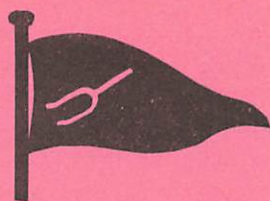
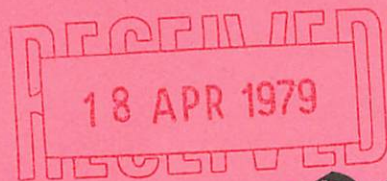
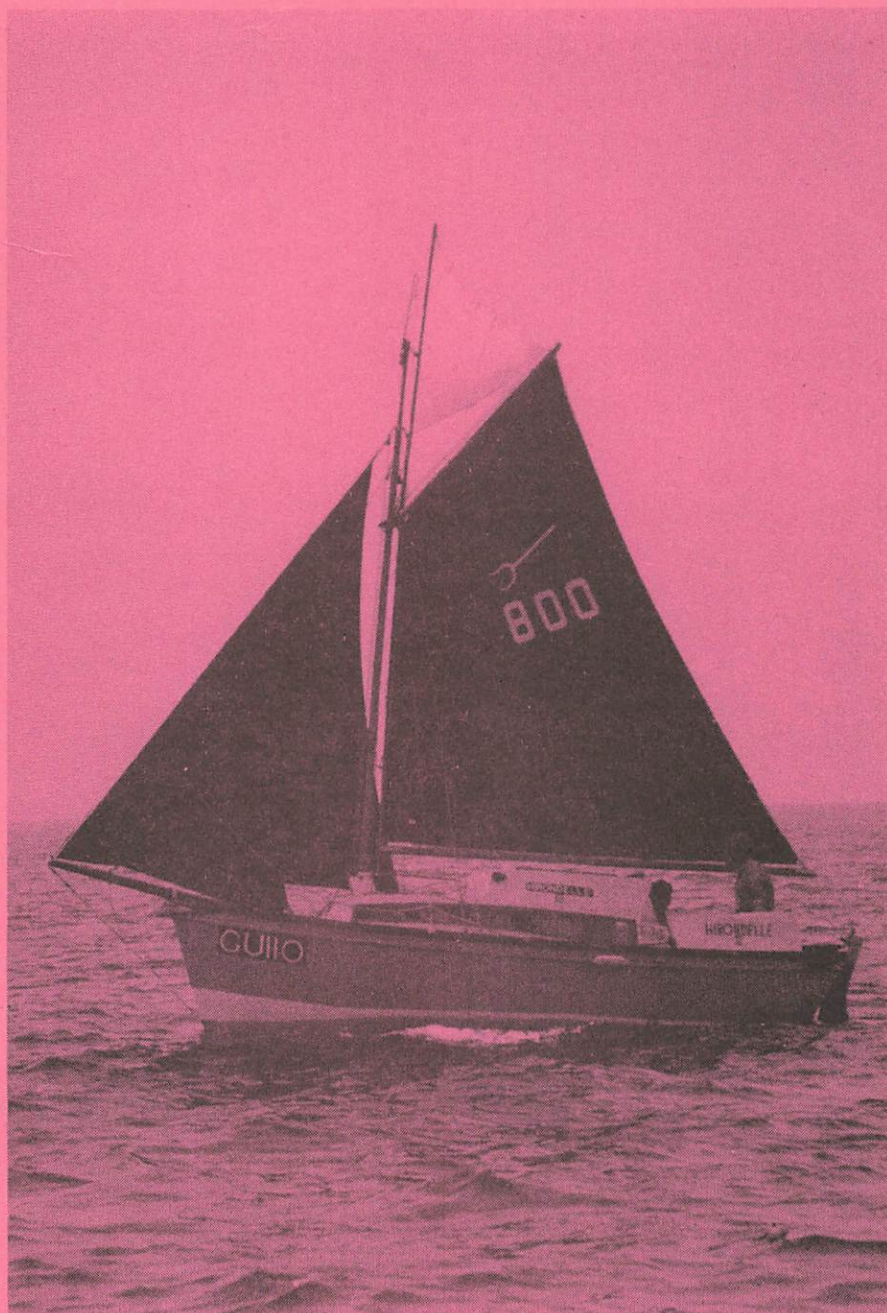


1979 / 1



Old Gaffers Association Newsletter



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THE OLD GAFFERS ASSOCIATION

Braeside, 2, Greenbank St., Galashiels,
Selkirkshire TD1 3BL Scotland

OLD GAFFERS ASSOCIATION

NEWSLETTER No. 1979/1.

