GAFFERS LOG

September 2007

The Official Newsletter of the Old Gaffers Association

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Front Cover: Victory's cutter stands out to intercept La Recouvrance upon her arrival at the Yogaff 2007 Festival. Photo Pete Garratt.

Torhilda started life at Arthur Collings boatyard in Looe in 1933, built as a yacht but along fishing boat lines. Although bermudan rigged for some of her life, owners, Perry and Claudia Crickmere, presume from her origins that she was built as a gaff cutter, her lines being similar to the Pye's 'Moonraker' also built at Looe a few decades earlier. Perry and Claudia found her through an advert in Classic Boat in 1992 which stated that unless a good home was found for her she would be chopped up for firewood. Although at that time only the hull remained she had a lovely shape, and as Claudia said having no money, a house in negative equity and being eight months pregnant at the time they immediately said 'we'll take her'. The rest as they say, is history. (Photo Viv Head BCOGA)

Membership Subscription Rates

	Payment by Cheque or Direct Credit	Payment by Direct Debit
Single	£20.00	£18.00
Family	£23.00	£21.00
Junior	£5.00	£5.00
Euro	€34.00	N/A

(NB. Payment by Standing Order is no longer accepted.)

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Editorial

As I sat down to write this editorial for the September edition of Gaffers Log two things went through my mind, firstly that it appears to have more than it's fair share of sad news. The passing of Jon Wainwright, EC Area Secretary, and stalwart of the OGA in general for so many years, of Denise, or should I say 'Fred' as she was known to her friends, the EC Area Treasurer and another who gave of her time to the OGA unstintingly, of John Scott who stood in as Acting Area Secretary for Devon even though not in the best of health himself, and not forgetting Maurice Bailey ECOGA and past President of the OGA. We are the poorer for their passing.

My second thought was how this underlines the need for us to continue our efforts to bring more young people into the organisation to carry it on into this 21st century, to sail these wonderful vessels that many of us are privileged to be guardians over, and not forgetting the many new gaffers and indeed Bermudan rigged vessels owned by members. The OGA is in my view as much about people as it is about the boats they sail, so spread the word!

On a happier note, we have just spent an enjoyable weekend taking part in the WWMHS (West Wales Maritime Heritage Society) event at Pembroke in *Wendy May,* along with fellow members Perry and Claudia Crickmere (BCOGA) with *Torhilda,* and Viv Head and his special friend Betty (BCOGA) in *Fleur.* The course took us from the Haven (Milford Haven that is) into the Pembroke river as it twisted and turned amazingly on its way to Pembroke, and into the pool below the castle walls. The maxim for this short but very beautiful and interesting voyage was 'don't deviate from the buoyage system', even when it looked like you could have got out and walked alongside with the ducks. It proved again to me that you don't need to sail great distances to have an enjoyable cruise. Sometimes the shorter ones are the best. Certainly even the indifferent weather that we have all been experiencing couldn't prevent members joining in with this event. 'Megan' our ship's dog particularly liked the close proximity to the ducks and the opportunity to give them a quick woof when they didn't seem disposed to move out of the way.

Phil Slade
Editor Gaffers Log

The copy date for the next edition (December) is 15 November.

Ship's dog Megan

Welcome Aboard

BC, 4873, Arab, Mr David Walters, Stonesthrow 13 Williamston Terrace, Llangwm, Haverfordwest. SA62 4JG
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CAN, 4893, Mr Colin Ming, 68 - 8254 - 134 Street Surrey, British Columbia, V3W 6M2, Canada.
CNW, 4911, Nimrod, Mr Graham Carter, Bryn Dedwydd Rosemary Lane, Conwy. LL32 8HY
CWL, 4923, Annabelle, Mr Brian Budden, Silver Minch Rock Road, Stoptide, Rock, Cornwall. PL27 6JZ
DB, 4919, Pangur Ban, Mr Peter Houlihan, Creadan Pucks Castle Lane, Rathmichael, Co. Dublin. Eire
DEV, 4886, Mr Bob Strawson, 6 North Castle Mews North Street, Totnes, Devon. TQ9 5NQ
DEV, 4892, Eileen-Murial, Mr Bruce Kemp, Shipwrights Cottage 2 Embankment Road, Kingsbridge, Devon. TQ7 1JZ
DEV, 4908, Mr Bill Edwards, The Croft Nursery Close, Combwich, Bridgwater. TA5 2JB
EC, 4869, Dr Julian Case, 11 Fulcher Close Bury St Edmunds, Suffolk. IP33 2NP
EC, 4870, Tamesa, Mr Peter Sharp, 15 Devon House Maidstone Buildings Mews, London. SE1 1GE
EC, 4871, Dorethea, Mr Peter Hall, 37 North Street Maldon, Essex. CM9 5HH
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EC, 4884, Mr Ralph Woodings, 233A Bawtry Road, Doncaster, South Yorkshire. DN4 7AL
EC, 4888, Mr Michael Gooding, 22 Neptune Square Ipswich, Suffolk. IP4 1QH
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EC, 4914, Mr Joe Ebbage, 69 Claremont Heights Colchester, Essex. CO1 1ZX
EC, 4915, Namanda, Mr John Britchfield, 43 Reculver Road, Herne Bay, Kent. CT6 6LQ
EC, 4920, Go Well, Mr Keith Williams, 6 Newstead Road, Great Wakering, Southend on Sea, Essex. SS3 0AB
EC, 4930, Quintet, Mr Clive Anstiss, The Greenkeepers House, 60 Chevin Avenue, Liecester. LE3 6PX
EC, 4934, Patience, Mr Brian Edmunds, 3 Nunns Close, Coggeshall, Essex. CO6 1AN
EC, 4935, Mr Pelz Muir, Yaxham Park Yaxham, Norfolk. NR19 1RD
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EC, 4252, William, Dr John Warren, Top Flat, Mayfair Library 25 South Audley Street, London. W1K 2PB
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NI, 4879, Mactwist, Mr Jim Heatherington, 2 Craig Court Ballymena, Co. Antrim. BT43 6JH
NI, 4917, Artful Dodger, Mr Marc Miskelly, 149 Dundrum Road Newcastle, Co. Down. BT33 0LN
NW, 4874, Pigeon Post, Mr Anton Chenylle-Proctor-Thomas, 175 Greengate Street, Barrow in Furness Cumbria. LA13 9BT
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SOL, 4877, Tani, Ms Kirsten Latimer, 9 Bargate Rise Godalming, Surrey. GU7 2LR
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SOL, 4904, Rosie, Mrs Helen Davis, 105 Victoria Road West Cowes, Isle Of Wight. PO31 7HP
SOL, 4905, Mr David Foster, 40 Marine Drive West West Wittering, Chicester, West Sussex. PO20 8HH
SOL, 4906, Garganey, Mr Brian Pearson, 3 Seawinds Westminster Road, Milford On Sea, Hants. SO41 0U
SOL, 4907, Little Gilly, Mr Bill Payne, 2 Kennel Lodge Goodwood, Chichester, West Sussex. PO18 0PW
SOL, 4912, Zenith, Mr William Attree, 17 Regina Road Freshwater, Isle Of Wight. PO40 9DG
SOL, 4913, Zenith, Mr Daniel Attree, 17 Regina Road Freshwater, Isle Of Wight. PO40 9DG
SOL, 4916, Diane, Mrs Jill Bredon, 28 Oakfield Road East Cowes, Isle Of Wight. PO32 6DS
SOL, 4918, Mr Graham Whittington, C/o Muggeridge 378-380 Brighton Road, Shoreham By Sea, West Sussex. BN43 6RE
SOL, 4924, Stonechat, Mr Terry Hawkes, Thika New Road Swanmore, Southampton, Hampshire. SO32 2PF
SOL, 4926, Sophie, Mrs Elizabeth Saunders, 52A Satchell Lane Hamble, Southampton, Hampshire. SO31 4HL
SOL, 4927, Georgiana, Mr Nicholas Hamilton, Westport Cottage Tennyson Close, Yarmouth, Isle of Wight. PO41 0PU
SOL, 4929, Mr Miles Atherton, 1 Elm Cottages Woolton Hill, Newbury, Berks. RG20 9TH
SOL, 4931, Verity of Mylor, Mr Homme Zwaagstra, Flat 7 Brighthampton 67Oatlands Avenue,Weybridge, Surrey. KT13 9TL
SOL, 4932, Mary Helen, Mr Crauford McKeon, Teelings South Baddesley, Lymington, Hampshire. SO41 6DA
SOL, 4933, Betty II, Mr Ben Collins, 75 Francis Street Leicester, Leicestershire. LE2 2BE
SOL, 4938, Granny Knot, Mr Nick Beck, 58 Cherry Garden Street Bermondsey, London. SE16 4PD

From the Bridge

It has been a funny old year so far and one that I will not forget in a hurry. It has been a very sad one for our Association with the passing away of so many of our friends and founders of the OGA. It has been a particularly sad for us on the East Coast loosing two of our stalwarts in quick succession, Fred, (Denise) and Jon. There are words about both of them in this issue of the log.

In spite of the weather, and everything else, I was able to achieve my sailing objectives for this year, attending the International Council of Cruising Yachts Rally in Ramsgate in early July, which enabled me to fly the flag for the OGA, being the only gaffer in attendance. From there we crossed the pond to Belgium and Holland and joined the participants in the North Sea Passage Race at Zierikzee, a prelude to the Shipmate Classic Yacht Regatta in Hellevoetsluis. This year's event attracted over two hundred entrants including a good number from the UK and very good attendance by the Dutch OGA, with Gaffers forming the largest class. Fanny of Cowes, a British entry, carried away the Gaffer's trophy for the event and also won the Dutch OGA race on the Saturday. My own boat, Avola, was particularly honoured to receive a major award of the Regatta, the Shipmate Spirit of Tradition award. It is presented to the boat that has made a significant contribution to the principles of the event and I was very proud to receive the award, as it was, in part, a tribute to the OGA for supporting the event from its inception twenty years ago.

The August Classics Cruise on the East Coast this year attracted 30 boats, and was a great success, in spite of atrocious weather and the absence of Jon. In fact everyone was determined to make it a really good event and I was extremely proud as President of our Association to be associated with such a positive group of Gaffers.

Our Association has had excellent publicity in the yachting press with two major articles in Classic Boat in two months. We do seem to be making a greater impact, keep up the good work! There is still a good part of the season left so keep Happy Gaffering and I look forward to seeing many more of you over the Winter period.

Brian Hammett, OGA National President

OGA Trophy Report

Well you all saw, or I hope you did, my report in the June Log showing all the National Trophies. Since then I wish I could say I have been inundated with your responses but sadly that would not be true! I truly would love to receive your nominations for all the trophies which I again list below in case you have put away or mislaid the June Log or just didn't inwardly digest the details!

