stunned by the immense power of the rig, pushing her faster than her waterline should have permitted. We dipped her in a trice, but I overtightened the main halyard and heard an expensive crack from the unstayed mast. (sorry, Tony). We tacked again, but followed Arthur over the line. Not bad for an old mer who put himself into print as 'feeling his age'.

The prizegiving was in the Anchor that evening, the most humorous moment being a heckler unconnected with the proceedings asking Rob Williamson rather suggestively 'what the Tadpole trophy was for?'

There were nearly as many people running the show as burns on thwarts. Thanks to all of them for the event that for



my money is the best in the calendar and more importantly what the Old Gaffers is all about. Naming names, Arnie Blake, who conceived it, and Denise 'Fred' Rawlinson, who made us tea all day.

Results - Handicapped

Over 12'
Phoebe - Americas Trophy
Natterjack - Tendring Cup
Elver 11
Anna Louise
Rapunzel
Kate (retired)

Under 12'
Susan - Tadpole Trophy
Coluna - Tendring Trophy
Walnut
Meg
B Scow 25

Prize for smallest Boat

while. Thank you also to all those who made a donation to the OGA - we receive no expenses from the entry fee, but clearly the costs are quite considerable on an event this size. Come back again next year, the Festival starts June 13 1992 for another week of pleasure! But please enter early if you can - every entry has to be logged and handicapped by me prior to the event, so that the race officers can do their job on the day.

Jon Wainwright

Open Boat Rally: Brightlingsea 13th July

The Rally started a good while before we even got afloat. We were trading tacks with Phoebe through Brightlingsea town centre, and laid the slipway first. If only this luck could last . . . Seven or eight boats were afloat or in the process of launching allaying any fears that the event had been blown out. It was a grey day, SW4, and though we were under the lee of Mersea island, the prospect of the predicted Force 6 saw some deep reefs being tucked in. It in fact peaked at the top end of 5, and although that is just enough to start moving the deep chested old dateboxes that usually make up the rear of an old gaffers fleet, it wasn't a pleasant prospect for this tender bunch of coracles.

Our lunching was painfully slow as Natterjack was in a mess after a rough recovery at Shotley the previous weekend. We subsequently ran out of time, and despite the weather stuck up the whole rig and tore out of Brightlingsea creek, bang on Spring low water, on a dead beat. The man of the match emerged early, as John Sparks threw away the chance of a good start to deliver numbers and course notes to both Natterjack and Rapunzel who were both

still in the creek when the Start was sounded. This enabled us to slip across the line on the outer mark only a minute after the start.

There was a field of 12 boats, down on last year, but a good turn-out considering the Mersea Brigs couldn't make it due to a considerably harder blow the previous day. C'mon guys, can't you drag your boats across the Strood more than once a year? Phoebe streaked ahead up Colne. Kate, The Anna Louise (everybody's favourite dipping lugger) and Natterjack followed in line, only to see Phoebe go aground rounding the starboard hand mark off Alresford Creek. The three followers, close enough to go into committee not surprisingly agreed to alter the course to round the port hand can rapidly approaching. Anna Louise went into dipping mode, and Natterjack rounded the mark hard onto Kates weather quarter. It was now a hard beat back down Colne against the tide. Old Gaffers aren't usually given to bellowing "water", and keen to continue the tradition Kate and Natterjack planned the next tack by committee.

Beating back we were able to have a look at the smaller boats. John Huggett's shapely self built smacks boat Susan had set a small spinnaker ably counterballasted by Jon Wainwright. Elver 11, Coluna, Walnut (a beautiful little sailing canoe, and Meg were still reasonably in touch. Rob Williamson was re-acquainting himself with gaff rig on the kindly loaned Urchin, and Rapunzel and Johns Burnham Scow rounded off the fleet.

And so it went on. Phoebe wasted no time in recovering the extra 400 yards she had sailed, and took us well before Batemans Tower. She belted past the committee boat, tight by Mersea Stone heading for the Bench Head, obviously a



*A Section of Shotley Point Rally
Photo: J. Wainwright*

much the enthusiasts and boat-owners own festival, amateur in the best sense of the word.

Sometimes I am asked by OGA members who have not been to Shotley why an Association dedicated to the preservation and promotion of gaff rig is involved in running an event which involves bermudan rigged boats. My answer is that the OGA on the East Coast is no longer fighting the old battle against gaff-to-bermudan conversions - rig conversions tend to be the other way round now-a-days. Furthermore, gaff-riggers don't have to have the inferiority complex they used to have, such is their performance in events such as this. We, whilst still a broad church, are interested in a certain quality of boat, and many of us see it in the classic bermudan boat. Why the OGA? - as an organisation it has the experience and systems of 28 years of running events for older craft. In Holland it is the other way round, the Classic Bermudans have opened their doors similarly to gaff riggers.