DIARY DATES

Sat.- Sun. 2nd - 3rd June Clyde Area Race. Contact
A.J. Armstrong, 46 McLeod Drive, Helensburgh, Dunbartonshire.
Sat. 16th June Round the Island Race, Island Sailing Club.
Contact C.M. Waddington, Wicormarine, Portchester, Hants.
Sat.-Sun. 16th - 17th June Rally at Walton Backwaters.
Sat. 30th June South West Area Race. Contact P.A. Lucas,
c/o Dartmouth Yacht Services, Mayors Avenue, Dartmouth, Devon.
Mid July Solent Area Summer Rally/Meet, to be advised.
Sat. 28th July East Coast Area Race. Contact C.R. Williamson,
Brick Kiln Cottage, Coggeshall Road, Great Tey, Colchester,
Essex.
Sun. 29th July Seamanship Trophy, Bradwell Juxta Mare.
Sat. 15th September Solent Area Old Gaffers Race.
Sat. 6th October Autumn Meet, Cowes Corinthian.
Sun. 2nd September South West Area Race.

SUBSCRIPTIONS

We are now in 1979 and annual subscriptions are now overdue. Many thanks to those who have paid promptly and to those who simplify the administrative work by using a standing order. Much as we dislike losing members, in fairness to those who do pay, we do have the unpleasant task of deleting from our lists those whose subscriptions are not paid. Cheques etc. (for £3) should be made payable to the Old Gaffers Association, and sent to the Galashiels address on the cover of this Newsletter.

COVER PICTURE HIRONDELLE

Probably the smallest old gaffer in the Association. Owners can be traced back to 1904 when she was supposed to have been built, but Hironnelle could well be older.

Her dimensions are LOA 16'4", with bowsprit 19'4", LWL 14'6", Beam 6'6", Draft 3'.

Built as an inshore potter and line fishing boat she carried two masts. Many of these boats were lug sail rigged or a loose footed gaff sail.

She was built in Guernsey, and still fished off the coast during the German occupation.

My grandfather brought her to Alderney in 1950 and fished with her under motor until a year before his death. He was going to smash her up, because her top planks were so badly damaged where a bigger boat had layed on her. So I said 'No you don't - I'll have her', then I sold my own little 14 foot gaffer and started about the restoration. I took about 14 inches of planking off, then rebuilt with strip planking. I then built a cabin and a trypod on top to carry a light. No more masts and sails for me I thought. Until a year after in 1969, when I decided, 'Why not - my grandfather would have loved to see her sail again if he had lived'.

Continued on next page.

2.

So I sent an order off to W.B. Leitch of Tarbert, Scotland, for a set of tan sails. Off came the trypod and up went a new mast, gaff, boom and bowsprit made by myself during the winter.

Hirondelle does not sail very fast. But during the Round Alderney Yacht Race in a force 2 to 3, after being miles behind the fleet of fourteen bermudan rigged yachts, we suddenly crept up on a 28 foot Hulmatic motor sailer, and were only five minutes behind it over the finishing line. She should have been at least half an hour before me, eight minutes earlier and I would have won the trophy on handicap.

For two years I have been trying to enter the Thomas Bucktrout Race and Rally, but at the last minute something goes wrong (nerves mostly), although I am sure old Hirondelle would give a good account of herself even if she is slow.

In the Channel Islands and Normandy harbours you will find a great number of these old boats but sadly not many with sails, most have had engines put in and the mast is just a show piece. Hirondell has a Coventry Victor single cylinder 7 h.p. motor diesel. It's a bit more handy for fishing.

There is not a lot one can say about a little boat, even if, like Hirondelle she is built like a tank with sawn 2"x2" timbers; 9" centres, $\frac{7}{8}$ " planking pine on oak, and at $1\frac{3}{4}$ tons she is quite a heavy little tub. The only thing that upsets me is that there are no other old gaffers for her to play with in Alderney, so I would be grateful if any old gaffers visiting Alderney would look us up.

The only ones I have been pleased to meet are Jon Ward-Hayne, Martin and Mrs. Hiley of Nepentha, and the crew of Olive Mary. I am the only gaff-rigged boat in the Island.

Charles J. Greenslade,
Flat 15,
The Arsenal, Alderney.