The Cape Horn Trophy
Awarded for an unusual one-off piece of seamanship undertaken in the normal course of "gaffering".
The Janty Cup
Awarded for the best contribution to Gaffers Log by a person under the age of 18 years. The best article will be published in the December Log.
The Alan Hidden Trophy
Awarded for the best outstanding performance by a person under 25 years of age.

The Grumpy II Cups
Awarded to a skipper and crew for an outstanding sailing achievement during the year.
Gaffers Globe Award
Awarded for the submission of a full sailing log entry to include deck log, chartlets and illustrations.
Gaffers Tales Award
This is to be awarded for the submission of a full sailing log entry to include illustrations and photos which can be reproduced as an article in Gaffers Log.

Please would you now forward your nominations for these two awards to myself.
Those of you who received trophies last year please arrange for them to be returned to Sue Farrer by the end of November.

Sue Farrer, Trophy Secretary

Membership Report

I would like to report that our membership although down on the highest number of 1428 in April 2006 is still in quite a healthy situation with current numbers, Aug 2007, at 1229. We loose about 200 members at the turn of each year, mostly because they forget to renew. Those of us who have set up a Direct Debit payment automatically renew. I know that some of us don't like the DD system; some of us don't have bank accounts, but those who do not use the DD system, please remember to renew. Quite a lot of Gaffers renew right throughout the year because they forget to do it in January.

This year we are getting new members directly off our web site, paying by Pay Pal, thanks to Pete Farrer for this. This is a very good way of picking up members, I hope all you Pay Pal payers remember to renew in January, I am sure you will.

We are at present trying to set up an online database for membership to try and take some of the work out of the admin of the OGA. This is ongoing; I hope to have more news for the next Log.

Peter Lyons, Hon. Membership Secretary

An Invitation from Mariners International Club

Mariners International Club is a worldwide group of enthusiasts devoted to the sailing and lore of traditional sailing vessels and "tall ships". As well as organising group charters and publishing a quarterly magazine "Windjammer", it organises an annual dinner in London, currently at the Victory Services Club near Marble Arch, with a guest speaker. Members of the OGA are warmly invited to join us on Saturday 27 October at 6.30 for 7.00pm

This year's speaker will be Peter Villiers, the son of Alan Villiers, on **'Alan Villiers and Joseph Conrad, Master Mariner'.** Peter's recently published book, "Joseph Conrad, Master Mariner", is based on research by his father, and his talk should be of outstanding interest to those interested in deep-sea commercial sail.
For tickets (£30 for non-members) and further information contact Bryan Shedel, 50 Willow Green, Ingatestone, Essex CM4 0DH Tel 01277 352213 e-mail

bryan@shedel.freeserve.co.uk. Overnight accommodation at the Victory Services Club can be booked at special 'delegate' rates.

Tim Dodwell, Chairman, Mariners International Club

Traditional sail festival returns to Milford Haven in 2008

Seafair Milford Haven 2008 is an exciting week-long festival being staged around the West Wales deep water estuary to celebrate the maritime history of Pembrokeshire.

Building on the success of an inaugural Seafair Festival in 2006, the event aims to attract traditional craft and seafarers from 18-25 June 2008, to experience 22 miles of sheltered sailing around the Haven, from the dramatic cliffs and sandy bays of the Dale peninsular to the quiet creeks of the Cleddau Rivers.

Over 100 classic and traditional craft, from gigs to square riggers, oar and sail, 'raided' Haven communities and enjoyed a week of on and off water events during Seafair Festival in 2006. Organisers expect the 2008 event will be an even greater success.

For further information on Seafair Milford Haven or to register traditional craft regardless of size, age or rig visit www.seafairhaven.org.uk

OGA member's help requested for a new survey by National Historic Ships

National Historic Ships have recently commissioned an Infrastructure Audit of all the skills and facilities available for the repair and maintenance of historic vessels in the UK. Their aim is to have the information gathered from the survey on their website in the spring of 2008 allowing instant access to a nationwide database of services in the form of readily searchable gazetteer of contact details.

Hannah Cunliffe, who is an OGA member, has been appointed as Consultant to the project and is asking for OGA members help in compiling information. Further information can be obtained from Hannah direct or through the website on www.nhsc.org.uk

The Beagle Project

Perry Crickmere, BCOGA member, advises that a replica of HMS Beagle is to be built at Milford Haven, Wales. Its launch in 2009, and subsequent tracing of the 1831-36 voyage of the Beagle will be the focus of the Darwin 2009 celebrations. The new HMS Beagle outwardly will be a 100% replica of the original vessel, but Perry tells me that below decks she will be packed with the latest scientific instrumentation enabling her crew to recreate the experiments made by Charles Darwin aided by the crew of the International Space Station who will also be involved. Further information can be obtained from Perry direct or visit the website www.thebeagleproject.com

Race Code Flags and Rules *by Mike Roberston*

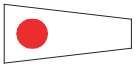
I thought this might be worth dropping into the Gaffers Log, not being aware of how many of our members are clear on the race rules and flag definitions.

Class Flags

Kilo — Combined Start (All classes)

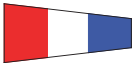
Hoisted at 10 minute Gun

OR



Numeral One — 'Hot Shots' Class Flag

Hoisted at 10 minute Gun



Numeral Three — 'Open Boats' Class Flag

Hoisted at 10 minute Gun

Numeral Four — 'Cruiser' Class Flag

Hoisted at 10 minute Gun

Course Flags

Alpha — Course 'A'

Hoisted at 10 minute Gun

OR

Bravo — Course 'B'

Hoisted at 10 minute Gun

OR

Charlie — Course 'C'

Hoisted at 10 minute Gun

OR

Delta — Course ‘D’

Hoisted at 10 minute Gun

Papa — Race Preparatory Flag

Hoisted at 5 minute Gun

All above flags are lowered at race start signal

1st Substitute — General Recall

Flown as required immediately after start
Accompanied by 2 sound signals

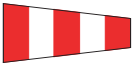
X-Ray — Individual Recall

Flown as required immediately after start
Accompanied by 1 sound signal

1st Substitute, or X-Ray, IF REQUIRED, are hoisted immediately after start.

Sierra — Shortened Course

Flown as required usually by the committee boat
(or a boat flying a committee flag) at a turning mark



Answering Pennant — Race Postponed

Flown as long as required

November — Racing Abandoned

Flown as long as required

Mike Robertson
ECOGA

Revamped OGA photographic competition by Viv Head

I have been asked to take over the revamping and running of the OGA photographic competition which will teach me not to put my hand up at the wrong time!

The most significant change for the competition is that all entries will now be welcome in digital format as most people have now crossed the digital divide from film and most households now have access to a computer and email. So, a new format, new rules, new prizes and a new man in the flashlight. But some things stay the same, we still need your salty sea snaps!

However don't despair if you still use paper prints, you can either get the images put on a disk at the time you have them printed or have your entry scanned and then forwarded by email by a friend or family member. And in the absence of anything else, we will still be accepting paper prints, at least for now.

So here are some of the main changes-

Two categories of photographs:
'Sailing Gaffers' (or variations of course),
'Sailing Shots' (anything else that is sailing related)
Send digital images to viv.head@talk21.com ideally around 1mb
Prints should be sent to Gaffers Log Editor, Phil Slade
Closing date for entries is 1st December 2007 and annually thereafter
Judging will take place during December and the results announced at the AGM in January. We hope to be able to offer members the chance to participate in a web based voting process during December. Finalists will be displayed on the web site and the winning photos will be displayed at the AGM and appear in Gaffers Log.
Cash Prizes (or at least, cheques) will be awarded for the first, second and third photographs in each category. A whopping £75 first prize, £50 for second and £25 for third.

Rules of Entry

The competition is open to OGA members. Entries must have been taken by the member or their immediate family/crew participating in gaffering activity. Images from any other source should not be entered.
Some cropping to exclude unwanted areas of an image is acceptable but no other image manipulation is permitted.
The image should be named with a selected title, then submitted by email, together with the member's name and membership number, it's title and a brief description of what, when and where it was taken.

There is no limit to the number of entries submitted by any one member but each image should be accompanied by the appropriate information. (Linking images to the correct 'owner' is imperative of course!)
The spirit of the competition is that it is open to all members on an equal basis. We do want to encourage good quality images of course and therefore the use of good camera equipment. But essentially, it remains an amateur competition and professional users of expensive equipment and/or techniques are asked to consider whether their entries would fall within this ethic of fair play.
Entries may be displayed on the Association's web site, printed in Gaffers Log or used for the Association's boat archive.

Digital photography is not expensive these days and cameras are becoming ever more reliable. It is well known that digital technology and water, especially salt water, do not make a good mix and neither does sand for that matter. But a simple plastic bag kept in the cockpit can be a very effective way of keeping spray out. So there is no excuse for not firing off a few quick shots when you spy a good looking gaffer coming up astern. And that's the other huge advantage of digital cameras in action situations of course, they allow the rapid taking of multiple shots and the luxury of selecting the best one in the comfort of home (or the bar) later. So do please take your camera with you on board and fire a shot or two across the other fellow's bows.

We want the OGA photo competition to be a vibrant part of the Association. And as an international Association, the competition is of course open to members wherever you live. All we need are those sublime salty images of ships and the sea. Gaffers - yes of course, but classics too - and the trailer section and all those ones of people simply out there enjoying themselves messing about in boats or on the quayside. So lets have plenty of choice and make it hard for the judges - there's real money prizes to be won, as well as the satisfaction of seeing your photos on the website or in Gaffers Log and who knows, it may even brighten up the AGM!

Please send in your photos and remember, the closing date is 1 December. If you need a reminder of the rules or procedure, email Viv at viv.head@talk21.com

Good Luck!

Viv Head

Editor's Note: Viv is rarely to be found without a camera close at hand, especially on a boat but of course, now finds himself banned from the competition!

YOGAFF 2007 ***by Dick and Pat Dawson***

The weather in the run up to this year's Festival was to say the least horrid, making it difficult for entrants coming from outside the Solent area. Forecasts were dismal but fortunately the weather took no notice of them and by Thursday the sun was shining and the winds abating. At high water La Recouvrance, the replica of a French fast despatch schooner from 1817 which sailed over from Brest, moored up on the Town Quay making a very special backdrop to the harbour. As the ebb tide got under way the western Solent filled with gaff rigged craft of all sizes making their way down to Yarmouth. With a fresh breeze from the SSE and a rollicking spring ebb tide, some spectacular speeds were attained and the view from the yacht club balcony was impressive. As usual, Harbour Master Bryn and his team were on hand to find berths for all.