The Festival originally started as an event between two weekends, where only a few stayed for a week. But now most people

make it a proper holiday, and the midweek events are correspondingly more popular. The convenience of the location of the Marina, between the mouths of two attractive rivers, give organisers all sorts of options for day-sailing and racing. This year we had much bad weather and strong winds, but we still could put on a good programme.

The first day of the festival, the Saturday, is the passage race day. The barges have their race from Gravesend, the

gaffers have their special passage from wherever the entrants choose to start from, and they are given times of start plus courses, all to finish in Harwich Harbour. It probably needs stressing, however, that this race is also open to bermudan rigged boats, so do let us see more entries from them in the future.

We also planned to have a race from Holland, basically for our Dutch friends, but bad weather preceding the event prevented this from taking place.

Whilst the day was grey for those making their passage to Shotley, it was a marvellous sight to see such a tremendous variety of fine craft arriving off Shotley. The big craft always create a stir coming into the lock, requiring skill from both crew and lockmaster. We had two famous ketch rigged trawlers, the Lowestoft smack Excelsior, and the Brixham mule Kenya Jacaranda. Now very much of Suffolk scene, but originally a long-liner from Denmark, we had the 87ft. Zela moored outside. The size of their gear seems almost larger than that of the local spritties. The barges always make a fine scene, and in that connection, I must refer to the two owned by directors of the

marina, Charlie Maclaren's "ironpot" Thistle, one of the first iron barges built, and Geoff Mellor's more conventional Ethel Ada of timber construction. Both are kept in magnificent condition, and used regularly for charter, and give a great atmosphere to the marina even outside the festival. Centaur, a barge I chartered in my youth when old Tommy Baker had her, and Ironsides which I remember seeing in near-dereliction at Kew Bridge in the late 60s, were also in attendance, berthed at the Ganges Jetty.

The festival is not just for sailing craft, we welcome vintage steamers and motor yachts. At one end of the scale we had the vintage diesel yacht Lilian of Stockholm, built 1916, all 100 feet of her, luxury of another age, whilst of today's scene we had the motor bawley Olive, one of the few shrimpers left working local waters. We also had two ex RNLI lifeboats, the Sail and Power Stadats, and the Liverpool class Ruthstan, a craft which was to prove very useful for the film crew.

This year we had quite a display of Dutch traditional craft, especially Tjalks, Wayland & Gebroeders being two of them. Of the English traditional workboats, pride of place has to go to the Essex Smacks, and again this year we had some excellent examples. Believe it or not, they are not all old boats, Ostrea Rose being built in the late 1970s, about 120 years after the Fly. As good as new smacks were the Sallie and Martha II, recently rebuilt, but two of the survivors, the Harman boats Electron and ADC, are still in good shape!

OGA Passage Race result:
Overall winner - My Lady (Pauls Cup)
First Gaff Rigger - Sauntress
First Bermudan - Maid of Tessa
Second - Lucinda



Wayland at Shotley.

Photo: J. Wainwright

Third - Wendy

After all the excitement of the arrivals and the huge raft-up in the marina, Sunday's parade of Sail up the Orwell is a peaceable little cruise, followed by some harbour racing with a leg up the Stour in the afternoon. We suffered some rain, but the weather cleared later with a brisk breeze to give some classic sport round the race course. The nearby pub, the Bristol Arms, very kindly put up wine for the prizes!

With such a variety of boats, it is important they are put in classes, otherwise the racers would take nearly all the prizes. Sometimes the classifications raise a few eyebrows, especially in the workboat section, where hull-shape and construction is actually the determining factor rather than original purpose. But where boats were sailed to their best, there was quite a variety of winners on handicap in all classes during the week. Sometimes we were able to put on special races, e.g. for smacks or for Dutch tjalks, especially where demand enabled this to hap-

pen. It is difficult to know where to start the credits, but our hosts, Shotley Point Marina are a good starting point. I think most of us now appreciate that the CBF is very far from being a money making operation for the marina. Charlie Maclaren and Geoff Mellor host this Festival for exactly the same reasons as the OGA give their time free-of-charge, for the love of really beautiful boats. I know virtually every other Classic Boat Festival has a commercial or promotional motive, but this one does not. This is an amateur-in-the-best-sense-of-the-word production. The money we pay (yes, we on the committee have to pay too) goes towards working costs the marina incurs as a result of the festival, nothing else. So make sure word gets about that Geoff and Charlie are just as nuts on boats as the rest of us, only they put their livelihood on the line for the CBF.

