



OLD GAFFERS ASSOCIATION

NEWSLETTER No. 1970/1

First, a welcome to the following new members:

L.L. Barbet, 62 Glendale Gdns, Leigh-on-Sea, Essex.
Lady Ripple
P.T.M. Barrett, Yt. Fiona, Deacons Boatyard Ltd., Bursledon,
Hants. Fiona
J.R. Bowley, 13a The Colonnade, Woolston, Southampton, Hants.
Valkyrie
J.N. Denner, Sheardale, Isington, Nr. Alton, Hants.
Mallard
C. Edmond, 3 Hillside, Market Hill, Maldon, Essex.
V. Ellis, 14 The Gardens, Leigh Hill, Leigh-on-Sea, Essex.
H.G.Fenn, 4 The Terrace, Clos des Sable, St. Brelades, Jersey,
Channel Islands. Onyx
E.G. Hann, Stakes Mere, Oak Hill, Bursledon, Hants.
Pintail
Major J.B.N. Heather, Hill House, Ivy House Lane, Berkhamsted,
Herts. Cynara
G. Kent, Perce Cottage, Saint Andrews Road, First Tower,
Jersey, Channel Islands. Hebe
D.F. Lecocq, Le Champignon, Les Platons, Jersey, Channel Islands.
Penrina
J.H. Loose, Tiruvalla, Brancaster Staithe, Kings Lynn, Norfolk.
Melita
W. MacMeikan, 71 Dalby Crescent, Blackburn, Lancs.
Ikinoo
R.F. Parker, c/o Dixon Kerly Ltd., Downs Road, Maldon, Essex.
Marshmallow
H.J. Richmond, 4 Longueville Bungalows, St. Saviour, Jersey,
Channel Islands. Illawarra
C. Thornhill, 8 Holland Street, London, W.8.
Kathleen
K. Walton, 23 Baillieswells Road, Aberdeen. AB1 9BL.
Vega
R. Wyatt, 67 Yarmouth Road, Branksome, Poole, Dorset.
Mowi

DIARY DATES

Friday May 8th East Coast Area meeting at 70b Farnbridge Road,
8.0 p.m. onwards - informal meeting - please drop in if you
possibly can.

SPRING BANK HOLIDAY - 23rd - 25th May, Rally at Le Havre.
Please see Page 11 for entry form. NOTE this is not Whit
weekend.

We understand that the J.O.G. will not be going to Le
Havre this year, so the Societe des Regates will be able to
give us more of their attention. Let us cash in on this (and
the duty-frees!) by making it a record turnout.

Saturday July 25th East Coast Race. Start 8.0 a.m. at Stone.

Many thanks to all who have sent in articles. Several are
held over for lack of space, and we are serialising one very long
article. The breaks are dictated by the size of the Newsletters,
and not by the author!

RACE ENTRIES This year we are introducing a new race entry form,
and trying to 'clean up' the handicapping. Please co-operate, and
see we have a NEW form with ALL the details of YOUR boat.
See page 13.

ANNUAL GENERAL MEETING

This year over fifty people attended the Annual General Meeting, held in the Cruising Association Rooms, Baker Street, on January 17th at 7 p.m., and it seemed that all enjoyed themselves - except the unfortunate Secretary who was suffering from some internal upset and had to forgo the pleasure of generating the hangover he now associates with O.G.A. meetings.

Our Elder Gaffer, John Clarke, was unable to attend, but sent a telegram wishing all members good sailing in 1970. The President, Alec Rangabe, opened the meeting and commented on the continued growth of the Association. Reviewing last year's events, he compared the facilities at the Cowes Royal Corinthian Yacht Club for this year's Solent Race with previous races started from an assortment of Committee boats on Southampton Water, recalling in particular the year we nearly didn't have a Committee boat.

The Secretary's report followed. (Draft follows this account).

Then came the Treasurer's report. Tom Cook was able to assure us that we are very buoyant, having some £130 in hand, plus considerable office equipment and stock. Subscriptions for 1969 were not as high as they might have been, and Tom believes this to be due in part to the increasing use of computers by banks, which has eliminated the income from bankers' orders which old members no longer interested in the O.G.A. had forgotten to cancel.

Tom also explained that the deficit shown on the balance sheet is imaginary - our income exceeded our real expenditure, but the auditors insist on showing depreciation on our office equipment as an item of expenditure.

At the end of his report Tom asked the meeting to ratify the decision, taken by the Committee at a special meeting after the Solent Race, that the Secretary should receive an honorarium. This was formally proposed by W. A. Brown (Calumet), seconded by A. C. Stock (Shoal Waters) and carried nem. con.

The appointment of Colin Edmond as Membership Secretary was approved by the meeting.

The Secretary then mentioned the cost of rope, and said it appeared that we might be able to get discount. Mr. King (Thetis) volunteered to investigate the possibilities.

Mr. I. S. H. Edmond, of 3 Hillside, Market Hill, Maldon, Essex, offered to assist any members who find difficulty in obtaining good quality traditional paint.

The question of an Association Dinner was mentioned, and a number of members expressed interest.

The meeting closed with a vote of thanks proposed by Ian Edmond.