ANNUAL GENERAL MEETING

The 1979 Annual General Meeting was held on Saturday, 3rd March, at the Cruising Association Rooms, St. Katherines Dock, London. About two dozen members were present. Apologies for absence had been received from A.R. Rangabe, P.A. Lucas, C.M. Waddington and A.J. Armstrong.

The President, Michael Millar, took the chair, and opened the meeting by welcoming the members present. He said that in 1978 he had seen more of O.G.A. activities than in previous years because he had been unable to get on with the work on his own boat. The first race he had visited was the Clyde, where he had met some very pleasant and enthusiastic members, had he hoped that we can develop further in the Clyde area. This was followed by the Bucktrout Rally in Guernsey, which had so nearly become a disaster when the original sponsors withdrew, leaving him to do the pre-race work. However, the race around Herm and Sark had been a splendid affair. It has been proposed that for future years, major events in the western end of the Channel should be held in St. Malo one year, the South West of England the next, and the Channel Islands every third year. It is understood that the French at St. Malo are possibly going to organise an event centred on Brest for August this year. Next event was the East Coast Race, which he found so well organised that all there was

3.

for him to do was to stand on the bridge and enjoy the magnificent spectacle. This was followed by the Drake 400. He had had to miss the start of the week owing to business commitments, but got down to the South West to find that Peggy Edmond had been there all week completing all the paperwork in a very splendid manner - work which was very much appreciated. Drake 400 had been a great success, despite a small financial loss, and he was certain that no member would begrudge this small deficit. It was unfortunate that shortage of wind caused the passage race to Dartmouth to dwindle out to a very late finish, but this was compensated for by a splendid party at the Royal Dart Yacht Club.

The President then commented on the distances members had travelled to attend the A.G.M., coming in from such assorted places as Truro, Alderney, the middle of the North Sea, Falmouth, and Scotland, not to mention those from more rural areas of Essex and Suffolk. He regretted the absence of any representative of the Solent Area Committee.

He closed by mentioning that a suggestion from the Committee that the date of the A.G.M. should be moved back to its original date of the last day of the Boat Show would be discussed later in the meeting.

The Secretary then read his report (draft follows) and the adoption of the report was proposed by Ian Edmond and seconded by Jon Ward-Hayne.

Len Warren then presented the Treasurer's Report and the accounts. Their adoption was proposed by Mike Shaw and seconded by Rob Williamson.

Rob Williamson then put before the meeting his Resolution that £1 of a member's subscription should be used as a part of his race entry fee. He listed the benefits of O.G.A. membership; receipt of Newsletters, access to technical information, photographs, etc., and insurance, and suggested that this proposal would offer a significant extra benefit to members.

Mike Shaw suggested that there would be no difference in benefit if we took £1 off the member's entry fee, or put £1 on the entry fee for non-members.

M.R. Burn suggested that members who were 'bought into' the Association simply to save themselves money on a race entry fee would not make good members of the Association.

There was some discussion on the financial aspects, with a suggestion that money taken from central funds to make up race entry fees would be compensated for by increased subscription income. The Secretary commented that he did not think this would be the case, as whilst each new member represented more subscription income, he also represented increased outgoings, and the Secretary was already worried by the way in which each year the essential outgoings rose to a significantly higher percentage of the subscription income.

Tom Cook, one of our Elder Gaffers, spoke next. He said that he had joined the O.G.A. to race, as he had always been mad keen on racing, and that he had served on the Committees of a number of clubs. He felt that the real danger in such a proposal was that a large part of the membership is not interested in racing, and could object to part of their subscriptions being used for racing. He suggested that non-members should be charged more, as they got wonderful value for their money out of the

4. voluntary work our members put into organising the races. If this labour had to be paid, then race entry fees would be very high indeed.

Mr. Burn queried whether non-members should be allowed to enter, pointing out that in veteran car events, entry was limited strictly to members of the clubs concerned.

Mr. R. Aish stated that he had entered the Solent Race as a non-member, but had been so impressed with the friendliness of the members that he had joined the O.G.A.

Tom Cook suggested that we should let non-members race, as some owners might already be members of several clubs and might not wish to join another organisation.

Sam Poole and Ian Edmond both raised the legal aspects of having non-members racing in events run under IYRU and RYA Rules. The Secretary pointed out that our rules do cover this, and it was to cover such legal aspects that the rules which required a non-member to pay an amount equal to the annual subscription and to be made an honorary member for the duration of the race had been so worded.