The entertainments programme was so much more appreciated this year, much to the credit of Geoff Mellor, as was the geodesic marquee provided by the Flagship. Every night it was packed, and a roaring trade was done behind the bar, with all sorts of tempting offers of food and drink.

The sailing side was similarly much improved, despite the weather, thanks to Matt Wring in particular, Ken Self from the Royal Norfolk & Suffolk YV, and the skipper of Dippy Dilly. Hi-tech, in the form of a P.C. workstation, made the complex job of working out results much easier, thanks to Matt's customised spreadsheet program. Liaison with the OGA prior to the event certainly paid off.

The festival is developing very much a character of its own, making it a very enjoyable occasion - this was much assisted by the impromptu production of the "Shitley Spot", the unofficial newspa-

per of the festival. Incidents like "Shock Horror! Nat. Sec's flies undone" or "Waylaid by Wayland" were well reported, and there were classified ads. like "MINI CLUBMAN MOTOR SAILER for sale - one careful lady owner" following the rigging of Tessa M's mini car with full gaff rig when she was in the bar! Beautifully published by the staff of Wave Train, it sold like hot cakes and made the RNLI a fortune.

One real character we have seen develop at Shotley is Brian Hammett, often doing a double act with Matt at the prize-giving. He really worked his heart out keeping us both informed and amused, as well as putting his fine cutter Avola up as committee boat on several occasions and organising Fun-Day - and he is a paying guest at the Festival just like the rest of us!

To make the festival work in practical terms requires much extra work from the full time staff at the Marina, particularly with all the locking in and out of hundreds of classic boats every day. Yet I heard nothing but stories of courtesousness and help from boatowners, and I think many new friendships have been struck up as a result.

The Classic Boat Festival takes a lot of work behind the scenes, especially hard work at the present time when resources are so scarce and every one cutting back on budgets. Compared with most events of this type, it falls on all too few shoulders - just six people, all with demanding jobs and businesses in their working lives. I am particularly grateful to Geoff, Charlie, Brenda, Brian and Rob for doing a very difficult job.

Finally I thank the hundreds of classic boatowners for making the event a success, making all the hard work worth-

Wendy, Sauntress and Sheila are probably our most celebrated class II cruisers. They are immaculately restored and immaculately sailed by their respective skippers, and whilst the TCF and any other handicapping can go so far to equalise performances, these craft keep on improving so much each year, they are almost unbeatable. Perhaps one which might eventually get near will be Bob Holden's Emanuel, she too gets very much better annually.

Whilst most of us were enjoying our second Friday of the week, the racers were actually having a Thursday on Friday, sailing in the Classic Hotshots Round the Cans race. Their start was almost textbook, again well recorded on film. For close quarter starts, they are so much better than the rest of us, it is sensible to start them separately. Watching them reaching up the Orwell is also not to be missed, that 30 Square Korybant is absolutely magnificent.

I know I have said it before, but I can not understand why more boats don't sail and race on the Stour. At high water, as it was on this occasion, it is a beautiful stretch of water, and it was safe to run deep drafted vessels right up to Stutton. This gave splendid beating on the way back, using the width of Holbrook Bay, and the tactical interest of headlands at Harkstead and Erwarton.

A report of Friday's racing would not be complete without mention of the Dutchman Wayland's amusing faux-pas in rounding Bloody Point., Having picked up the inflatable mark before the race and dragging it a cable up the Orwell before freeing it, she then picked it up again during the race. This time they brought it on board and had to partially deflate it before returning it to the sea off

Harwich. A boat had to form the mark while the buoy was rescued, but Wayland returned the bung to the OGA when they arrived through the lock!

Two Rivers Mark Two		
First - Sauntress	)	
Second - Wendy	)	Scandinavian
Third - Sheila	)	Seaways Bells

Classic Hotshots
First Bermudan - Storm
First Gaff - Thistle

Although we finally received some decent weather, light winds and hot sunshine, Saturday's racing was perhaps a little bit of an anticlimax. Many, worried the weather would break again, took the chance to make a favourable passage home, whilst some others were possibly a little shattered by the pace of events, on and off the water! But those who did race found it a splendid excuse to get on the water to see the Pin Mill Barge Match. We had a harbour racing for the racers, morning and afternoon, for a points series, whilst out at sea, we had the OGA President's Race for cruisers and workboats. (It's called the President's Race because although poor old Rob Williamson spends many evenings during the winter working on this Festival, he can't actually take part during the week, so we put this race on just for him!)