By early evening the harbour was filled with brightly coloured boats and flags instead of the normal modern white yachts. Ashore the Town Festival committee had been hard at work. The flags were out around the town and the square and ferry marshalling lanes had been covered with large marquees; all ready for the official opening at midday on Friday.

After collecting welcome packs in the Royal Solent Yacht Club everyone made their way to Joe and Pat Lester's for a great barbecue and get together. Some of the entertainers for the weekend were on hand to play making a very special evening. Many thanks must go to Joe and Pat and to Pete Garratt who provided the barrel of beer.

The sun came out for the opening at noon on Friday. As the theme was "Treasures of the Isle of Wight" the Festival Committee secured "Queen Victoria" to formally open the festival. She arrived in a fine carriage, along with her ladies in waiting and a number of local Victorians including Alfred Lord Tennyson. As the balloons rose into the sky all the stalls, entertainers and the bar opened and things started to go with a swing. That evening many enjoyed a crew supper in the Boatsheds at the Royal Solent and the more energetic danced the night away in the main marquee to great music from the Dance Preachers and the Accelerators.

Early Saturday morning was very foggy; many gaffers being woken by the sound of the ferries' sirens (at 04.30, for goodness sake!). Fortunately by 09.00 it began to lift making it possible for boats to leave the harbour for the race. Making sail in the Solent, the view to the East was magical, with ghostly gaffers half-seen in the fog and a backdrop of rolling mist topped by the trees of Bouldnor forest in the background. The Royal Solent organised a

great race, with a well–chosen course which ensured that all who tried did actually complete the race. Winds were light and tides off Yarmouth are always strong, calling for skill to make a good showing. As boats returned to the harbour a commentary gave a short history and details of each boat. The concours d'elegance and the best dressed boat and crew prizes were judged once everyone was safely back in harbour. Later in the afternoon La Recouvrance entertained skippers and crew to drinks on board their fine craft, as part of a major promotion of Brest 2008.

The prize giving was held in the main marquee on the quay that evening. This was followed by a fine buffet supper on the quay. There were great bands - Dorsal Fin and The Enormous Small Band - for those who still had the energy to dance. Others opted for a quiet drink in the Royal Solent Yacht Club to watch the sun go down over Pennington, a beautiful sight and one of the Club's greatest treasures.

Sunday morning saw most preparing to sail back home on the morning tide, but for those who were going west or could spend another day there was still plenty of entertainment and great stalls to visit. Some keen racing members went out to join the Royal Solent's Queen's Jubilee Race, which included a gaffers' class. This was won by Doug Pattison in Mischief, a Nigel Irens Roxanne lugger.

An extra bit of excitement was caused by Gypsy Moth IV, who had anchored off Yarmouth overnight. She was on her way back to Cowes from Plymouth, under the command of Richard Baggett, eldest son of Solent OGA member Dave. She was escorted from Yarmouth Roads by a small gaggle of gaffers and an ever-increasing spectator fleet as she made her way east.

The Festival Committee, all giving freely of their time, put on a very professional and excellent event. It is their fundraising that provides the excellent entertainment and money towards our moorings. The Royal Solent made us very welcome and helped in many ways including organising the race and lending us their premises throughout the weekend. Bryn and his Berthing Masters found snug berths for all, putting up with our un-manoeuvrable boats with a cheerful smile and help where needed. We owe them all great thanks.

Dick and Pat Dawson
Solent Area OGA

SWALLOWS AND AMAZONS FOR EVER! by Buttercup

Every year a fleet of small boats heads to the Walton Backwaters in Essex to take part in a Swallows and Amazons weekend, racing and cruising on the network of creeks and islands familiar to readers of Arthur Ransome's 'Secret Water'. The event is an open boats rally organised by the Old Gaffers Association. In 2003 a good time was had by all, as Buttercup's own log reveals…..

Saturday 12th July 2003

It's Swallows and Amazons weekend again! I'll gloss over the discomfort of being heaved onto a trailer and towed up the A12 at speeds that make my stringers ache, but it's all worth it to get to Walton Backwaters and sail in company with so many other boats, including a whole fleet of fellow scows (nine of us this year, not all from Burnham! Must get together for a good gossip….)

Scows rounding the mark…

I always get a chance to look my best, dressed overall and flying all my flags. Skipper usually makes a bit of an effort, polishes up the yellow paint on my foredeck and picks all the beer bottle tops out of my floorboards.

As we sailed down Foundry Creek to the start of the round the island race, all the scow skippers were in a panic because as usual they couldn't work out which start gun was which or where the line was. Honestly, they're hopeless! You just can't get the staff. At least they managed to work out which way round the island we were meant to be racing.

Finally we were off, up the Twizzle, more or less at the right time with a lovely south easterly breeze. This was more like it! I got to pass the time with the other boats at the back of the fleet whilst the skippers exchanged comments. It always makes my varnish glow to hear people say 'Is that a West Wight scow? Isn't she lovely!'

If I had a decent skipper I'd have been a lot further up the fleet. All the other scows were well ahead; she had set my jib for some extra speed—all very admirable but the halliard was

not tight enough and she was too busy taking photos, chatting to passing boats and eating ham sandwiches to concentrate properly. My talents are wasted!

The wind came astern and the tide against us as we rounded the exposed end of Horsey Island but I don't mind a bit of a chop and usually manage to keep my skipper dry. After a careful gybe we flew up Hamford water with a fine wind astern - brilliant!

The sailing was trickier as we rounded Skipper's Island and the wind came forward. I think there were only a couple of boats astern of us by then (and one was an Optimist so that doesn't really count).

I was now in for a tricky bit of windward work against the tide—not my strong point, I have to confess, so I was pleased to see that my skipper was concentrating at last (she must have finished her sandwiches). We made surprisingly good progress, helped by my being prepared to stick my nose into the grass at the end of each tack.

A couple of nice long tacks across the Red Sea (Horsey Mere to the uneducated) brought us to a fair tide again. We seem to have had a stroke of luck, as we found we'd passed the other scows! That makes a change. We decided to go for it! Fast tacking with the tide past Titchmarsh marina brought us to the head of Foundry Creek where the wind freed us but it was flukey and we were fighting the tide again in a narrow winding channel. Suddenly I could feel the tiller wobble and my skipper's weight shift forward—she was trying to reach the bottle opener! This would not do; the other scows were coming up fast astern and this was not the time for a beer. A quick bounce from me knocked it out of reach; that did it. She focused on the clubhouse bar and finish line with a glazed look on her face.

A finish gun for first scow home; there's a novelty (for her at least!). What a race!

Buttercup

(Editors Note: Taken from Buttercup's Diary by Claudia Myatt which is available now and is reviewed in Bunkside Bookshelf)

'The Walton Backwaters'

A short trip to the Lower Hebrides *by Peter Lyons*

When Alan and Irene Aston asked us if we would cruise with them this summer we agreed. Honora, a 1939 Frank Shuttlewood Bawley had had her usual spring overhaul and was ready for sea. We prepared her for the trip. The only plan was that we went to Glenarm to see the Highland Games on the 13th of July.

Golden Nomad had moved from Ringhaddy to Bangor the weekend before. Alan and Irene were aboard on Tuesday evening. We boarded Honora on Wednesday. We had a preparation day in Bangor.

Thursday12th July Bangor 0845 to Glenarm 1300. The light breeze that we had leaving Bangor lasted about 30 minutes before dying away. We had little wind for the rest of the journey. We had a call from friends who were having engine problems. We went to sea in the Golden Nomad and helped them back into Glenarm. A diesel feed tube blockage was cleared.

Friday 13th July, Glenarm. The weather forecast was giving rain, spreading from the west. After breakfast we headed for the Highland Games. We enjoyed the spectacle, guys running up 100ft tree trunks, but when the rain came we returned to Glenarm. We lunched in the Barbican pub and stayed out of the rain. We then went aboard and stayed there, very heavy rain all night, thank goodness for our cockpit tent.

Saturday 14th July, Glenarm. I awoke early and listened to the BBC local radio, the sun was shining. The Highland Games in Glenarm had been cancelled, waterlogged car parks. We visited Cranny Falls a local attraction, they were magnificent. Normally when these falls are visited a small trickle of water falls about 35ft in a picturesque setting. That day they were spectacular, beautiful, powerful and worth the walk. We returned to Glenarm and made some music up in the Barbican. We returned to the boats and had something to eat.

Sunday 15th July Glenarm to Rathlin. We left Glenarm about 1400, timed to get us to Rathlin Sound at low water Dover. We arrived at 1800 into Church Bay. We met some friends in the pub for a couple of drinks before going back to the boats for something to eat. After our dinner we decided that another visit to the pub was in order, this time with

our instruments. We had without a doubt, the best music session we had ever had in the pub in Rathlin. Locals and visitors alike joined in. We returned late to the boats.

Monday 16th July Rathlin, a relaxing day of walking on this lovely island. We walked past the Visitors centre and round by the Kelp House that was used for boiling kelp in the early 1900's for iodine production. We dined royally that evening, as guests aboard the Golden Nomad.

Tuesday 17th Rathlin to Port Ellen, Islay. We left Rathlin at 1200 and motored in no wind to Islay, arriving at 1630. We got the last two berths in Port Ellen Marina. A first come first served leave your money in the shop marina, not many of those around now. We had a meal in the hotel, good food on cold plates. We went for a walk around Port Ellen, a pretty place with an eyesore of an old hotel that needs to be demolished.

Wednesday 18th Port Ellen to Gigha, Ardminnish. We left at 1115 in bright sun and even less wind we motored the 19 miles to Gigha, arriving at 1445. We anchored in about 20ft, watching the anchor set through the clear water onto the sandy bottom. Went ashore for a walk, we met gaffers Adrian and Jonene Dempsey from Larne and friends Beth and David from Coleraine at the hotel. We sat outside in the sun and had a couple of pints. We put the world to rights.

Thursday 19th Gigha, Ardminnish. We picked up a Highland and Islands mooring when the morning flush of boats left on the tide. We walked to Achamore gardens and got a tour of the big house, previously owned by Colonel Sir James Horlick, of Horlicks fame. We had a lovely day for our walk through these beautiful gardens. Gigha is a jewel of a place; it is owned by the Islanders and is kept in lovely condition. Litter is noticeable by its absence. We had a bumpy night when the wind although light went into the east and gave Honora a wee shaking.

Friday 20th Gigha to Rathlin Left at 0950 arriving in Rathlin at 1515. A very light breeze helped Honora on her way south. This crossing can be a bit rough, but as we closed in on Rathlin what wind there was died away and the McDonnell Race was insignificant. On the approach to Church Bay a stiff breeze came up and Honora had a good sail for about 15 minutes, the only real sail of our voyage.