The Secretary read extracts of a letter from David Keith of Nova Scotia, in which he expressed disapproval of the proposal, and in which he pointed out that in 1976 a proposal for a reduced rate subscription for overseas members had been defeated on the grounds that subscription income was not used to finance local events.

(Several other members spoke, but your Secretary hopes that the above summarises all the points raised during the discussion.)

Len Warren seconded Mr. Williamson's Resolution, and on being put to the vote, the result was two in favour and all others present against.

The President thanked the members present for the full discussion on this topic.

Ian Edmond requested that the Secretary should make special mention of Rule 8 in the Newsletter, and to see that it is brought to the attention of all Area Secretaries.

Jon Ward-Hayne queried the position regarding French owners, and it was pointed out that they would be regarded as members under a reciprocal arrangement, as also would members of the American Cat Boat Association if any of them care to sail over to enter some of our races.

Awards for Newsletter Articles were announced next. The Secretary reported that the Committee had decided that the award for the best cruise account should go to Mr. Armstrong for the accounts of Rawanah's cruises; that the award for the best race account should go to Sam Poole, with mention of his article on Wender; that the award for the best technical article should go to M.E. White for his account of Polly (mention of his 'Gaff Era' article); that the award for the best humorous article should go to Jon Ward-Hayne for Gaffermania (mention of his Social Cruise, and Drake 400 account); and that an award for best historical article should go to Jim Richardson for his account of Bunt. The Committee also felt that Len Warren's article on Bottom Gear should be given an 'honorable mention' and that Len should be commended on his regularity.

Subsequent to the meeting, the Treasurer has said that whilst at first he had not thought there to be enough Limericks to award a bottle of whiskey, he felt that D.K.'s efforts in issue No. 4 deserved recognition, and accordingly, a year's subscription to the O.G.A. has been won by David Keith of Nova Scotia.

Burgees for presentation to host clubs were mentioned next, and it was stated that any Area Secretary requiring a burgee for presentation should contact Graham and Anthea Balmford, and the cost of the burgee would be charged to Association funds.

The date, venue and format of the A.G.M. were discussed next. It was generally agreed that we should in future end our financial year in October, so that the Treasurer can get the accounts audited in time for an A.G.M. on the last day of the Boat Show. This will require a change in our rules, for which due notice must be given, so the change can not be made until our next A.G.M. However, if the Treasurer in fact closed his books on 31st October this year, and did not carry out any transactions before 1st January 1980, it would enable him to present an audited account 'as at 31st December 1979' in time for a January A.G.M. Area Secretaries were to be asked to adopt a similar timetable so that all accounts would be available for publication immediately following the A.G.M.

Tom Cook suggested that a venue further west, nearer the Boat Show, might attract more members. Rob Williamson pointed out that it is possible that the Boat Show might move up to the N.E.C. at Birmingham. There was general agreement that we would not want to move the A.G.M. to Birmingham.

Peggy Edmond suggested that January would be a much better date as it would not interfere with fitting out.

Jon Ward-Hayne proposed, and Mike Shaw seconded that the Committee should look into the possibility of starting the meeting earlier, with a meal after, then a social evening, film show, etc. The majority of members present were in favour of this. Mr. Aish and Mr. Simper queried the relevance of the Boat Show. The Secretary said that in the years when we had held the meeting on the last day of the Boat Show, the highest number of members who had met up at the Show was five!

The continuation of the Secretary's honorarium was proposed by Jon Ward-Hayne, and seconded by Stan Lindsey-Wood. The President suggested that this was one of the O.G.A.'s better investments.

Ian Edmond proposed a vote of thanks to all officers for 1978, and the President closed the meeting, thanking all members for attending, and thanking the Secretary and Treasurer for their work.

After a pause for essential lubrication, Sam Poole entertained the members present with a video-tape of part of the Drake 400 activities.

Secretary's Note on above minutes - In 'vetting' the minutes, some Committee members have queried the spelling of my favourite beverage. The spelling is correct - as a prize for a limerick, the award is of Irish Whiskey and not Scotch Whisky.

SECRETARY'S REPORT ON 1978.

We ended 1978 with 572 members; an increase during the year of 66.

As usual, during the year we lost a number of members, most because of non-payment of Subscriptions, but a few because all mail sent to them had been returned, and advertisements in the Newsletter requesting news of their whereabouts produced no response. It is most depressing to lose members in this way, and I do hope that all members who move will do their best to keep me informed of their current addresses.