Classic Hot-Shots Points Series
First - Korybant
Second - Nancy

Dinghy Points Series
Native

OGA President's Race
First Gaff - Sauntress
First Bermudan - Pimpernel
Second - Zoetje
Thus ended the third Classic Boat Festival at Shotley, probably the best

pen.

Sunday Harbour racing results:
First Overall & First Racer - Vivacious
First Cruiser - Sauntress
First Workboat - Deva
Second - Storm
Third - Korybant

The "Stour Ditch Crawl" continues to grow as a popular event. The River Stour has been much maligned in yachting circles, yet it is no worse, or indeed much better, than the tidal upper reaches of many other more popular East Coast Rivers. From Shotley Point Marina, it is a very pleasant 2 hour cruise up to Mistley Quay. Near high water, the Stour presents a beautiful wide expanse of unspoilt sheltered water, and you would probably have to go to the Blackwater to find it better, and share it with too many others.

The Quay at Mistley, whilst it is a busy commercial one, sets aside a good length for our rally - imagine doing that at Brightlingsea or Colchester! The Thorn Hotel catered very well for the huge influx of visitors, and I was worried that too many of us were becoming too comfortable to be bothered with the afternoon race. I made various comments about the committee boat now being on station, and the fact that the 70 boat raft would make some untangling, all apparently on deaf ears.

We sailed out to "Dippy-Dilly", the committee boat, and rafted alongside to plead with the OOD, Matt Wring. I admitted I'd made a mistake when drawing up the programme, not allowed enough drinking time at the pub etc., please could we delay the race. However, despite my position on the OGA committee, I was told "rules was rules" and if I didn't untie my boat away from the com-

mittee boat before the 10 minute gun, Deva would be disqualified!

We had barely hoisted sail, when the start gun went, and we were nearly swamped by the wash of 70-plus classic boats in an absolutely magnificent running start, the like of which I have never seen before in all my years in the OGA. It was probably the sight of me leaving the pub before closing time which suddenly impressed upon the classic boatmen the gravity of the situation. By all accounts there were pints and pies left suspended in mid-air and an almighty "Whoosh!" as 200 boatmen exited, mooring warps flailing about, engines starting, sails being hoisted - one granny Knot snagging could have ruined everything.

This rigid discipline by Matt Wring on starts and application of the rules generally was the making of the racing. The rules etc. were the same as previous undisciplined years, but once people realised they couldn't change anything by appealing to my own inexhaustible reasonableness, they actually read the instructions, and we were all much better-off!

The race was a smasher for the workboats. Alice and Florrie, the Leigh Cockler, went like a rocket, but it was the lean Fly who had the last laugh on this occasion. The fleet kept close together down the Stour, and did not seem to slow much for the beat back out of the Orwell. Goodness knows how the race officers identified the boats, but the number boards were crucial.

Stour Race
First Overall & Winner of Thorn Trophy - Korybant
First Workboat - Fly
First Cruiser - Wendy
First Racer - Vivacious

Second - Pimpernel
Third - Storm

Tuesday was the Walton Backwaters Rally. Normally this is an excellent spot for a picnic, landing being possible on Stone Point (but don't disturb the Little Terns!). However, the skies decided to open up on us throughout lunchtime. I had a pretty miserable job paddling around in a downpour working out staggered start times, whilst the open boats had a Swallows and Amazons race round the islands and across the Wade.

Despite my efforts, the staggered start was made a bit of a fiasco, as the wind completely disappeared until the fast boats were due to start. It was almost a solid serpent of classic boats which wound its way through the narrow approach channel, which is exactly what I was trying to avoid! Never mind, as the fleet spread out into the open sea, the rain stopped giving a magnificent spectacle in Pennyhole Bay, a spectacle not obtainable during normal week-end sailing, when it is impossible to start a race up the Backwater, and the view is somewhat spoilt by the intrusion of modern boats.