SECRETARY'S REPORT ON 1969

These annual reports seem to be in danger of getting monotonous. Once again the theme is that last year was the best yet. Membership increased, and despite a severe pruning of the "old forgetfuls" who haven't paid their subscriptions, we now have some 415 members. Races and parties surpassed all previous efforts, but one thing we achieved last year really made me feel the O.G.A. has justified its existence. One of our members read in the Newsletter how Len Warren was finding difficulty in obtaining Zebo for his Kitchener stove and kindly sent Len six tins! (I suspect a slight exaggeration in the pantechnicon Len mentioned as having delivered them!) On a slightly more serious note, that article of Len's will really be a good advertisement for us, as Yachting Monthly have re-published it, and the American Cat Boat Association have requested permission to copy it. As well as Len's wonderful

essays, this year's Newsletters were memorable for the fact that I was not short of copy all year, and four of the five issues exceeded our aim of 8 pages per issue. Please carry on sending in accounts of cruises, boats, etc., etc.

Both races broke records all round, and in particular our move to Cowes for the Solent Race was an outstanding success. One of our members displayed the ingenuity and ability to cope with any situation one expects from the owner of two large gaffers. Our members are seldom noted for their sartorial splendour, and the Royal Corinthian Yacht Club's request that our members please wear ties for dinner caught this gentleman with no appropriate neckwear. However, spare sail ties filled the bill admirably!

Our parties seem to get better and better, and our talk on "gear" from Des Sleightholme was an unforgettable experience.

Enjoyable as the year has been, we have had our serious moments, and for some members the year has been disastrous. The sad loss of two large gaffers, Girl Stella and Banba IV is a major tragedy - these boats are absolutely unreplaceable. Luckily there was no loss of life - both boats were returning from the Americas, so their owners do have memories of very enjoyable cruises as some very slight compensation.

On the domestic front, a sad decline in the quality of paper from Roneos has led to a change of supplier following many wasted hours trying to use up the large stock of inferior paper.

A new innovation this year was the sending to owners proofs of photographs of their boats taken on race day. This is done as a service both to members and to the photographers. We make a charge to the photographers for this service; - a set of half plate proof quality prints for our records. One of our members, Laurie Weigall, has well "overpaid" us by presenting superb prints of both the East Coast and Solent Races. Very many thanks, Mr. Weigall.

With membership over the four-hundred mark, keeping track of all members is getting to be a formidable task, and Colin Edmond has volunteered to act as Membership Secretary - an offer which I hope this meeting will ratify.

Costs appear to continue to rise. Some savings in postages can be made by my saving up letters to members to post in with their Newsletters. However, we seem to keep our heads above water somehow. In a minute Tom Cook can tell us just how buoyant we are.

Finally, I must once again thank all those who make the Secretary's job such a very real pleasure; those who write in to say they have enjoyed a Newsletter, Race, or party; those who attended our events and made them such outstanding successes; our contacts in other clubs who have acted as our hosts; Percy Douglas and Ron Burke at Stone, Col. Elliott and Commander Fenton at the Royal Corinthian, Jack Mills and Sam Poulton at the Maldon Little Ship Club, and Barbara Wemmoth and our own Michael Millar here at the Cruising Association. Then there are the helpers with races and parties - too numerous to name, and the other officers and Committee members - John, Alec, Tom, Michael, Fred, Ian, Len. Thank you all very much for your help in making 1969 such a memorable year.

And thanks to all who sent us Christmas cards - they ARE appreciated.

The business meeting was followed by films of the 1969 East Coast Race and of an Ocean Youth Club cruise aboard the 54 ft. pilot cutter Theodora, both films taken and shown by Ian Edmond. Then came an assortment of colour slides of gaffers. With ample time to natter, and to drink, and the ideal surroundings in the Cruising Association's delightful library, the evening was a great success.

O.G.A. DINNER

In previous years, small groups of members have gone to a West End restaurant for a meal after the Annual General Meeting, but it was agreed that this cut short the pleasures of the meeting, and resulted in a somewhat rushed meal. This year it was agreed that a dinner should be arranged separately, so tables were booked at the Martinez Restaurant for the evening of Saturday, February 14th. Availability of baby sitters and transport problems reduced the numbers of those who had hoped to attend, and on the day twenty-three members, wives and guests met at the Restaurant. The Manager had reserved a corner of the Sherry Lounge for us, and it proved an ideal venue for a pre-prandial sherry. We sat down to dinner at 8 o'clock; and a fine time was had by all! One well known owner tried the small Hors d'Oeuvre - and was confronted with a large, well filled dinner plate. Various comments of his such as "Well, I don't know what that bit was, but it was jolly good!" kept the rest of us on his table amused as we dealt with the generous helpings of our own chosen dishes. Many people tried at least one strange Spanish dish for their main course. The dessert trolley provided some agonising decisions, and several people had to forgo the solid dessert they had planned in favour of something lighter for which they felt they might still have room! Typical of this phase of the meal was the member's wife who almost wept as she contemplated the last two luscious fresh strawberries for which she simply couldn't find room!

The most enjoyable evening broke up sometime in the small hours of the morning, with all present agreeing that we must hold a similar function again next year. The Secretary hopes that next year he will not get landed with the job of counting up over £100 worth of crumpled notes to settle the bill!