Once again, we seem to have had an outstanding year. Drake 400 must take pride of place as 'best event' - I was most disappointed at not being able to be present to see the fun for myself. The Bucktrout event was smaller than the 1977 rally, but was still a most enjoyable event. One highspot of the year was Rob Williamson's success in achieving the magical figure of a 100 boat entry in our East Coast Race.

On the paperwork side, I think it will be agreed that the four Newsletters were the best set ever, with a wonderful variety of contributions from members. Please do keep the contributions rolling in. These big Newsletters do present their problems in handling the hundreds of pounds weight of paper involved, but I find it far more rewarding to see a decent sized issue all packed ready for posting than to have put less work into a slimmer effort which contains less interesting material.

Progress is being made in compiling a full register of our boats - but at times it seems that as I get more information compiled and collated, so we hear of even more interesting boats on which we do not have sufficient information!

In compiling the information for a full register, I have calculated that we now have registered 480 boats over 50 years old, of which 201 are over 75 years old, and 17 are over a century!

It is not without interest to note that since the O.G.A. was formed, we have registered 84 newly built gaffers. Not bad for a rig which was regarded as obsolete when we formed the Association.

Last year I expressed the hope that after a hard winter we might enjoy a better than average summer. Since this didn't happen, let us hope that 1979 will redress the balance.

Finally, my sincere thanks to all who have helped in so many ways to make 1978 such a very successful year..

John A. Scarlett.

TREASURER'S REPORT FOR 1978

A healthy increase in Subscriptions from new members more than compensated for an increase in printing, stationery and postage costs for the Newsletter. A healthy increase in Insurance Commission must be due to the unique advantages of the Old Gaffers Insurance Scheme.

Bank Deposit Interest at 7% and Post Office Investment Interest now at 12%, continues to accumulate nicely.

Donations are now decreasing, as our finances improve; but are always welcome!

THE OLD GAFFERS ASSOCIATIONINCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDING 31.12.78

<u>Income</u>	<u>£</u>	<u>Expenditure</u>	<u>£</u>
Subscriptions	1684	R.Y.A. Subscriptions	58
Entry fees	47	Prize Money	37
Insurance Commission	331	Travelling	60
Bank & P.O. Interest	236	Printing & Postage	849
Profit on Sales	33	Hire of Room	-
Donations	108	Audit Fee	48
Sundry Income	-	Hororarium	105
		Corporation Tax	99
		R.N.L.I. Donation	56
		Depreciation	71
		Sundry Expenses	23
		Loss on Drake 400 Rally	84
		Excess of Inc. over Exp.	949
	<u>2439</u>		<u>2439</u>

BALANCE SHEET 31.12.78.Assets

Cash at Bank		
Current Account	151	
Deposit Account	861	
P.O. Investment Acct.	<u>2280</u>	
		3292
Sundry Debtors		317
Stocks		251
Office Equipment	480	
<u>Less Depreciation</u>	<u>77</u>	
		<u>403</u>
		4263

Less Current Liabilities

Bank Overdraft	-	
Sundry Creditors	48	
Corporation Tax	<u>130</u>	
		<u>178</u>
		4085

General Fund

Balance at 1.1.78		3136
<u>Add Excess of Inc. over Exp.</u>		<u>949</u>
		<u>4085</u>

We have examined the above Balance Sheet and Income and Expenditure Account and certify that they are in accordance with the records and information supplied to us. D.J. Barwick & Co.
120 Stratford Road, London E.13. 2.2.79.

(Treasurer's Report continued)

Prize Money increases the incentive to write for our Newsletter.

A donation to the R.N.L.I. (matching our R.Y.A. subscription) is a fitting token of our respect for their fine efforts.

8.

The loss on the Drake 400 Rally has been written off. Donations have been suggested from the happy participants and £5 has already been received.

Our President holds a £200 imprest for the Bucktrout Rally.

Anthea and Graham have, once again, 'looked after the shop' and made a good profit on sales. A New consignment of ties will be more expensive.

EAST COAST ACCOUNTS FOR 1977/78.

