

OGA Trophies 2022 – The Results, as announced at the AGM on January 14, 2023

Poppy Curtis - for the best outstanding performance for an under 25-year-old - nominated for the Alan Hidden Memorial Trophy by Elly Rule

“Firstly, there is a huge lack of young female skippers, so when there is one, they stand out. This young woman caught my eye as she was skippering the wonderful Gladys through the fleet at the East Coast Race. Not one for being up the front, she helmed her with great confidence and she was going like a train despite not being the usual skipper onboard, her helming style was one of an experienced bawley sailor - not as a novice at the helm.

This same skipper took her to the Excelsior celebrations up with Lowestoft. Bawleys don't like rough weather. It was very rough when the race was underway. This skipper took the bawley out and did extremely well, sadly the results didn't quite reflect the reality of what happened on the water but she was up there in the leader-board.

They have cruised extensively around the East Coast and is one of the only bawleys now to attend many events. Sailed by the family, lightly crewed but always smiling.

So I would like to nominate **Poppy Curtis**, for someone who is very modest about their ability but shows great promise that the future of skilfully sailing bawleys is in safe hands. It's not easy getting a bawley to sail well, especially in adverse weather conditions, but Poppy seems to do it with effortless ease and long may it continue.”

Alison & Julian Cable – for a major voyage relative to their boat and experience during the year - nominated for the Gaffers Globe Award by Robert Hill

“I would like to nominate **Alison & Julian Cable** for the OGA national awards. Their summer cruising on Robinetta from Southwold to the Clyde won our East Coast Log/ blog award, The Francis B Cooke trophy, and I believe it would be worthy of consideration for the Gaffers Globe Award. They covered over 1100 miles from East Anglia to the west coast of Scotland via the Orkneys in a year when the weather in the north & northwest of the country was far from ideal, in a 22 foot 6 inch LOA gaffer. During the trip they visited Portsoy traditional boat festival, Orkney, rounded Cape Wrath & cruised south on the west coast of Scotland, ending on the Clyde. All this was achieved while fitting in the inevitable constraints imposed by work between various legs of the cruise.”

Connie Maye Scott – for a member under the age of 25 years for the best contribution to the Gaffers Log or to an older member writing about a youth event – nominated for the Janty Cup by Alasdair Simpson

"I would like to nominate **Connie Maye Scott** (aged 15) for her article in the Winter edition of Gaffers Log about building "Jabberwocky" a Gaffling 4.1 dinghy with her brother Fin Scott and his friend Zach Doherty at Fyne Boats for Arnside Sailing Club."

"What could be more fun in the summer holidays than building a boat?"

It was never something I thought I would do. But Arnside Sailing Club needed some young volunteers to build a Gaffling Dinghy – and so it all began.

At the end of August, our team of eager boatbuilders gathered at Fyne Boat Kits - the boatbuilding workshop in Gatebeck, Cumbria, where the main build would take place. The sailing club wanted the boat to be built by young people, so my brother Fin, his friend Zach and myself were the main workers. Luckily, we were also helped by some experienced older club members, and of course the incredible Fyne Boat Kits instructor, Kurt, who guided us through the whole process.

As the Gaffling dinghy is a stitch-and-glue boat, the pieces had already been cut out and just needed to be assembled. But this was no IKEA flatpack. We spent all the first day building the jig, the wooden frame that the boat would be constructed over. It's not part of the dinghy, but it set the shape of the hull, so we needed to ensure it was accurate.

On the second day, the timber pieces were transformed into a boat. We managed to tie the stern together with lots of twisted copper wires, but then came the tricky part. To make the bow, the plywood had to bend over the jig in two directions. Armed with a wallpaper stripper as a steam bender, we fought the timber into position, dreading the sound of a snap at every push. This was the point where it could all go wrong. After a long fight, the bow was the right shape, and we began gluing the boat together with epoxy resin and strips of fibreglass.

It now looked like a boat, but there was much more work ahead of us: installing bulkheads, gluing on the rails, waterproofing the boat with epoxy... the list goes on. Nonetheless, I loved the whole experience, and the Gaffling will always be special to me. Memories are built into every inch of the dinghy, and we were even allowed to name her - we decided on "Jabberwocky".

Boatbuilding is a phenomenal thing for a group of teenagers to get the chance to do. One of the days that we were boatbuilding was my 15th birthday – what a gift! I learnt unique skills with a great group of people, solved problems and worked hard to (quite literally) bring my passion for sailing to life. I will be forever grateful to everybody at Arnside Sailing Club and Fyne Boat Kits who made the project possible. May Jabberwocky sail at Arnside for many years to come!"

Elly Rule – for the best contribution to the Gaffers Log - Nominated for the Gaffers Tales Award by Beverley Daley-Yates

“The Tales of Sail Award was first presented in 2018, the 55th Anniversary year of the OGA, to recognise the increase in high quality articles submitted to Gaffers Log, often complemented by online content. ‘Tales of Sail’ is awarded for a contribution to Gaffers Log with direct complementary, extended content online. The purpose of the Award is to encourage promotion of the OGA across print and online media. In 2022 the Award goes to **Elly Rule**, in recognition of her sterling work as online Editor for the Association since 2020. She has managed the OGA website and developed a large following on Instagram and Facebook, as well as contributing to Gaffers Log. Her writing and use of social media bring to life the true spirit of ‘sailing gaffers’ and what the OGA stands for whether it’s stowboating on an Essex smack, racing on the East Coast rivers, sharing experiences with other skippers and crews or just having great fun out on the water.”