SOCIAL EVENING AT HAMBLE

Some sixty-five members and their friends supped at the R.A.F. Yacht Club Hamble on 28th February, albeit four of them had to put up with biscuits and cheese as they had spent a couple of hours on Hamble Spit on their shivering way round from Portsmouth. We occupied the new bar and dining room at the R.A.F. Yacht Club, which have been extended 20 feet out from the old Club House; civilised as this new accommodation is, it would still not be spacious enough for an "after the Race" Old Gaffers Party, so our continuing at Cowes for the Race will not be regretted. Amidst the din of over sixty Old Gaffers taking refreshment could be heard many an indication that fitting out was in mind, if not in practice; let us hope that they will all be ready by 23rd May, and make a mass migration to Le Havre for the Bank Holiday weekend (see booking form later in this issue). The impression gained was that members had enjoyed themselves.

BOAT BUILDING IN SOUTH AMERICA

It is with very great pleasure that I have another letter from Peter Tangvald to publish. Not many people contemplate building such a large boat themselves, and Peter's chosen construction has clearly multiplied the work involved by a not inconsiderable factor. I hope that we shall see his creation racing in one of our events in the not too far distant future.

"The building has progressed much slower than anticipated but I believe that that is a very common error done by amateurs. On the other hand everything seems to come together nicely and all visitors marvel about the good workmanship, claiming it all looks like a big piece of furniture rather than a boat. I must say that the nice local hardwoods should get a big part of the compliment because when just planed down they look beautiful in

(Continued on page 8)

THE OLD GAFFERS ASSOCIATION
INCOME AND EXPENDITURE ACCOUNT
for the year ended 31st December, 1969

R.Y.A. Subscription	3	Subscriptions	195
Insurance	2	Entry Fees	17
Stamps, Stationery and Telephone	135	Profit on Badges and Ties	7
Audit Fee	7		
Burgees	4		
Honorarium	52		
Sundry Expenses	8	Sundry Receipts	3
Depreciation	25	Deficit for the year	14
	<u>£236</u>		<u>£236</u>

BALANCE SHEET

31st December 1969

<u>GENERAL FUND -</u>		Cash in Hand	17
Balance 1st January 1969	265	Cash at Bank	114
		Payment in Advance	5
Deficit for year	14	Stock of Stationery	30
	<u>251</u>	Stock of Badges	8
		Stock of Ties	22
Sundry Creditor	7	Roneo Duplicator -	
		Cost	96
		Depreciation	
		to date	<u>66</u>
Loan - East Coast Race	8		30
		Typewriter -	
		Cost	86
		Depreciation	
		to date	<u>46</u>
	<u>£266</u>		<u>40</u>
	<u>£266</u>		<u>£266</u>

We have examined the above Balance Sheet and Income and Expenditure Account and certify that they are in accordance with the records and other information submitted to us by The Old Gaffers Association. The local assets of the East Coast and Solent Races are not included.

Ipswich
9th April, 1970.

ENSOR, SON & GOULT
Chartered Accountants.

The Treasurer points out that although the accounts show a small deficit, this only arises after charging depreciation on equipment already purchased. In terms of cash our income was slightly greater than our expenditure, which in the treasurer's view is all that matters.

EAST COAST RACE
STATEMENT OF AFFAIRS AT 31st DECEMBER 1969

GENERAL FUND

Balance at 1st January 1969		108	4	6
<u>Add</u> Net surplus for the year		15	17	8
Balance at 31st December 1969		124	2	2
<u>Represented by:</u>				
Cash in Bank	87	6	3	
Cash in Hand	2	1	7	89 7 10
Trophies in Hand				34 14 4
				124 2 2

RECEIPTS AND EXPENDITURE ACCOUNT

INCOME

Race entry fees				85	10	0
Subscriptions	16	10	0			
Association Entry Fee	5	0	0	21	10	0
<u>Less</u> paid to Main Fund				21	10	0
Sale of badges				5	0	
<u>Less</u> paid to Main Fund				5	0	
Donations				17	5	0
Net Receipts from November Party				4	7	10
Sale of Programmes	8	16	6			
<u>Less</u> Cost of Programmes	3	5	0	5	11	6
				112	14	4

LESS EXPENDITURE

Posters & Postages				9	9	0
Cost of Suppers	96	15	0			
Tickets	1	10	6			
Gratuities	7	0	0	105	5	6
<u>Less</u> sale of Suppers	87	5	0	18	0	6
Prizes (engraving)				2	1	6
Prizes & pennants bought				41	2	9
Refunds on Suppers				5	10	0
Sundries				2	15	0
Trophies presented	17	17	11	96	16	8
Net Surplus for the Year				15	17	8

I have examined the above account which is in accordance with the papers and receipts produced to me.

Certified Accountant.

SOLENT AREAINCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDING31st DECEMBER 1969.INCOME

	1969	1968
Balance at Bank, Cash & Stamps in hand	52 7 9	51 11 8
Donation from Mr. C.H. Paxton	2 2 0	-
Cheques returned to Bank	-	4 4
SOLENT RACE: Entry fees	64 15 0	66 6 0
Donations	3 11 0	5 1 0
Sale of Supper Tickets	199 0 0	79 7 6
O.G.A. Subs. collected	8 10 0	6 10 0
Sale of programmes	3 4 6	-
Sale of Ties, Burgees, Badges	20 10 0	3 5 0
Profit on Social at Emsworth Club	8 0 0	6 18 0
Refund from O.G.A.	-	21 15 2
	<u>£362 0 3</u>	<u>£240 17 8</u>