The wind which had started from nothing became stronger and stronger, and by the time we reached Stonebanks, many were regretting having set topsails, yet they dare not hand them for fear of losing position. Despite the wind, it was actually a Broads boat which won the first race, the little Brown Boat Sandpiper. ADC lapped up the strong wind to take first workboat, whilst the big gaff ketch owned by a band of "Kay One W One's", Piccolo, was to demonstrate a find combination of speed and seaworthiness to take first Cruiser. Thank goodness for Guinness we had more prizes than I had anticipated, for we had another huge

turnout despite the weather. We were able to give a special prize to Sea-Minx, built in 1890 from scrap timber by apprentices in a barge-yard, then used for cockling, for being last but not least!

Swallows and Amazons Race

1. Native
2. Gremlin
3. Bilanbil

Pennyhole Bay Race
First Cruiser - Piccolo
First Workboat - ADC
First Racer - Sandpiper
Second - Pimpernel
Third - Sauntress

Wednesday might be remembered as Dead Horse Day as there was so much flogging by Brian Hammett on the fun day. But it had many good points too, like the RNLI making more money from their stall in one morning at the CBF than they did during the whole of the East Coast Boatshow. We also had a visit by the Lifeboat, many of us were amazed by the standard of maintenance of the highly complex machinery below. Of the fun events, the KIWI raft was really a superb effort managed by their cool-headed dog, whilst Jane Harman showed just how well some young mums can scull!

Now Thursday because it was blowing hard again was changed to Friday, the Two Rivers Race. We had one pub in Ramsholt which had a whole load of food it could not use, we had another pub in Pin Mill which just was not expecting to be over-run by 200 extra people wanting a pub-lunch! But they were both very good about it!

The racing was a jolly good beat over the flood tide out of the Orwell, the cleverer ones working the wind-shifts, back-eddies and shoals - there was a lovely

slant along the North shore which we found. The consistently strong winds made many of the gaffers think up different sail combinations, reef-and-topsail proving particularly successful. Some of the small boats were carrying big crews, and doing dreadful things like sitting out, most undignified sailing stately old ladies like quarter-tonners! But certainly there were tremendous demonstrations of speed, and very few boats suffered gear or hull failure, proving how well built they were.

One boat particularly improved in this respect was the Dragon Storm. I watched her nearly disintegrate in the Passage Race in 1990, but now she is unstoppable. In the Two Rivers Race her skipper Nick Eden fell overboard, but his crew very decently turned back for him and went on to win the race overall. First Cruiser was Freya, a pre-war steel ketch which had just sailed over from Holland the night before, she sailed so fast that we later put her in with the racers. Pimpernel the little Yarmouth One-Design was sailed well up to her TCF all week and took the racer Trophy. In being awarded first Workboat prize, Deva was criticised for sailing "without due care and attention", but what the hell do you have to do to keep up these days?

Two Rivers Race
Overall Winner - Storm
First Cruiser - Freya
First Workboat - Deva
First Racer - Pimpernel

Now Friday was moved to Thursday, because we couldn't do Thursday's programme because of the bad weather. But it was still blowing on Friday (which was now Thursday) but we had already had Friday the day before. So we cancelled Thursday, which it wasn't because it was Friday. I think in retrospect it would have

been worth risking a Force 6 on the Deben Bar rather than go through the hassle of explaining why we had two Fridays in one week.

The heavy winds clearly deterred a number of starters - with a Festival this long it's not the end of the world to drop a race, and unless you are well-crewed and very confident of your boat, it's silly to risk an irreplaceable craft. Because we were "off-programme", we did try a special race for smacks, together with races for hot-shots and cruisers/also-rans.

Three smacks ventured out to the start, which was a beat against the flood tide up to the "Bloody Point" mark. Regrettably there were mixed views over the depth of water to be found over Shotley Spit at that state of tide, and Ostrea Rose and Lizzie Annie collided, Lizzie Annie losing her bowsprit in the process. Martha II sailed the course, but unfortunately there was no opposition for her. Incidentally Lizzie's bowsprit was repaired in time for the Old Gaffers Race, which must have taken some doing!

The cruisers and also-rans like Prawners and Falmouth workboats had a much better start, and most worked the shallows to great effect to the delight of spectators at Shotley Point. The video caught this well, and it is very interesting to see recorded all the individual tactics used to beat wind over tide. Although shoal draft normally has its problems when beating in a blow, Deva found it very useful, especially when coupled with regular experience of sailing in 3ft. of ebbing water at Manningtree. But the boat which really stood out was the Cornish Crabber My Lady. Crabbers are not renowned for speed, but this one is absolutely unbelievably fast - the film is proof! Small wonder she had won the Passage Race at the start of the Festival.