Steve and Beverley Yates – for the best contribution to the Gaffers Log and associated media content - nominated for the Tales of Sail Award by Philip Hopson

“One which stands out to me is the tale of Cachalot by Steve and Beverley Yates. Indeed, Beverley’s constance (and indeed patience) in helping me to get the article to print, stood out in itself. What they have accomplished with Cachalot is very impressive. Having the tenacity to keep going and save her from a watery grave, after sinking. Pulling through what must have been a fairly testing restoration and becoming a proactive member of the east coast fleet once again.”

Gerry Keane - nominated by the DBOGA for a President’s Commendation to recognise any act, achievement or contribution worthy of note and congratulation, and is not confined to a single person, boat, or group.

“DBOGA nominates Gerry Keane for the President’s Commendation for his actions on Saturday 28th August, 2021 when he boarded *Beatrice B* from his own boat, *Moonshine*, whilst sailing in Dublin Bay, in order to give cardiac pulmonary resuscitation (CPR) to a crew member who had collapsed on deck. CPR is an emergency procedure consisting of chest compressions often combined with artificial ventilation (mouth to mouth) in an effort to manually preserve intact brain function until further measures are taken to restore spontaneous blood circulation and breathing in a person who is in cardiac arrest.

Beatrice B, with 4 crew aboard: Johnny Wedick (skipper), husband & wife Derek and Ethel Woods and Tomás Murphy, dinghy sailor relatively new to big boats, had just crossed the start line of the DBOGA Regatta’s Bermudan race. While working up at the mast Derek suddenly collapsed, later diagnosed as the result of a massive heart attack and he lay on the deck/coach roof unconscious. Ethel immediately tended to him while Johnny requested urgent medical assistance on the VHF radio and Tomás took the helm. The Coastguard tasked the Dun Laoghaire lifeboat to launch immediately but given *Beatrice B*’s position Johnny calculated it would be quicker to get Derek medical assistance if he motored at maximum speed to Dun Laoghaire harbour. This was agreed by the Coastguard (who could see *Beatrice B*’s position on AIS) and so, the emergency services were mustered at the harbour awaiting *Beatrice B*’s arrival.

Listening to the VHF radio traffic was fellow DBOGA member Paul Keogh, skipper of *Moonshine*, competing in the same race. One of his crew was long time DBOGA member Gerry Keane, a retired firefighter who had received paramedic training in his role with Dublin Fire Brigade. Fortunately, weather and sea conditions were favorable and Paul sailed *Moonshine* alongside *Beatrice B* to allow Gerry to jump aboard. While Johnny motored at maximum speed for the harbour Gerry very quickly assessed Derek’s condition and began administering CPR. Derek was a very large man and there was no possibility of moving him. Whilst Gerry was performing CPR he was also supporting Ethel encouraging her to talk to Derek and to ensure Derek’s head was protected.

For 20 minutes Gerry kept administering CPR and talking to and supporting Ethel. Anyone who has administered CPR knows how exhausting it is and unfortunately there was no one else aboard to relieve Gerry, while Johnny and Tómas focused on steering and radio communications with the Coastguard. Once alongside at Dun Laoghaire harbour a team of paramedics from the RNLi and Dublin Ambulance Service were able to take over from Gerry who by this stage was totally exhausted. It is one thing performing CPR on a dummy in classroom conditions but quite another doing it for real on the deck of a boat driving at maximum speed for the harbour.

Despite the extensive emergency medical services mustered at Dun Laoghaire harbour Derek never regained consciousness and could not be revived. His obituary is contained in the current Gaffers Log (Issue 107: Winter 2021). Despite the loss of Derek Woods which is heartfelt by all the members of DBOGA who knew him, the committee feels that Gerry Keane's outstanding seamanship in trying to save the life of a fellow sailor should be acknowledged by awarding him the President's Commendation."

Gus Curtis - nominated by Elly Rule for a President's Commendation - to recognise any act, achievement or contribution worthy of note and congratulation, and is not confined to a single person, boat, or group.

"After a fantastic sail to the Swale, the crew onboard the Essex Smack "ADC" had asked a fellow smack friend to reserve a buoy for their late arrival. Knowing they would miss the skippers briefing and the thought of putting down the anchor suitable for any cruise ship, was daunting. Alas, the pub called and we moored her onto the buoy and placed our friends alongside.

After a brief spell ashore, a call was made and it was our friends dad. He was out in the Swale onboard his bawley when he managed to catch quite a lot more than he bargained for. Our buoy had dragged, and as we rowed out in double quick time, we saw he had managed to catch them both as they slipped past him at anchor. Embarrassingly for us, I jumped aboard, gave an almighty thankful hug (much to his surprise I hasten to add) and we picked up the buoy, put it back where it belonged and then proceeded to drop the anchor, which we should have just done originally, and spent the night onboard safely in the knowledge that we were more likely to drag Sheppey into the channel than drag our anchor. Lesson learned there. But this tale doesn't end there.

As we got home at low water to drop the crew off for deadlines they had to make, both skippers on the smacks had to await the tide to get back into their tidal mud berth at the Aldous Heritage dock in Brightlingsea. A late night was ahead, and first in was ADC. Sadly, whilst manoeuvring her engine cut out. And in the darkness... There he was again. The owner of the bawley was there holding her head in his tender whilst we mucked around with filters and alarms. Her engine turned over and luckily for him, he got away quickly in his tender so he missed out on another 'I'm ever so eternally grateful' hug.

So, in one weekend, he caught us twice. He was ever so modest about what he had done but for me, he had definitely saved my bacon. I would like to nominate Gus Curtis from the lovely bawley Gladys for this President's Commendation, because without him, the ending of these stories could've been very different."

Patrick Vyvyan-Robinson

OGA President 2020 to 2023