EXPENDITURE

Stationery, Office Sundries, Telephone	4 10 6	20 18 10
Postage	9 6 7	9 14 8
Burgees etc. purchased as stock for sale	12 13 8	7 10 0
Race Prizes and Trophies	35 3 5	19 10 4
Other Race expenses including printing	45 16 0	21 16 0
Race Supper including gratuities	193 8 0	77 0 0
Trophy Record Album	5 8 5	-
Subscriptions forwarded to O.G.A.	5 0 0	6 10 0
Various expenditures for O.G.A.	-	21 15 2
S.G.R.A. Subscription & Sundries	2 2 0	3 14 11
	<u>£313 8 7</u>	<u>£188 9 11</u>
Bank Balance	19 2 4	47 10 1
Cash in hand	11 13 6	4 6 10
Stamps in hand	1 10 10	10 10
Sundry debtors*	16 5 0	-
	<u>£362 0 3</u>	<u>£240 17 8</u>

* Cash not yet received from F.W. Hillier
in respect of:

Social at Emsworth Club	8 0 0
Sale of Flags & Ties	8 5 0
	<u>£16 5 0</u>

SUNDRY CREDITORS

O.G.A. for balance of Subs. collected	3 10 0
O.G.A. for badges & ties supplied	6 0 0
Beaulieu River for Moorings at Aug. Rally	3 14 0
	<u>£13 4 0</u>

SALEABLE STOCKS IN HAND

Burgees 18"	13 @ 15/-	9 15 0
Burgees 24"	5 @ 25/-	6 5 0
Burgees 36"	1 @ 30/-	1 10 0
Badges	6 @ 5/-	1 10 0
		<u>£19 0 0</u>

(signed)

M. D. MILLAR

Hon. Treasurer

Solent Area Old Gaffers Association

I have examined the above account,
and found it to be in accordance
with the books and vouchers pro-
duced to me.

Date:

Chartered Accountant.

8.

themselves. Also I feel that my type of construction (double diagonal on longitudinal stringers, notched into structural bulkheads) has to be done like a piece of furniture, otherwise it is just useless as opposed to "normal" caulked construction where a little bit rough work does no harm, the final planing down and the caulking straightening up matters. With double diagonal planking no cheating can be done anywhere if we want a good result. What has been the most troublesome has been to make sure that there were no voids between the two layers of planking for while the outside could be planed or sanded down to take care of the "steps" caused by the uneven planking job, nothing could be done to the void between the layers. This void would cause rot in even the best timber and in fact should I sail to a cold region the water which would accumulate in such voids could even split the planking if in freezing temperatures. I found that the rivets could not tighten up the two layers of planking everywhere so where I expected difficulties I first used a very thin steel bolt to tighten up the planking, then made the rivets on either side of the bolt before removing the bolt and putting a rivet in its place. I finished the planking last month and used 22,000 rivets, with about 4,000 of these first having had a bolt in its place. In addition I have about 3,000 bronze screws in the keel, stem, transom and structural bulkheads. The planking is so smooth that I don't even need to machine-sand it down; just a light sanding by hand over the seams is all that is needed. I did not use any glue anywhere but only calico soaked heavily in a lot of thick whitelead so that I retain a little elasticity and thus allow the wood to work slightly and compensate for the wood's natural tendency of slightly shrinking and swelling with changing climatic conditions. Needless to say the whitelead has squeezed through the seams during building and while getting it off from the outside was easy, the work to clean up the inside is a tremendous job in itself as the scraper has to be handled very gently between the 22,000 rivets!

"In conclusion, I feel that this construction is extremely strong, very light, offers a 100% guarantee against hogging or other deformations in the hull, offer maximum safety in case of collision for a wooden ship, it is very easy to build, requiring little skill, just a lot of patience, needs no caulking yet should assure maximum watertightness (when made right) yet should I do it again I would never choose that construction for the sole reason that life is too short! There are far too many pieces and far too much fiddling about to get it all to fit properly.

"I think that an amateur should either use "normal" caulked planking which although not having all the qualities of the double diagonal is so much quicker to make as well as so much easier to repair that it is the most logical choice. If an amateur feels that the spiling of that planking is too difficult for him, I think strip planking would be a good second choice; it is easier to do but not quite as fast due to more pieces and all the edge fastenings to be driven. However I would not use the modern system of glue and structural bulkheads as in this construction we have a very serious problem in accumulation of strains when the planking swells and shrinks. Personally I would therefore only consider strip planking with whitelead in the seams and used with closely spaced thin frames which would both give a little flexibility. The bulkheads should be non-structural and fastened with some play allowed between the planking.