Saturday 21st Rathlin to Bangor We left at 0745, leaving the Nomads behind, they were out for another week and were heading for Sanda Island off the Mull of Kintyre. We had a rolly trip down the Antrim Shore in a light easterly arriving home into Bangor at 1430.

A good trip, lots of motoring very little sailing, but with better weather than the rest of the country had.

Peter Lyons
NIOGA

Dear Phil

In the last issue of the Log you show a photo of some gentlemen hauling some strange looking pond yachts across a park.

This encouraged me to rescue my A rater Pond Yacht from the attic (built when I was 15) and which last saw light of day hanging on the stairwell of our previous house, being the only place to display it with the mast stepped.

50 years ashore has taken its toll and some re-caulking needed and that activity also encouraged me to start building and A Rater Gaff Cutter (Little Roma) to a set of lines of about 1880 and I attach a photo of the hull completed to date.

Recently we have spoken to other Solent gaffers who had also built yachts and I attach a photo taken during our 'holiday' on the Isle of Wight of Steve Downey's launching of his latest model (one of many in his attic) at Newport. Other Gaffers have also expressed an interest in building their own.

This leads on to the question as to whether there are other members of the OGA who either own or sail their model yachts and if so perhaps we should organise a winter regatta at as suitable venue. Handicaps could be on the same basis of the real yachts.

Such an event could prove an amusing day out for those who would like to take part and we could easily arrange a convivial hostelry for post racing chat in the Solent Area, or elsewhere if desired.

The only plea that I would make is that models have commodity, firmness and delight i.e. look and sail to a reasonable degree, preferably made of wood construction . Whilst I understand the pursuit of speed in models, it tends to lead to particularly unappealing looking craft (I suppose this can be said of the real yachts too !)

If there are those interested in pursuing a winter 'very small gaffer event' then please contact me.

Kind regards
Mike Warren

Dear Phil

I would like to take this opportunity, if I may, to share a few personal memories of Jon Wainwright.

Very few people are aware that Jon and I shared an interest in railways. We admitted to ourselves that were it not for sailing, railways would probably become hobby 'Number One'. This interest also manages to fill up winter leisure time. To this end I have constructed a model railway around my workshop in the back garden.

On occasions, maybe once a month or so, Jon would come round for the evening so that we could indulge in a 'running session'.

The Class 37 'Jon Wainwright' diesiel locomotive

These evenings would always follow the exact same format. The usual excuse was that we had something or other to discuss regarding a forthcoming OGA event, but this never took very long to get sorted out. We would then adjourn to the shed and Jon would start taking things out of boxes. Somehow he would never be satisfied that a goods train was long enough and trains in excess of 30 or 40 wagons was not at all uncommon. After about half an hour Sandra, my wife, would bring us a tray of tea and biscuits.

Later in the evening we would pop round to the 'Swan' for a swift half of Adnams, but we

were never there very long. Jon would soon be getting fidgety and claim that we needed to get back as the 'Night Mail' was due. As far as I can recall, not one of these evenings ended much before about 12:30.

I also remember that it invariably took me most of the next evening to put everything away again.

My model railway is set in the late 50s, early 60s and apart from a couple of diesel shunters, is populated entirely by steam locomotives.

Jon was adamant that we ought to have at least one main line diesel locomotive. We discussed this at some length (in the pub) and I quite liked the idea of a Class 55 Deltic, but as he pointed out 'Deltics' were not at all common in East Anglia (where the model railway is theoretically set) and that what we really needed was a Class 37. (affectionately known as 'Whistlers'). I half agreed with him, but never got around to obtaining one.

That said, the senior railway management (who must always be obeyed) insisted that a Class 37 must be purchased in Jon's memory.

This has now been done and the said locomotive, 37 411 has been obtained and undergone a naming ceremony and there was really only one name that it could carry.

NB The observant among you will notice that the model is still somewhat incomplete. The ETU cables, jumpers, horns, lamp irons and couplings have yet to be fitted.

But, I am sure Jon will forgive me (just this once).

Michael Robertson

Dear Phil

From the Dutch Old Gaffers.

We can't begin to tell you how much Jon Wainwright meant to the Dutch Old Gaffers. He convinced me to set up our area three years ago. And now we are a successful organisation of ninety members. He knew us better than we knew ourselves. Without him we wouldn't even exist.

Jon loved to sail in Holland with Maryll. In summer and wintertime he was a well known and beloved sailor at Enkhuizen. He even went out on the Ijsselmeer, when the Dutch people were ice skating.

In those many Dutch years he became a true dear friend for a lot of us.
He will be greatly missed by us all. In almost every harbour or little spot on or around our estuaries we share memories with Jon. We lose a real gaff rig sailor.

We wish Margaret and the children all the strength to cope with this loss.

Joachim van Houweninge on behalf of the Netherlands OGA

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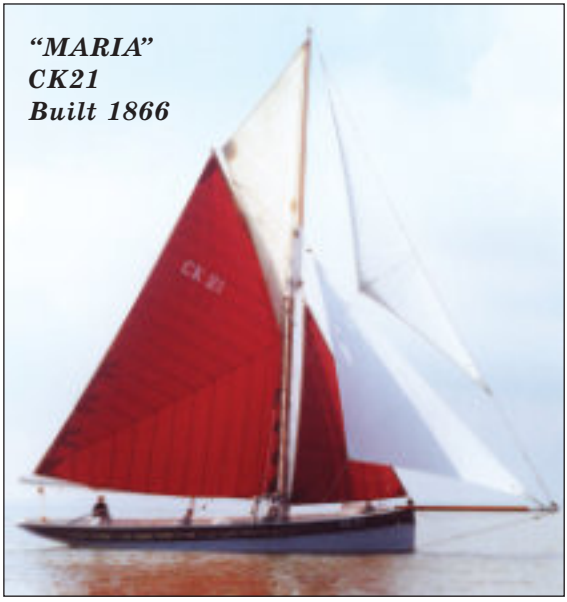

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Jon Wainwright

East Coast OGA Area Secretary
OGA Sailing Committee Chairman

I am very sad to record that one of the brightest and charismatic characters of the OGA, Jon Wainwright, East Coast Secretary for over 25 years, passed away on Sunday 22nd July whilst competing in the passage race to Holland in his boat *Reynardine.*

Jon Wainwright - traditional sailor - gaffer - and an outstanding seaman. (Ed: My aplogies Jon but I think it would make you smile)

I first met Jon in, I believe, 1981 soon after I had purchased *Avola* and attended a rally in late August on the Stour at Wrabness. I will never forget it, in those days, and I mean no disrespect to anyone, the OGA were the great unwashed, they only wore dirty smocks, smoked funny smelling tobacco, had no insurance for their boats, held barbeques on bonfires fit for funeral pyres, and fixed all the races so that only the local boats could win and then drunk copious quantities of ale to celebrate their undoubted superiority. The race on the particular occasion I refer to was timed to finish at Mistley at half tide, so that all the larger boats from other parts of the East Coast ran aground and the locals drawing about 18 inches sailed past them to win! The first words Jon said to me at the prize giving at the Stour Sailing Club were “Oh! You’re the people from the posh yacht aren’t you?” We have been great friends ever since and now we all wear dirty smocks!

In the late 80’s Jon persuaded the management of a brand new marina, at Shotley, to host a Classic Boat Festival. It ran for nine years, in fact until the marina was too full to accommodate us and regularly attracted over 200 boats. There was racing every day, entertainment every night and often over a hundred different beers on tap, and it lasted a week. It has never been bettered as a participation event, although the Dutch Classic Yacht Regatta in Hellevoetsluis, in Holland comes close to it, but that is only every other year and only lasts a few days. The Shotley days were followed for a couple of years by a major festival in Ipswich Wet Dock at that time practically derelict. This finished when the Council withdrew funding. Since then Jon with the East Coast Committee has developed a series of events on the East Coast, Southwold, August Classics, Stour Rally, Crouch events, Brigaff, Swamazons etc

In 1991 Jon was persuaded to take his beloved Morecambe Bay Prawner, *Deva* to Holland to the Dutch Classic Yacht Regatta, an event that I had attended since its inception in 1987. He loved it so much that he became European Champion in 1998 and 2002. Although there were several OGA members in Holland and Belgium, Jon was on a mission to found an OGA Area in the Netherlands. He achieved his ambition a few years ago and there is now a thriving Dutch OGA operating as a stand-alone organisation. Not being satisfied with only having one boat, Jon purchased another Morecambe Bay Prawner, *Maryll* specifically to be able to keep one boat in Holland and participate in events with his Dutch friends. He sailed *Maryll* to the Baltic and this encouraged him to buy a third boat *Reynardine* a Gaff Yawl to be able to sail the Baltic again. This last ambition was never achieved. We received regular fleet reports in the East Coaster; something else Jon produced entirely himself for the benefit of all of us on the East Coast. *Maryll* was sold earlier this year and is now back in West Mersea.

Jon's sailing autobiography, "Only So Many Tides" was published in 2001 and came as quite a shock to most of us. It gave an insight into the man himself and what made him tick, it was a shock, as most of us appeared in it!"

Jon is impossible to replace, he has given so much pleasure to so many people, to his loyal and devoted crews, to the members of the OGA and to his many friends in Holland. He gave his time unstintingly to serve on the National Committee of our Association for the benefit of traditional boat sailors everywhere. He was a fantastic sailor, he won races because he could sail better than the other man, and he knew his local waters intimately and used that knowledge to get the edge over the competition.

The help we received on Jon's final journey into Holland from his friends, the Dutch OGA, the organisers of the Dutch Classic Yacht Regatta, and the authorities, was magnificent and I know was very much appreciated by his family. Although Jon was not there when *Reynardine* sailed into Holland, cruised on to Steenbergen, arrived at Hellevoetsluis for the Regatta, I am certain his hand was on the helm.

The best memorial we can give to Jon Wainwright is to continue what he started, remember his unique laugh and when the trip is done have a really good party!

He passed over the bar in the way he would have chosen exactly half way between his friends and family in England and friends and adopted family in Holland, sailing his boat on the North Sea with a fair wind, good visibility, a bit of a sea running, and his friends in other boats close by.

May he continue sailing for eternity.

Brian Hammett
National President OGA

Didn't we have a lovely time at Yogaff 2007?