"For my type boat which is very shallow yet has low freeboard and thus has a very unfavourable length/depth ratio, I feel that the normal caulked planking may not have been strong enough and also it would have been too heavy for such light displacement; "next time", my choice would therefore be the old well-proven clinker planking; if we take full advantage of that system of planking I think a boat can be built faster and cheaper than even the very economical caulked construction

because fewer moulds are needed, no ribbands are needed at all, no bilgestringers are needed, fewer frames are needed and these can be lighter than in most other constructions, no plugging of fastening holes is needed, no finishing other than light sanding and painting is needed and thinner planking can be used. It has all the advantages desired like light weight, strength, etc., and even has some antirolling qualities! Its only disadvantages are that fairly wide boards are needed and the timber should have great resistance against splitting, thus teak is for example very unsuitable while pitchpine or larch would probably be good. It also has the disadvantage to require know-how and skill, but I feel that this can easily be acquired. Last year I built my dinghy by this method and I had some trouble at first especially at the bow, but after redoing a couple of planks I got the hang of it and I found the work delightful. It is true that it took me nearly two-hundred hours to make my 10 foot dinghy, but I think that this was due to my inexperience; today I feel sure I could duplicate it in half that time. I used very narrow strakes and very skinny frames, very closely spaced. This has resulted in a reasonably light dinghy which looks extremely good. She does not make one drop of water despite the broiling tropical sun alternating with heavy rains. I am sure that all the trouble with leaking clinker boats is solely due to either bad workmanship or unsuitable timber.

"I often have thought about your words that the length of time required to build any boat is much depended on the number of pieces which goes into her! For that reason alone, I will never again consider any type of multiple planking. This also explains the great popularity of using glue everywhere instead of fastenings!

"When measuring my ship outside of all, i.e. outside of counter to outside of clipperbow, she measures over fifty feet and that is indeed a lot of work for a lone man! (Although I must not forget that my wife, despite her dislike for manual work, has faithfully stood two hours a day each day for six months as a backer-up for all those rivets, a help for which I will be forever grateful to her.)

"I am now adzing the clipperbow, then I have to plug all those holes over the fastenings, then paint and then at long last turn the ship right side up.

"As to the rig, believe me or not, but I am still undecided about which to choose! My type of boat is unsuitable for a single masted rig and is also unsuited to the bermudian rig as I need a low centre of effort, but there are many rigs which will suit her equally well. At present I hesitate between two rigs which are both completely unstayed and which both have three masts; the one has gaff sails, the other lug sails. The gaff is inspired by the three-masted Baltimore schooners (the middle mast is much the tallest while the mizzen is very small) while the lugger is inspired by the old French Chasse-Maree standing luggers of smuggling fame. Comparing these two the gaff may be under better control when hoisting and lowering but needs taller masts than the lugger. The lugger needs very short masts which furthermore are not as stressed as the gaff's and thus can be noticeably lighter for the same surface of sails. Also it is a much cheaper rig needing no metal fittings anywhere nor any gaff and boom jaws. Indeed the lugger is the simplest, cheapest and lightest rig I know of. As for efficiency I think there is little difference between them although the lugger will again score at sea in an old swell and light wind because there are no booms to bang about and the yard as well as the sail is partly balanced and thus should sleep easier than a gaff. The only thing which worries me about the lugger is its handling when hoisting and lowering as well as when reefing. I have only sailed on dinghys so rigged when man-handling the spars was no problem, but how would it be with a main of 450 square feet? Will not the peak come plunging perpendicularly toward the deck when releasing the Hallyard?

I imagine that with a big crew it sufficed for a few men to haul down on the luff to force the yard to come down horizontally but how would it all work for a singlehander? Or does it only need a very light pull on the luff so that the singlehander could do it alone just letting out the hallyard gradually by braking it with his foot? Also the sail not being held along the mast will it not belly out and shake all over the place while lowering? Would it be an idea to use a brail from the leach of the sail to the forward end of the yard and brail up the sail before letting go the hallyard and then keep on hauling on the brail as the sails come down for the double purpose of holding the yard horizontal and the sail brailed? Or do I worry unnecessarily about this aspect and in practice the sail just falls nicely on deck when letting go the hallyard?

"Should you or any of the members or readers of the Bulletin know these answers, I sure would be extremely thankful to hear from them.

"On the gaff I don't have these problems at all, partly because I know the gaffs well. I intend this time to use short gaffs and a single hallyard as well as lazy-jacks. When rigged properly the gaff comes down horizontally and stows itself nicely between the lazy-jacks hardly even needing any further ties-up.

"Perhaps the greatest advantage in my eyes about the lugger is the very short masts because I feel that tall masts are a nuisance on all cruising boats both at sea and at anchor. Also the shorter the masts the less problems both in stepping and in maintenance.

"By the way, if L. J. Warren looks for some more freight in his speciality (spar transport) he can count me as a customer for three Douglas fir trees (just trimmed free of its branches) delivered to me here in Cayenne by the beach where I live (and out of sight of the Customs Officers who make the red-tape too much trouble to make a normal import possible). Failing that I will leave from here under jury poles towards either England or Norway and buy proper spars there. All the local woods are too heavy or too brittle for masts.

"I hope to be sailing by the summer of 1971, but nothing is ever sure in this business

"Until then, All the best to you all."

MARIE ANNE is a Falmouth Quay punt with a great heart and an unquestionably charming character.

Her vital statistics are 25' x 24' 6" x 9' x 5' and as with many middle aged ladies, she has not disclosed her date of birth. She has proudly flown the O.G.A. Club burgee for many years.

She joined our family at the beginning of 1960, and it was with tremendous pride of ownership that we sailed her home with a brisk North East breeze on that bitter day of 1st January.

The crew were aged 7, 10 and 12 and the gaff sail was set upside down. The reef points blew gaily in the wind up near the gaff, and pride and seamanship swelled every breast.

Since then we have grown together in knowledge and strength, and each season shared tremendous adventures.

On one memorable occasion we got caught in the Barfleur Race, lost a very old mainsail, and with the engine swamped with a broadside, had to send up rockets and were subsequently saved by the Barfleur lifeboat. An experience which Marie Anne survived undismayed as we sailed her home again a fortnight later. The following season to the crew's delight we found all our names in gold on the lifeboat records board and have won for all time the undying friendship of the great hearted lifeboat crew!

On another occasion we sailed to Guernsey and got to within fifteen miles of St. Malo and became becalmed. Owing to some dirty Channel Island petrol we found ourselves drifting on to the "Minquiers".

But Marie Anne hailed a passing friend and we were all safely towed back to Guernsey.

Last Summer being rather short of holiday time, our annual cruise was brief, but we did achieve being the first yacht in our club to record entering and spending several nights in the tiny harbour of "Les Iles de St. Marcouef".

A tricky piece of navigation which Marie Anne took in her stride, and we were all amazed to find ourselves riding safely in a tiny harbour of trapped water, some eight feet above low water sea level!

But now alas, we must part with Marie Anne. One of the crew is in the Navy, one at Oxford, and one immersed in A levels, all are nearly six feet high and even Marie Anne's great heart cannot stretch her cabins to sleep five large adults, although in the schoolboy years she has often accommodated seven.

If anyone would like to buy a wonderful old Gaffer of her vital statistics, quite incredible beauty and the most gentlemanly of sea manners will they please get in touch with me, her devoted master.

A. M. Stansfeld, The Saeter, East Boldre, Nr. Brockenhurst, Hants.

EAST COAST CRUISE There are still six places available on the large ketch SOLVIG for a week's cruise starting 18th July, 1970, and ending with the East Coast Race (25th July).

Please contact: Mrs. J. Harker, The Post House, Abberton, Colchester, Essex. Tel: Peldon 413.

FOR SALE CUTLASS 47' clipper-bowed ketch; regular entrant in the East Coast Race. To be sold with complete inventory as the present owner can not find time to make full use of her. Details of price, availability of mooring, etc. from: A. Hall, Crooked Billet, Ash, Nr. Sevenoaks, Kent. West Ash 485.

VISIT TO LE HAVRE FOR SPRING BANK HOLIDAY

Will all owners wishing to attend the Rally at Le Havre please complete this slip and send it to:

M. D. Millar, 107 Baker Street, London W1M 1FE.

I intend/hope to attend the Spring Bank Holiday Rally at Le Havre on 23rd - 25th May. My total complement will be bodies. Please send me details of time table, navigational notes, etc.

NAME NAME OF BOAT

ADDRESS

.....

.....

TELEPHONE NUMBER

ADVERTISEMENTS

FOR SALE SEMPER FIDELIS 4 ton T.M. cutter, Regd. London.
21' x 19'6" x 7'6" x 3'9". Built Hillyard 1939. Pitch pine &
larch on oak & elm. Usual cruising gear, plus 4 h.p. Stuart-
Turner, Baby-Blake W.C., bogey stove, single burner Primus in
gimbles. Hull and gear maintained to very high standard. £800.
10' CLINKER DINGHY (ex-R.N.) in very good condition, but needs
new bottom boards. £40.
D. Scurry, 22a Leigh Hill, Leigh-on-Sea, Essex. Southend 79421.

ALEGRIA 4 tons T.M. gaff cutter. Built 1914 Frazier of Mevagissey.
Registered. 22'6" x 7'6" x 5'6". Headroom 5'6". Pitch pine on
oak. Iron keel. Jib on Wykeham-Martin gear, working staysail,
reaching staysail, mainsail, topsail. Stuart 8. Baby Blake.
2 berths. 1 pipeboat. Taylor's paraffin 2-burner stove in swing
tray. Present owner 10 years has extensively cruised South
coast of U.K. and North and South Brittany. Can be seen South
Devon. £1,000.
A. R. Canfor, 9 Moreton Avenue, Osterley, Isleworth, Middlesex.
Tel: 01-568 9547 after 7 p.m.

SAUNTRESS Gaff cutter. 28' x 8'3" x 4'2". Built 1913.
Registered. Pitch pine on oak, copper fastened. 2/4 berths.
Stuart 8. Terylene sails, new standing and running rigging.
Boat and gear in good order. Lying North Wales. £1,000.
R. Kyffin, Hafdy, Borth-y-Gest, Portmadoc, Caerns.
Portmadoc 2685.

SPARTAN 5 ton cutter designed G. L. Watson. Built Wilkins of
Wivenhoe, 1886. 26' x 23' x 7'6" x 4'6". 1 1/8" pitch pine on oak.
New tanned terylene mainsail and assortment of headsails. Mast
4 years old. Ford 11 h.p. Fisherboy petrol engine (new 1968)
Limpetite coated below waterline. Danforth anchor and chain.
Dinghy - echo sounder - compass - Whale gusher pump. £600.
A. T. Goodbourn, St. Margarets, Waterside, Bradwell, Essex.
Bradwell 265.

ISIS 12 ton cutter. Built Watty, Fowey, 1909. 31.7' x 31.3' x
10.5' x 6'. 740 sq. ft. sail area.
View at Elephant Boat Yard, Bursledon, Hants. £1,300.

IMPORTANT NOTICE This year we are introducing a new race entry form, which has been designed to make it easier for owners to fill in, and also easier for handicappers, treasurers, caterers, etc., to sort out their relevant information.