Month	Area	Event
Sep		
1	SOL	Bursledon Regatta
7-9	SOL	Annual Race and Rally
8	BC	Holms Race, Portishead Cruising Club
15-16	TR	Ullswater Small Boat Rally, Glenridding
22	SOL	Yarmouth Rally / Royal Solent YC Centenary Chase
TBA	MCP	Rally at Harty Ferry
TBA	SOL	Chichester Harbour Rally
29	EC	Maldon Town Regatta & OGA Anniversary Rally
29-30	BC	OGA at the Bay, Cardiff - large & small boats welcome
Oct		
20	EC	East Coast Annual Dinner, Orwell Yacht Club
Nov		
1	SOL	Monthly Get Together at Folly Inn, Cowes
1	SOL	Monthly Get Together at Junction Inn, St Denys
3	SOL	Bonfire Night at Bitterne Boat Yard
6	SOL	Monthly Get Together at Lord Raglan, Emsworth
Solent Area		From November on, the Cowes and St Denys get-togethers together is on every Tuesday of the month.

Contact	Tel or E-Mail:
Brian Crawley	023 8040 2820
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John Maxwell	jfmmaxwell@aol.com
Mike Stevens	01792 297445
Jessica Warren	01962 712529
Sara Harding	01227 752333
Vanessa Bird	01243 378439
Rob Williamson	01206 211318
Viv Head	02920 625985
Mike Robertson	01473 327115
Ron Hanson	07780 616747
Ian Macgillivray	07809 019319
Ian Macgillivray	07809 019319
Vanessa Bird	01243 378439

s are on every first Thursday of the month and the Emsworth get-

"Fred"

It is with deep sorrow that we must report that the East Coast Treasurer Denise "Fred" Rawlinson passed away on Wednesday 27 June. She collapsed on the evening of 18 June at the Colne Yacht Club at the end of the East Coast Old Gaffers event at Brightlingsea, and was rushed to hospital by emergency services. She did not regain consciousness despite best efforts of the medical team at Romford hospital.

"Fred" was much more than just a Treasurer to a club, although for an active organisation like the East Coast, that was a substantial task in its own right. She also organised the Annual Dinner at the Royal Burnham, the Foulness Island Rally and the Crouch Rally. For the East Coast Race she ran the registration desk, making sure people got their Reeds numbers, who wanted a sea food meal at West Mersea, who wanted an OG dinner at Brightlingsea, who wanted a trip on Pioneer, selling regalia etc. etc. She did not hold back from speaking her mind in "Strine" to those who deserved it, but was ever so kind and helpful to people who were new to the OGA. She was a "Good Mate" to so many people. In recent years she joined the Royal Burnham YC, and did a lot for them at regatta and Burnham Week. She also became company secretary for that club, with all that involved. She had a tremendous amount of energy which she committed to us sailing folk completely free of charge.

For those who did not know her, Fred was an Australian. She met her husband Trevor many years ago on a P&O Liner, the SS Orsova, where he was one of the crew, and she was one of the passengers taking her mother for a cruise. Classic shipboard romance, they married and came to live in Burnham. They bought a Cornish Shrimper, which they named "Aussie II". Although Fred liked living in England, she was always very much an Aussie. They only concession to living in Pommie-land she made was to prefer Adnams Bitter (a local East Anglian brew) to the more typical antipodean "4X" !

It was just by chance Fred and Trevor were walking along the sea wall above Burnham on Crouch and they saw the Old Gaffers having a barbecue and barrel of beer in the mud at the first Crouch Rally. Always prepared to "muck in and help", it wasn't too long before they were helping out with stuffing and addressing newsletters- in those days no mail merge, labels etc, you hand wrote the addresses! They joined the committee and after a year or two were i/c the Crouch and Roach gaff scene, and accepted by the famous "Crouch Mafia".

It's not easy trying to develop interest in gaffers in an area, which is famed more for modern competitive boat racing. But through her efforts we gaffers have always been made welcome at the "RB", and the Sicilian Flag is often flown when we arrive in Burnham. There is a huge gap to fill for gaffers in the area, and our hope is that out of respect that people come forward to carry on her work.

She had just "Shut up shop" from the East Coast Old Gaffers Race weekend. From the Yacht Club we were watching Pioneer and her OGA charterers returning in the evening, the last event, when the tragedy happened.

Our thoughts go to Trevor, her husband.

Rev. John Scott Devon Area OGA and Acting Area Secretary

He spent significant amount of his childhood overseas in Malta and Singapore, as his father was a Naval Officer. From the age of 8 he was at boarding schools, but his parents were from that time largely resident in and around Plymouth, and he considered Devon his home from that time on.

Between 1938 and 1942 his father was the Kings Harbour Master in Plymouth. In the pre war years this meant that they lived at Long room (now the KHM control, tower above Millbay Docks) and his father had a permanent boat crew on duty at the bottom of the garden and raced the KHM's whaler and gig with great skill and ruthless competitiveness. He and his sister Mary were taught to sail by AB 'Ginger' Moore, and from that time on sailing was one of the great passions of his life

At the end of the war he spent a couple of years in the Navy as a telegraphist. Whist at sea in a cruiser and aircraft carrier there was little opportunity to sail, but a spell in Trincomalee in (then) Ceylon gave him a lot of scope to do so which he exploited to the full. On completion of his naval service he went to Oxford, where he read History, rowed, rang bells and rode a motorbike.
His working life was spent as a Clergyman, the vicar of parishes in North West Devon, Mid Devon, and North East Devon in turn. This (by location and a decided lack of income) gave him few opportunities to sail, but he achieved occasional sailing holidays when we were children, and taught us many of the principles and subtleties of it through making and sailing (both he and us) very sophisticated sailing models. Through this he passed his passion for sailing and for traditional boats on to both his sons, John and Joe, both of whom sail, and have much cherished boats of their own.

With an enquiring mind and a practical bent he was also a very skilled woodworker, making furniture, models and gadgets. He and his son Joe built one of the prototype Western Skiffs designed by Nigel Irens.

He retired to Totnes, where at long last he could return to sailing. He had Julitta built for him in 1993, and sailed extensively off the South Devon coast and on some of the rivers, and was familiar sight at the regattas each summer. He was a very active member of the Old Gaffers Association. As OGA members will know he was always more competitive than he would admit to when racing. With friends over the last few years he finally achieved a sail across the channel, and did a delivery trip from North Wales to the Dart two-handed.

Julitta will remain in the family, and we hope that she will continue to make appearances at occasional OGA events.

John and Joe Scott

Maurice Bailey ECOGA and past National President OGA

It falls sadly on me to inform you of the passing of an Elder Gaffer -Maurice Bailey.

Maurice joined the OGA in 1965, acting as bridge officer in South Coast races, whilst attending East Coast events in his early days.

Elected President of the OGA in 1974, Maurice acted as committee vessel to the 1974 Heinekin Rally in Holland with his beloved bawley Band of Hope, built in 1880.

My best memory of Maurice is at the East Coast races and one such time I was sailing home from a race when I was becalmed at the Sunken Buxey buoy in Francesca. Band of Hope, motoring up the Crouch in the distance, responded to a rope end, held high. Maurice and his crew picked up my towline and headed up the Crouch. Bob had a quick look about and the whole crew went below. Band of Hope did not tow straight but followed the Crouch edge in plenty of water! The odd head popped up from the main companionway, not visible to me! At the Branklet Bob appeared at the tiller, giving it a good boot, and then went back to lunch, relying on me to warn of crossing vessels on VHF. Band of Hope calmly followed the good water of Horseshoe Bend and up to Paglesham Pool Creek, where the crew re-appeared and cast me off and I sailed up to the mooring on a new sea breeze. A unique sailor with a unique boat!

Maurice attended all but one East Cost race up to the mid eighties, when Band of Hope started her long overhaul. Hopefully she may soon be back at East Coast events, crewed by Maurice's son Bob and Bob Miller.

Maurice was a fine seaman and a gentleman in the true spirit of the Old Gaffers. He will be sadly missed, especially at Paglesham – Band of Hope's base for many years.

Nigel Bishop

My friendship with Maurice Bailey grew out of friendly rivalry to see who would not be last in the East Coast Old Gaffers Race. Maurice was the proud owner of the 41ft bawley *Band of Hope* that had been converted to a yacht in about 1936 and kept at Paglesham on the River Crouch. I had the 35ft Swedish custom cutter *L'Atalanta*, and both these noble wooden gaff craft were fine cruising boats, but of very little use for racing around buoys on a fine summers day.

Maurice was one of the early Presidents of the OGA, during the era when John Scarlett ruled the roost. Maurice, who was not afraid to voice his views, tried, and sometime succeeded, in keeping John and the OGA on course. We should be thankful for him, as he was one of the many people who have laboured hard to create the OGA into what it is today.

Robert Simper

Conwy and North Wales Area

By the time you read this we will have had our first Gaffer event in Holyhead for which we have had a great deal of support. A full report will be in the next Log. Also the Conwy Nobby Gaffers and Classics will have taken place over the weekend of the 17, 18th and 19th August.

'Maxine and Sue doing sterling work on the OGA stand at Beale Park whilst Claudia strikes a traditionally gaffer like pose (glass in hand that is!)'

Our area AGM is fast looming upon us, together with our Annual Dinner. These are to take place at the Holyhead Sailing Club in Holyhead on Saturday, 20th October 2007. We hope to have a guest speaker at our Dinner as we have had for the past couple of years and I am sure Angus McLeod will come up with a suitable candidate? Thank you Angus!

Pete, Sue and Maxine helped once again to man the OGA stand at Beale Park along with Mike and Marlene and Ken and Gladys. The weather was good and the visitors to the stand were plenty. Membership and lots of merchandise were also sold. The stand itself was in the same position as last year but we had an uninterrupted view down the field to the lake which was excellent. Let's hope we have the same position next year. Mike once again gave a report over the tannoy of the gaffers sailing on the lake. It was also great once again to be next to Claudia Myatt and meet up with our friends from Sailing Today magazine.

Condolences, from our area, go out to both Trevor Rawlinson and Margaret Wainwright on the death of our friends Denise (Fred) and Jon. They will most certainly be sadly missed by everyone.

Please remember to book your places for the Dinner on the 20th October 2007.

Finally as I am the national trophy secretary please see elsewhere in the Log for the trophy report.

Sue Farrer Area Secretary

Netherlands

Our 3rd annual meeting was held on March 10th. Chairman Joachim received a huge wooden hammer handmade by one of our members. So that meetings from now on shall proceed orderly and smoothly. Troublesome members can expect a well-aimed bang on the head.

May 18th-20th the opening event was held at the Durgerdam (15 minutes north of Amsterdam) sailing club. There was a strong 6+ blowing. The race on Saturday around the marks was exciting and slightly dangerous. Result: one broken mast (*Pimpernel*) and one grazed hand (Rik in *Moorhen*). But we had great fun and a lot to drink (and eat) afterwards aboard one of the bigger ships (*Brandaen*). The prize giving was in the club by Joachim,

and Julia provided many of us with interesting and/or puzzling new gadgets. Some very creative spirits had been at work here.