In previous years we have managed to cope with handicapping somehow. This has meant much burning of midnight electricity, and has all too often resulted in the handicappers being almost too tired to enjoy race day.

We believe that this vast burden of work (and if you don't think it is a vast burden, ask your local club handicapper how long it takes him to work out one T(H)CF and then multiply that time by the sixty to eighty entrants we get!) can be eased by keeping a proper file of T(H)CFs which have been worked out at leisure before the race. Gerry Hann has very kindly volunteered to do the work for us, and we appeal to all owners to co-operate. Below is a tear-off copy of the race handicapping details. Please complete this form and send it to Gerry even if you are not certain yet whether you will be able to enter any of our races.

NOTES ON DIMENSIONS

Sails

Mainsail and Mizzen - b is the length of the boom from the aft side of the mast to the swallow of the outhaul sheave.
g is the length of the gaff, measured as for the boom.
h is the luff of the sail from cringle to cringle.

Topsails - h is the luff of the sail, and i is the distance from the luff to the clew, measured square to the luff.

Fore-Triangle - i is the height from deck to the swallow of the uppermost sheave on which any headsail is hoisted, or, in the case of blocks hung from strops, cranes, etc., to the point of support on the mast for the block.

j is the distance from the foreside of the mast to the swallow of the foremost outhaul sheave or the point of attachment of the tack of the outermost headsail.

Hull

L.O.A. is the overall hull length, excluding bowsprit and out-board rudders.

L.W.L. is the waterline length.

BEAM is the maximum beam.

DEPTH is the height inside the hull from the top of the wooden keel to a line joining the underside of the deck at the sides of the boat, i.e. the internal depth of the hull ignoring dick camber. Boats with full width coachroofs should take this measurement to the normal sheerline of the hull.

PLEASE RETURN THIS FORM TO:

G. E. Hann, 12 Garston's Road, Coach Hill, Titchfield, Hants.

HANDICAP: All detail must be completed, but first see notes.

DETAILS: Please give details to nearest inch.

MAINSAIL: b ... h ... g ...

TOPSAIL: h ... i ...

MIZZEN: b ... h ... g ...

TOPSAIL: h ... i ...

FORE TRIANGLE: i ... j ...

(N.B. - actual headsails
are NOT measured)

L.O.A. L.W.L. BEAM DEPTH

YEAR BUILT RIG: Slp/Ctr/Ywl/Ktch/Schnr/or

PROPELLER: Fixed/Folding/Without

CENTREPLATE: With/Without

DRAFT

ADVERTISEMENTS

ACKERMAN worm steering gear. Would suit anything up to 60 ft. yacht, sell, or exchange for compass with binnacle.

J. Crabb, 329 High Street, Herston, Swanage, Dorset.

9'6" stem dinghy pine on oak. Complete with oars and rowlocks.

Tel: Hanningfield 370. £25.

K. Steward, Meadcote, Rettenden Common, Chelmsford, Essex.

WANTED Storm jib for Privateer (9 tons Essex Smack).

M. W. Eve, 11 Fitzroy Square, London W.1. EUSTon 6073.

WANTED 30 to 35 ft. gaffer - Quay punt type or similar. Must be easily handled cruising boat with living accommodation suitable for use as floating home and for ocean cruising. Price range £1,500 to £2,000. Please send details to:

Mrs. D. Forster, Editorial Department, Yachting Monthly, 63 Long Acre, London W.C.2.

ROPES As gaffers seem to use rather a lot of rope, we have been able to make arrangements to buy synthetic rope at 33¹/₃% discount for 1,000 ft. reels. Typical list prices are:-

Terylene	1" 8d. per ft.	1 ¹ / ₂ " 1s. 5d.	2" 2s. 3d.
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Polypropylene	1 ¹ / ₂ " 6d. per ft.	2" 8d.	3" 1s. 4d.
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Staple Polypropylene	1 ¹ / ₂ " 5d. per ft.	2" 7d.	3" 1s. 1 ¹ / ₂ d.
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Will any members interested in taking advantage of this discount facility please contact:-

R. King, 6 Suffolk Court, Vicarage Road, Maidenhead, Berks.
Maidenhead 30007.

Y-FELINHELI TO RICHMOND - VIA WIGAN

(A middle-aged prawner's voyage from mountains to mudbanks
by Jon Wainwright)

CHAPTER ONE - LAST LOOK AT HOME WATERS

For those readers who are not familiar with the North West of Britain, y-Felinheli (Port Dinorwic) is a small ex-slatting port on the North coast of Wales in the Menai Strait. It was also until 1966 Deva's home port - Deva, by the way, is a Rivers Class Nobby (Morecambe Bay Prawner type). She is (in my opinion) the most curvacious old lady I have ever seen, even if her growth has been stunted - she is only 23' 6" long and not a straight line in her - even her bowsprit is bent!

However, to cut a long description short, it was in 1966 that Deva was to follow the rest of the family to the wicked South - she was getting fed up with the increasing number of rude motor-boats and floating gin palaces which appear to dominate the Menai Strait these days and force harbour dues and other expenses to Solent heights.

Luckily, being a student, I was able to spare a month and a bit to take her round, but additional labour was difficult to get hold of. However, in the last weeks of the summer term a college friend from "Gin & Jaguar", Claygate in Surrey, signed on for a month.