After the promising warm and sunny start of the season in April and first half of May the rest of early summer brought us nothing but rain and stormy weather.

Without using the motor Fred Schotman's Raven tows broken masted Pimpernel at OGA-race in Durgerdam

July 23rd-29th the Shipmate (Dutch) Classic Yacht Regatta in Steenbergen and Hellevoetsluis is supposed to be the bi-annual highlight for many, where we expect to meet our Belgian and English gaffer friends. Unfortunately on our way there we were deeply affected by the sad news of Jon Wainwright's sudden death at sea. We all appreciated Brian Hammett's and Joachim's decision to bring Jon's boat *Reynardine* along to Steenbergen and from there to Hellevoetsluis. And it was also good to have Margaret in our midst in this difficult moment in her life. Especially in this small friendly and intimate harbour that Jon loved so much. A strong and warm feeling of togetherness made it possible for most of us to mourn and celebrate at the same time.

Special thanks I would like to express to Barend Visser and his two sons and Joachim for so respectfully taking care of *Reynardine* and all Jon's belongings. And off course to Brian and Lorna who were at the very heart of all action that necessarily had to be taken. Steenbergen, Jon's favourite hot spot, will never be the same without him. Same, but in a less obvious way, goes for Hellevoetsluis. Without Jon's roaring laughter it will never ever be the same.

The weather during the regatta was awful. Lots of rain and too much wind. One day races were cancelled altogether. Other days only one of the two planned races could be sailed. Our great Continental Old Gaffers Race was sailed according to scheme though. This was actually the best sailing day of the four. Results will be published on both the Dutch Old Gaffers and the SCYR website.
September 7-9 will be the last official event of the season, in association with the VKSJ, and will take place in Enkhuizen as usual. Let's hope for some decent weather at last. An Indian summer maybe??

A warm welcome in Jon's beloved little harbour Steenbergen

Joachim V Houweninge
Area Secretary

Bristol Channel

In the Shadow of History - The Pembroke River Rally 11th August 2007

The 1936 Maurice Griffiths designed gaff cutter Wendy May

When Edward IV died in 1485 he appointed his brother Richard as Protector of his young son, Edward V. But the youngster and his brother were taken to the Tower of London, where they mysteriously disappeared. Nobody knows what happened to the two boys but Richard was proclaimed king as Richard III soon afterwards and certainly came under suspicion. Richard had many enemies, and one of these was Henry Tudor who landed near Milford Haven on the 7th August 1485 with about 2,000 French mercenaries, mostly ex prisoners, and a scattering of knights. Marching through Wales, collecting 'volunteers' as he went, he came face to face with Richard two weeks later near Market Bosworth. 17,000 troops faced each other across a field and battle was joined. Within two hours Richard III became the last king of England to die in battle and Henry Tudor became Henry VII, the first of the Tudor kings.

All very interesting I know but what's this go to do with gaffering about in boats? Pembroke Castle is the answer to that. Lying at the head of the river, the town of Pembroke is not very big but it's castle is a mighty fortress towering over the Castle Pool, accessible by boat via an ever narrowing channel, a lifting footbridge and a sill to maintain sufficient depth of water. Richard Tudor was born at Pembroke Castle in 1457 of French and Welsh descent. Henry moved on to make his mark on history (as did his son Henry VIII) but the castle he left behind provides a truly spectacular backdrop to a mooring for mariners who trouble to venture up the ever shallowing river.

Off the entrance to Milford Marina, close to where Henry landed with his French mercenaries 522 years and three days previously, the superbly restored 1933 gaff cutter *Torhilda* and the diminutive 20 foot LOA lug sailed ketch *Fleur* joined the seventy-three year old Maurice Griffiths designed gaff cutter *Wendy May*. Together, these three vessels passed through the entrance to the Pembroke River and on up to the castle with *Torhilda* leading the way as the only boat with a working depth sounder!

Three gaffers on a spectacular berth in the pool below Pembroke Castle

Tied up and rafted out, we spent Friday night on the small pontoon in the castle pool under those towering ramparts. It's a magnificent place to have a pontoon party and an almost idyllic berth. In the morning,

Dressing the boats ready for visitors

there was plenty of time to explore the shops, art galleries and coffee stops of Pembroke that were all, literally, just around the corner. The Pembroke River Rally took place on Saturday afternoon and involved the Mayor and Lady Mayoress arriving aboard a flagship leading a flotilla of motley craft up river on the tide including the rowing gig *Cwch John Kerr*. They were met on the quay by a silver band and a host of attractions for families. The quay and our three boats were dressed overall and there was a happy festival air about proceedings.

The waterborne activities of this event were organised by OGA member David James who is also a leading figure the West Wales Maritime Heritage Society (WWMHS). Established in 1984, the society actively supports the preservation of craft and all aspects of maritime heritage in West Wales. We had been due to be joined by the society's 28 foot restored coble, *Quest* but she had a water leak problem at the last minute and was unable to make the passage. Nevertheless, the maritime heritage was provided by the OGA boats and judging by the interest shown, especially by the local children who spent a happy afternoon clambering all over the decks and cockpits, it was a great success. We had hoped to stay another night in the pool but a problem with lifting the bridge on the early morning tide on Sunday ruled that out. And so we cast off with the other boats in the flotilla to make our way back down the Pembroke River with the tide. *Wendy May* returned to her berth at Neyland and *Torhilda* and *Fleur* for an overnight berth at Milford Marina.

The forecast on Sunday was for a F4, NW backing SW with the possibility of a shower or two. *Torhilda* and *Fleur* locked out of Milford and set out for Dale near the entrance to the Haven. Beating to windward in '*a Force 4 with bells on'* gave us a lively ride when tacking across the Haven, especially nearing the entrance. The rain showers did not materialise fortunately and it was a great day for a sail. With low water just as we arrived at Dale, *Torhilda* moored on the sea pontoon and *Fleur* just got on the end of the beach pontoon (at the second attempt). Both these pontoons are provided by the council and are refreshingly free to use!

You perhaps need to close your eyes when passing the massive oil refineries (though not if you are on the helm!) but the rest of the Haven is a yachtsman's delight with many creeks, coves and anchorages. There are some wonderfully isolated and beautiful reaches of water to explore. We are planning a combined OGA/WWNHS event early next season before the much larger Sea Fair Haven 2008 descends on the Haven. There'll be a few French Tricolours amongst that lot too I guess, though hopefully not intent on overthrowing the monarchy this time.

Viv Head
Area Secretary

Captain greybeard and his crew of local youngsters

East Coast

It's been an eventful year so far on the East coast, dominated by the tragic loss of Denise Rawlinson our treasurer in June and then, a few weeks later, Jon Wainwright, secretary for the past 25 years or so. They both contributed an enormous amount to the Area beyond their titular roles and finding replacements will be a difficult task.

It was, and still is, a busy year on the East Coast; the sailing kicked off with the Easter Egg rally, this time at the Royal Harwich YC on the Orwell and then it was down south for the Foulness rally on the May Day weekend. Both events were blessed with good weather and we thought it was going to be a record-breaking summer, but it went downhill from then on, with a near-gale on the run-up to the increasingly popular Holbrook rally at the Royal Hospital School, a tropical down pour at the Crouch rally and both wind and rain for the prestigious East Coast Race at Brightlingsea. But everyone had a great time sailing and socialising, including Peter Smith from Classic Boat who, with free-lance photographer Mervyn Maggs, shipped aboard the recently restored first class smack Pioneer for the Brightlingsea race and gave us magnificent coverage in CB.

We're hoping for summer to return for our annual Classics Cruise in August and the final sailing event of the year, the Maldon Town Regatta and OGA Anniversary rally on Sept 29th. The season winds up as usual with the Area AGM on Nov 10th at the Orwell YC. No doubt we will raise our glasses, look back and give thanks to Jon and Denise who worked so hard to put in place the organisation and financial support for such an extensive programme; it is their legacy.

Bernard Patrick
ECOGA

Jon sailing his beloved 'Deva' at Shotley 1991

Medway Cinque Ports Area

After likening MCP 's first AGM to a scene from Keeping Up Appearances I can best sum up our first Race with 'I don't believe it!' To start with - MNK had 'mislaid' many of the trophies around last year's Prizegiving, However, after much searching, we managed to assemble most of them for our initial MCP race (some of which had been in rather too much safekeeping!
Another problem for the Committee was that the All Tide Landing at Queenbourough would be out of action meaning that everyone would have to come ashore by dinghy – not ideal for all those who know the area.

Alison suggested that a Trophy from the Cinque Port Area could be awarded by the new Area. The trophy was in Yarmouth at the time. Robert and I could have collected it when visiting Yogaff - if we had thought to tell Alison we were attending – she had taken it back to Rye the previous weekend!. Eventually we took possession of the Trophy – a full size ship's bell - in a muddy field which was being used as a car park for an open air concert. (Don't ask!). The bell rang each time we rounded a corner on our way back to Ramsgate. Finally we did manage to get all the required trophies to Queenborough for the 30th June. Pennants had also been acquired to winners of each class.

The bells, the bells

Well having managed to assemble the Trophies – the weather saw to it that we did not do so well in assembling boats to race. Of a possible 12 entrants – 2 withdrew before the day, 3 arrived ready to race, another attended but did not race, another hoped to race but weather delayed arrival. So with only 3 boats ready and prepared to race it was decided by all to abandon the race as such. However White Moth, Vivid and Crow decided to sail the course anyway.

True to MNK (and MCP) form - 16 members arrived to the non prize giving and enjoyed the excellent evening meal at the Queenborough Yacht Club - The new Pennants were awarded – not for winning – but for turning up. Colin and Tevor on the safety-boat Kadsy were presented with a can of Diet of Coke each. (Well we have to encourage healthy drinking.) Funnily enough they seem to take more interest in the bottles of spirits that went with them. Oh and as we did not have a race – Kadsy was also presented with some cans of beer (First over the Line Prize).

The Ships Bell duly clanged its way back to Ramsgate together with the other Trophies – now in our loft.

We hope to do better next year**.**

Jan Holden
Area Secretary

The Trailer Section

I have never been to the Lake District and arrived in anything other than low clouds and frequently rain as well.

The Trailer Section rally this year in May was no exception. On the run up from South Wales, it got progressively worse, to the point that on the M6 as we neared Cumbria, the camper van had definite weather helm. Only a handful of stalwarts arrived and pitched camp at Gill Side Farm. We listened glumly to weather reports of storm force gales already blowing and worse to come. A number of members telephoned the camp site to say that they would not be coming and told of the appalling conditions around the country. As most of them had paid many visits to the lakes, they knew what to expect if they came.

(Photo by B. Healas)

Ullswater, just to be her usual pernickety self would have none of it. And here is a photograph of myself looking disgusted at the lack of wind to prove it! Although there were plenty of clouds, there was no rain and light winds. We all had a two great races set by the Local OGA rep. Barry Healas, ably assisted by Cynthia.
The Saturday evening again saw us all at the pub, and for the first time, because there were so few of us, we were all able to sit down in comfort. (Every cloud etc.etc.) Sunday was a different matter. We set off for a cruise in company. The first part went well, but then the usual Cumbria drizzle set in and the wind completely died away to the point that most rowed back. I was rather miffed to be stuck off Norfolk Island with Tom Bennet my crew and not move an inch for half an hour. Viv Head in his cruiser was 100 yards away. Talking on the PMR radios, Viv told us that while Tom and I were getting steadily wetter, he and Betty were in the cabin drinking hot tea.

If I cannot have a cabin, I shall at least buy a Sou'wester and carry a flask. Anyway, it just goes to show that its worth braving the weather, it might not be as bad as you think it will be.

Mike Stevens
Area Secretary

Solent

Although this year we have had very wet and windy conditions, the weekends that we have arranged for our rallies all so far have not deterred us and in fact have turned out well in the end.

Three Creeks Race

Another year and another very windy and rough passage first leg from Ashlett Creek to Newtown Creek brought out only the most hardy and exclusive of gaffers, being Dolphin of Leith, Passager and Souvenir, who admitted that although they also managed a BBQ on the beach it was a bit cool. But Sunday morning provided the perfect sailing weather and they made Wootton Creek in record time with a favourable wind and tide. They were joined there by Lillian Rose, and Roma, with Westernman enjoying an anchored lunch as well, and we all had a gentle sail home.

The race overall was won by Dolphin of Leith, with Souvenir second and Passager in third place.

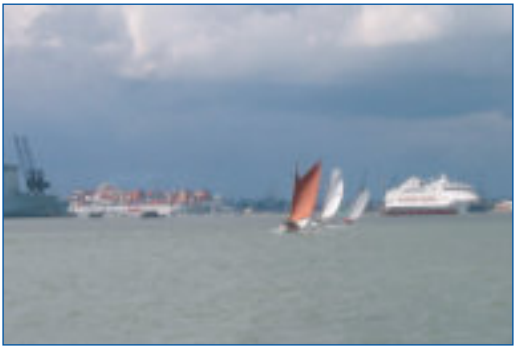
Poole Harbour Rally

Its was well worth the uncomfortable early morning sail against a westerly to the peace of Studland Bay and the lovely calm anchorage at South Deep within Poole Harbour where some of the Solent gaffers met up with the local folk, who celebrated the start of this weekend on the Friday evening with a BBQ. Saturday afternoon saw some keen types joining in the well planned race outside the Harbour which was won by Susan J, with Westernman 2nd and Passager 3rd placed.

We were all ferried from our boats at anchor to the Royal Motor Yacht club for a supper in their dining room overlooking the Poole Harbour Bay, a stunning venue especially with a bright sunset enhancing the view. The evening continued with dancing to George Beckett and The Blunts. Sunday morning was just perfect, a quiet bright sunny start, and just about midday those of us who were returning

to the Solent enjoyed a great sail home with tide and wind in under half the time it took us to get to Poole.
All in all a really special weekend, all the better for being well organised by Mark Woodhouse and Dan Shaw, and we look forward to persuading them to do it all over again one day.

Chichester Rally
This weekend attracts all sizes of gaffers who gathered at Thorney Island Sailing Club for the rally. It was again quite a windy forcast, when en route from Southampton Blue Gansey's tiller snapped crossing bar into the harbour, but Ian managed to organise a temporary repair and brought her safely into deeper water. About ten boats arrived for the BBQ and enjoyed the social evening at the club house. Whilst waiting for tide on Sunday morning some of the boats explored the harbour before heading home.



Marchwood Rally
Yet another unseasonal forecast for us but it did not deter the 17 gaffers who turned up at the top of Southampton Water to join in the rally, mainly in pouring rain. When the sun at last came out ten of the boats raced on Saturday afternoon, where we drifted over the line in very light airs and went downstream past ocean liners, car transporters and container boats, past a line of dock cranes, and other interesting features of Southampton Water, all the time the wind was picking up and we eventually all took off in full sail, rounding the furthest mark and then back up stream enjoying a splendidly fast and exciting race to the finishing line. First past the post was Madcap with Velindra second and Roma third placed.
Afterwards there followed a very pleasant supper and much drinking in the clubhouse, and we drifted off home on the Sunday which turned out to be another bright sunny day.
Southampton Water, although has very fluky gusts because of its locality, is such an interesting place to sail and well worth the Marchwood welcome we receive at the rally there.

Jessica Warren
Area Secretary

North West

In the North West we got off to a very good start. The first event of the season was a social weekend in Bournemouth including a visit to the Beaulieu Boat Jumble on the 29th April. To make the event economic it was a joint effort with the local Nobby Owners Association. Thankfully, the NOA agreed to organise the event and deal with all the finances. It was pleasing to see that out of 43 attending 18 were members of the OGA.

On the 17th June we had our annual race on the River Mersey. This event is normally part of the Mersey River Festival and open to all gaff sail. Due to poor infrastructure the River Festival was cancelled, however, Liverpool City Council allowed the Gaff Sail Race to go ahead in an attempt to keep momentum going for when the Festival is reinstated. 15 boats took part, 7 of which were OGA members.

In May the Peel Sailing and Cruising Club asked if I could get anyone to attend the Peel Traditional Boat Rally on the 20th-22nd July. Only two boats from the North West managed to go, however, we received a very warm welcome and it was nice to meet up with other OGA members attending from other areas.

As I write I look forward to taking part in the Conwy River Festival on the 18th and 19th August. As always North West area members have been invited. It looks like we will have approximately 10 boats in Conwy, which by our standards is a good turnout.

To round off the season, again in conjunction with the NOA, we have organised a social weekend in Kendal on the 23rd and 24th November. This has been very well supported and is almost fully booked. We use the County Hotel for this event which has always been a joint venture and usually attracts about 30 people from each association, which takes the hotel to full capacity, and enables a good price to be agreed. Again, I am grateful to the NOA for dealing with the finances.

On a personal note it is hard to relate how sad I was to hear of the death of Jon Wainwright. Jon purchased *Deva* from the late Harry Williams who, so many years ago, taught me how to sail. When I took ownership of *Spray* Harry who had kept an old hatch cover off *Deva* asked me if I would put it on my boat to remind him of *Deva* every time we sailed together. Out of some strange sentiment, when I changed my cabin, I put the hatch cover in my garage where it stayed until two years ago when I took it to the OGA AGM, and presented it to Jon as a small part of the boat he had purchased from my friend over thirty years before.

My last social meeting with Jon was when he came to Liverpool for a family visit. We spent time in a local pub before a visit to the Liverpool Marina where we sat on *Spray* enjoying the summer evening, reminiscing about our long ownerships of both *Spray* and *Deva.* It was at this, my last private time with Jon, I found he had kept the hatch cover. Not because he ever intended to use it, more because somehow it helped him to reflect not only on the time he purchased *Deva*, but in a new light on the man he had purchased her from.

Finally, let me thank all members for their support, it is very much appreciated and makes for easy organisation of events. If you attended one or more of the events above, please try to do so again in 2008. If not, please try your best next year.

Tom Middlebrook
Area President

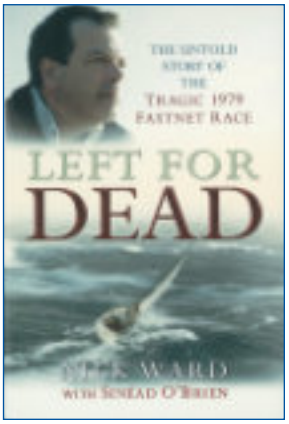
Scotland

A couple of Scottish boats at Carrick Fergus. Photo Gordon Garman

A small but enthusiastic contingent from the Clyde ventured to Carrickfergus in June and although the trip across the North Channel was boring; we motored the whole way; the welcome was well worth the effort. The Northern Irish branch laid on a superb weekend of fun, with a race on the Saturday afternoon where the Scottish crews, with one exception who couldn't or didn't read the Sailing Instructions, managed not to make any embarrassing mistakes. The only thing in mitigation was the fact that our hosts had arranged for the bar, with its constant flow of Guinness, to be open almost as soon as we arrived. The Gaffers Band entertained us most royally on both the Friday and Saturday evenings, the only worry from this part of the world is that if they ever turned professional, we could not afford them. Altogether a fantastic weekend, until the Scottish boats tried to get home. That turned out to be a battle against a Northerly gale that meant that the first boat did not get home until Tuesday evening, the last arriving a couple of days later, broke, battered but happy to have made the trip.

The arrangements for next year's Cruise in Company to Brest '08 are beginning to take shape. At the moment it looks as thought here will be at least three or four from these parts, plus interest from quite a few others from ports en route. As the fun at Carrickfergus was so good this year, a stop for next year's event seems popular. After that a course to either Arklow or Holyhead, with a final UK stop at the Scilly Isles before crossing the channel to the North coast of Brittany. Assuming there are not too many weather related delays, this should allow some time to explore a bit before the last, shortish hop round to Brest in time for the main event. This route means that the longest leg is no more than 180 miles, but with careful use of tides, should be covered in not much more than a day and a half. This hopefully means that the fleet will not spread out too much and be able to provide mutual support if required.

Gordon Garman
Area Secretary



Left for Dead
by Nick Ward with Sinead O'Brian

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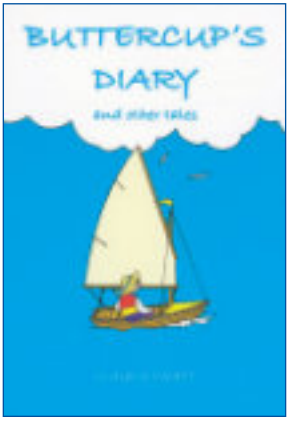
Nick Ward's moving and inspirational account of his survival following the now infamous 1979 Fastnet Race. Written with Sinead O'Brien, award winning documentary maker and dramatist, this is the previously untold story of one man's dream of taking part in the Fastnet Race turning to tragedy when the yacht Grimalkin capsized again and again. An incredible story of survival.