In the end we set off from London in a very heavily laden estate car with all the gear required for fitting out.

Within thirty-six hours Deva was ready to start her 54th season on a beautiful sunny day - a good introduction to sailing for Nick. Unfortunately, my father had to go back to work in London, but he would return to the North in a fortnight's time - in time to herald a lousy August monsoon season.

I swung the handle of the not-so-faithful Stuart Turner P5MC auxiliary. The sound of machine-gun fire and a Welsh valley full of smoke indicated two possibilities: (1) Probably a Nationalist uprising, or (2) Possibly an actual explosion of petrol vapour in the Stuart Turner.

The facts that Wales is still under British rule and Deva made Richmond, London, suggest the engine actually started.

After an all-too-rare thanksgiving ceremony, Deva motored out under a lift bridge into the sea-lock - twenty minutes later the old gaff was sliding up the mast with a faded mainsail in the light Nor-Easter. Up staysail and flying jib and she swung away from the breeze and ghosted down the strait - past Caernarvon and Aber Menai - thus began one of those all too rare days where everything goes perfectly - the sort of day one can tell one's grandchildren about in thirty years' time.

Nick enjoyed himself immensely and quickly learnt the ways and means of the Deva over the next few days while I had the pleasure of seeing the Leyn peninsular and the West Coast of Anglesey for the last time for many years. The weather was fantastic, although the wind was beginning to blow a bit more.

However, while we were eating breakfast in the tidal basin at y-Felinheli, the harbour master came along and told us we couldn't stay in the basin because some posh motor yacht was due in. I pointed out that this berth was the one we had had for years (and paid for) and had checked for this season with the authorities. This made no difference with this particular celtish official (obviously the expected gin-palace was worth a couple more bob in tips and dues) and we had to leave on the high tide for somewhere else.

Well, knowing there wasn't another space to moor to the West before Ireland, the only recourse was to go to the East - via the dreaded Swellies.

The Swellies, incidentally, is the most treacherous mile of Strait in Wales. The tide ebbs and flows at the rate of eight knots and the whole place is littered with rocks just below the water. One of the more recent wreckings there was the H.M.S. Conway disaster - broken back and another of England's wooden walls a write off.

However, if we motored we should be able to make it at slack water - that's what I thought!

All went well until we came under the Menai Suspension Bridge - we were just looking at some girls on the bridge and it struck me that we were getting a longer look than we ought to be getting. Speed through the water $4\frac{1}{2}$ knots - speed over ground nil!

I made a dash for the dinghy, lashed it alongside and started the outboard engine. Speed through water 5 knots; speed over ground - still zero! After ten minutes of this we began to lose badly. This was embarrassing to say the least.

Well if I am going to be wrecked, I might as well be wrecked in style! So, the old Deva swung round and ran before the tide at a tremendous pace. The wind was freshening and fair too.

I tell the truth when I say that Deva did the measured mile at a speed of 12 knots. What took her half-an-hour coming took her less than 10 minutes going!

However, after this little burst from the Swellies, we decided to carry straight on and try and make Holyhead instead! The wind was quite strong now, force 5 and gusts of 6 (beautiful sense of wind speed I have!) but we clung to all plain sail, the old lady fairly bucketing along, her cut-away forefoot rising to the occasion. We must have been making seven knots, for a time check between two buoys gave us over ten, so allowing for three knots tide, we were going like a racing dinghy. Nobbies have a tremendous speed potential down-wind with fairly flat after-sections and beautiful tug-boat counters.

We were gaining rapidly on a M.F.V., so, despite the rising wind, we kept her going on full sail, just to get the honour of showing up a power boat.

They say pride comes before a fall. Another final boost to our pride was a modern bermudan sloop beating (and taking a beating) to windward. Pointing with the stem of a dry, burning pipe I said to Nick - "You see, Nick, these modern bermudan jobs can't take it - too much freeboard and mast-height."

At that point the fishing vessel ahead of us turned about - too much sea running for him, for the waves were quite brutal now we were well into the midst of the Irish Sea. Ten minutes later I turned chicken too. I didn't fancy entering Holyhead in what might turn out to be a gale. So we swung round into wind and the sluicing ebb. I should have taken a reef in, but in those days I was a bit of a driver of gaff-rigged hell-ships and we had the tide to contend with, not to mention a chance of notching up another taking-of-a-bermudan-job-to-windward. (T.O.A.B.J.T.W. for short - there are no O.G. races in the north-west, so gaffers must take up other sports.)

So the old Deva started bashing to windward. Her sheets were pinned down till the sails were as flat as boards. Over she heeled, putting her lee gun'l right under the water. Her bowsprit seemed to claw through the waves, a tusk heralding the arrival of savage teeth as her knife edge bows sliced every wave to spray which was cast forty feet to leeward. We weren't pointing so high as the bermudan chap but we were sailing faster through the water and gaining slowly. At this point I said to Nick - "Give me a tops'l and we'd take that b.....d twice as fast!"

Then came the fall! I looked up at the leech of the main-sail and saw that a moth hole had grown by a foot. Down came the gaff and three tufnol battens fluttered out into the sea. I jumped below and gave the Stuart such a curse that it started first time. But even with the engine and two headsails progress was very slow against the tide.

What will become of desperate Jon Wainwright? Will he extricate Deva from this predicament? Read our next instalment in two months' time!