Buttercup's Diary and other tales
by Claudia Myatt



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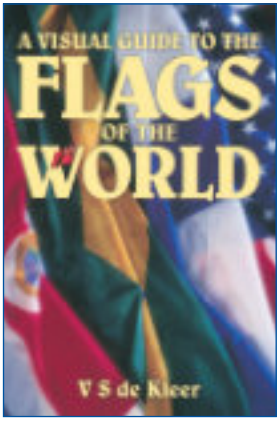
Website www.starfishbooks.co.uk or enquiry@starfishbooks.co.uk
Price 4.99 (paperback 48 pages illustrated)
ISBN number 978 0 9550269 2 8

Buttercup's Diary chronicles the trials and tribulations of an elderly dinghy and her (in Buttercup's opinion) inept skipper plus other tales of sailing on the East Coast. This is a fun book, good for young and old alike and well worth having on the Bunkside Bookshelf or maybe as a Christmas present for a young relative. Lots of Claudia's Illustration's for which she is already well known, and an appeal for anyone who likes messing around in boats.
See page 16 for a sample.



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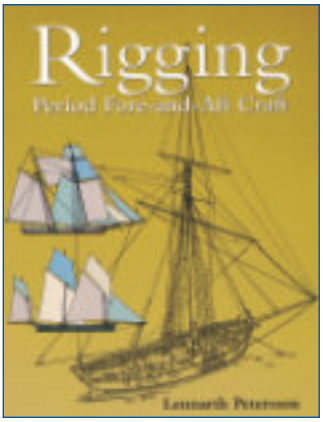
Containing more than 400 national flags and ensigns and an alphabetical index by country makes this an informative and very useful book to have on board.

Rigging Period Fore and Aft Craft
by Lennarth Petersson



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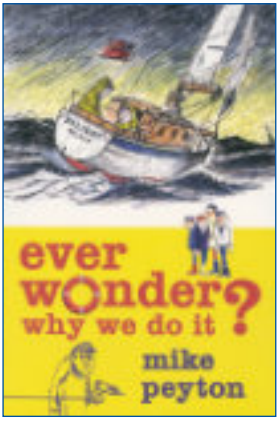
Aimed at the period model maker but also of Interest to the traditional boat owner this is a mine of information of the rigging employed on three typical eighteenth century vessels, an English Cutter, a three masted French Lugger and an American Schooner. Employing superb clear draughtsmanship this is a most interesting book.



Ever Wonder Why We Do It?
by Mike Peyton

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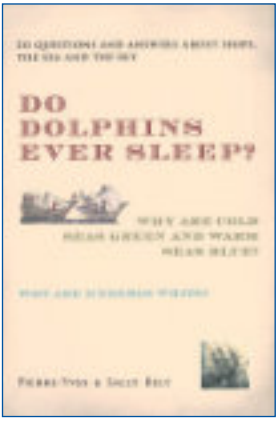
What is there to say? Mike Peyton OGA member and one of the country's best loved nautical cartoonists catching us out as usual – doing the things we would prefer to forget.

Well illustrated and very funny. Well worth a place on the Bunkside Bookshelf or by the Fireside on a cold winter's night.

Do Dolphins Ever Sleep?
by Pierre-Yves and Sally Bely



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Space has become available for additional commercial advertisements. Please contact the Editor for details.

Edith Mary

Laurent Giles Salterns 24 Year: 1997
Location: Grimsby Hull : Marine ply and epoxy construction Teak decks, all wooden spars LOA: 29' including bowsprit Beam: 8' 6" Draught: 3' 6" Keel: Lead & hard wood long keel Engine: Yanmar GM10. Berths: one double for'ard plus two singles either side of main cabin Well equipped. VHF, Log, Echo sounder and much more. Sails: All made by Jeckells. Main, Top, Genoa & Staysail (self tacking)
Price £19,000 ono
Contact Sam Baker Home 01625 423432 Mobile: 07800 596281

Humble Bee Pram Little Nellie

An 8 foot Iain Oughtred designed epoxy clinker plywood dinghy. Standing Lugsail. Completed 2004, little used, VGC.
Lying Shropshire could deliver locally.
Price £1000
Contact Nick Coppin on 01952 884398

Scandal - Tamarisk 22 Gaff Cutter

22'2 x 7'10 x 2'6" Built North Sea Craft 1974 Beta 10 hp twin (1998) 3 berths. Shoal Draft long keel GRP hull Recently replaced (good marine ply) bulkhead, foredeck and cabin top with epoxy glass covering on columbian pine beams. Lots more done. Good inventory and ready to go sailing. More details on www.gaff-rig.co.uk Lying Chichester Harbour
Price £10,500
Contact Max Manning on 01243 782562 Or email m.manning@virgin.net

Nellie - Itchen Ferry SU71

LOA (excl. bowsprit) 21ft 9ins Beam 7ft 10ins Built in 1862/3 by Dan Hatcher to a traditional South Coast design to work as a fishing vessel in Southampton Water. Still with original layout with fish deck aft. Planking below waterline, timber keel and hog all replaced with Iroko fastened with silicone bronze keel bolts as part of an extensive restoration in 2003. Above waterline the planking is pitch pine on oak frames. Vessel completely re-fastened with silicone bronze. New stainless steel strap floors throughout. New engine - Yanmar 1GM10 installed 2004. New staysail and jib 2005. Other sails are in good condition. New bowsprit traveller and gaff saddle finished in leather 2006.
Price £20,000 or reasonable offer.
Contact Scott Waddington.

Barrow Boat

7ft 6ins Sailor model, complete with full sailing kit.Buoyancy bags and oars. (Outboard shown not Included). Very light (60lbs) so easy to carry single handed. Ideal tender for wooden boat. In excellent condition.
See www.barrowboats.co.uk for details (note new Prices).
Price £200
Contact Russell Read Telephone 01494 818936 or 07790 563469

Camay

1965 built Laurent Giles ‘Normandy’ class Bermudan sloop 29’10” x 8’ x 4’6”. Iroko on oak with teak coachroof, coamings etc. Silver spruce mast & boom. Volvo Penta MD1 engine. Spacious & traditional 3 berth lay out. In very good condition with a full inventory.
I must sell her & invite serious offers around £10,000.00 (see below)

Squib

The truly unique Squib – the only surviving Westcliff One Design 18’ x 6’ x 1’/4’6” Gunter sloop. Mahogany on oak. Spruce mast & spars. Built 1923 by Cole & Wiggins, Leigh on Sea to Norman Dallimore design. Fully restored 1996. She is in very good condition, presently located near St Malo.
I’m asking £3,500.00 (or 5000 euros) to include her road trailer, Yamaha Malta OB & a good inventory including spare sails, spars etc.

For either ‘Camay’ or ‘Squib’ please contact JIM BELL: 01670 790056 (UK) 07711117235 (Mobile) +33 296 39 48 69 (France) email - jc.bell@rya-online,net

Nellie

Gaff Cutter built by Peter Fettis at Looe 1904 for Richard Hicks of Polperro as a working boat. Reg: FY199 L.O.A: 26ft Bowsprit 9ft Beam 9ft 6ins Draught 4ft 6ins Carvel Larch on oak, internal ballast, 4 berth, toilet etc. Beta Marine (Kubota).3cylinder diesel 15bhp, fitted 1992. Lying at Southampton.
Family illness forces sale. Hence £5000.
Contact Ken Ritchie on 02380 814264 or 02380 813305

Lilian Rose Salcombe Trader 27

Workboat similar to Heard. GRP built 1994.OD 26ft 8ins Beam 9ft 6ins Draught 4ft 9ins LOA 36 feet. Lifting bowsprit. Displacement 5.8 tons. Volvo Penta 2030 diesel. New jib and topsail 05/06.Well equipped including GPS, Log, Depth Sounder and Autohelm. 4 berths with separate wc with wash basin.Lying Colchester.
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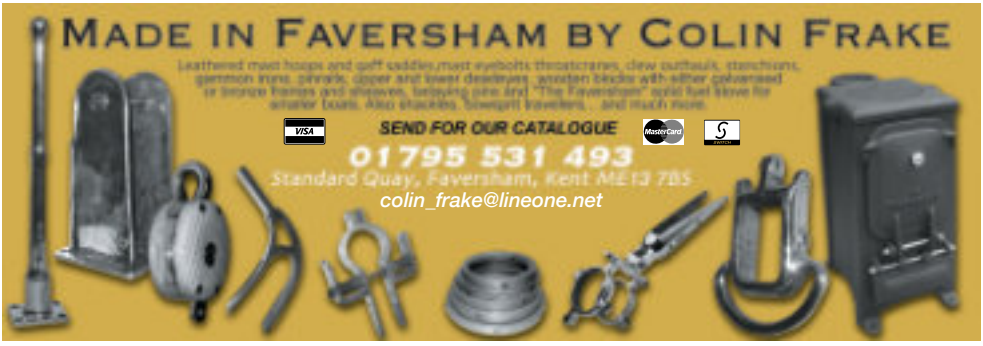
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Discounts are available to OGA members.

New designs from Claudia Myatt

Marine illustrator Claudia Myatt has had a productive winter at the drawing board, turning her attention to some functional art. The new 'Classic Sail' teatowel is now available in red or blue. Then there's a boat bag – a sturdy long handled canvas shopping bag with an eye catching and fun 'Boat Shopping' design on both sides.
Say no to plastic bags!

Teatowels £4.99 each
Boat bags £9.95 each

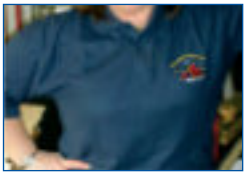
More details can be found on
www.starfishbooks.co.uk
or telephone 01437 541201

OGA Merchandise

Soon to be available from the OGA Website – www.oldgaffersassociation.org

Meanwhile, send your order with cheques made out to “Old Gaffers Association” to Lynn Slade, Cleeve Cottage, 8 Lower Downside, Shepton Mallet, Somerset. BA4 4JX. Tel: 01749 330046 hontreasurer@oldgaffersassociation.org)

(Euro and Dollar Prices available on request and online)



The very popular OGA Polo Shirt
Only £15.00, plus £1.75 if you wish your boat name to be embroidered. P&P £2.50
Sizes Available: S, M, L, XL, XXL
Also available in Green, Burgundy & White

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The warm and cosy, showerproof OGA Smock, only £20.00, plus £1.75 if you wish your boat name to be embroidered. P&P £5.00 Sizes Available: S (32-36’), M (36-42”), L (42-46”), XL (46”+)

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Boat Number £15.00 P&P £2.50
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(Don't know your Boat No? Ask Nick Miller, the OGA Boat Archivist at boatregister@oldgaffersassociation.org Tel: 01229 474737)

Heritage Afloat Membership Flags -
also available at £25.00 P&P £2.50

Evening sky seen through the rigging of Morna. Photo Stephen Clarkson President NIOGA