Income		Expenditure	
Balance B/F	85.58		
Race Entries	148.50	Returned Entry & Supper	15.00
Non Members	15.00	Committee Boat	10.00
Late Entries	30.00	Stamps & Stationery	26.12
Donations	20.10	Flowers	10.00
Programmes	10.92	Programmes & Posters	153.51
Advertising	21.00	Engraving	20.16
Suppers	375.00	Suppers	360.00
Membership	6.00	Membership	6.00
Insurance	3.00	Insurance	3.00
		O.G.A. dish	2.00
		Expenses, Advertising	13.00
		Balance at Bank	96.31
	715.10		715.10

EAST COAST AREA NOTES AND PROGRAMME, 1979.

There are three events planned for 1979 in the East Coast Area, and all members are cordially invited to join in and take part.

RALLY TO WALTON BACKWATERS

This is planned for the weekend 16/17 June. In the past only a few boats have made it from the Blackwater and Deben. Its primary function is for small boats from the Deben, Stour, Orwell and Harwich to get together in a more accessible area than the Blackwater. There are no organised events except a fire on the beach on Saturday evening and lots of ship visiting.

EAST COAST RACE 28th JULY

Because of tides, the start is at 0730. We are sorry about this, but the tides this year are just not co-operative for any of the weekends available to us. The courses are the same as last year, with the usual alternatives if the weather should go bad on us. The after race supper will cost between £2.50 and £3.00, but final price cannot be settled until later.

There is a new trophy to be raced for called the Titheridge Trophy, donated by Brian Woods and Wendy Titheridge, and will be awarded to the first boat home in either Class I or II sailed by a husband and wife only. The Trophy will consist of a half model of a Deben Cherub, and is, of course, in memory of the late Tom Titheridge. We also hope to have a class for very large sailing ships, i.e. 65 feet and over.

SEAMANSHIP TROPHY

This will be competed for on Sunday 25th July off Bradwell. Let us hope that this year we will actually be able to compete for the trophy, which is a half-model of Francis B. Cooke's Iolanthe. The first year we had near gale conditions, last year calm with torrential rain - this year....?

RACE PROGRAMME

Because this is being compiled NOW, we need to know interesting details of your boats, to be included in the programme. If you think you are going to enter the Race, please send history updates at once. We are also interested in putting photographs (B/W) of regular competitors alongside their histories, so look them out and send them along.

Finally, please remember that all these events take time and effort and that all the organization is voluntary. Please Help to make all the effort worth while by taking part in the various events. The East Coast Committee wish every Old Gaffer a good 1979 sailing season.

C.R. Williamson.

BORD A BORD 1978

How painful is it to go back to work after the week (21st to 28th) that we spent in England. Everything was there, the meeting, the boats, the weather; everything but the wind! Except for the English old gaffers said our friend Phillippe (skipper of Velsia); he won another time many first places with the English 'Tocson' whose name is 'Repples'.

Crossing the Channel was the first race between Perros-Guirec and Plymouth, the first one was Solweig, Patsy was the second and Santez-Anna third. Twenty-seven old gaffers from the smallest to the biggest were shearing the quay near Millbay dock; some problems with the lock has made that we could not get in. The atmosphere along the pier was excellent and the crews very happy to meet since St. Malo 1977. Those who were not there, we had time to know them better. The skippers and crews of 'Young John', 'Plover', 'White Moth', 'Armored', 'Curlew', 'Wender', 'Risor', 'Black Lady', 'Lukes Minnie'... and even with French crews of 'Le Grand Bois' and 'Iris' to Yvon LeCorre who has become Mediterranean for a few years with his smack CK 97 of Colchester.

The organisation of the whole week has been excellent and we have to thank a lot our friends Michael Shaw of 'Martlet' and Jonathan Ward-Hayne of 'Wilful' without forgetting Peggy (Edmonds) for the organisation of land. We have to point out the way we were welcomed and to thank our friends of the 'team' they make in all the meeting that we have attended and we have much appreciated that.

What else can be said? That the country is so nice with its numerous bays, the marvellous estuaries with so many boats of all kinds and a sea without rocks (!) with nice abrupt cliffs but also with strong currents which do not fit exactly with the tides and this is rather surprising for someone not used to these waters.

Finally, the Dartmouth festival of Old Gaffers was the highest point of the week, nearly fifty boats of all sizes from the dinghy of Sam Bayliss, 'Marie Agnes' (and we must put forward the real feat for his participation to the week) up to the 20 meters long of 'Provident'. The barbecue on Dartmouth beach had let us spend an excellent evening.

I think that I can be the interpreter of the French boats that attended this week: Fidders Green, Le Grand Bois, Iris, Solweig, Ar Sturier, Erin, Santez Anna, to thank our friends that we wish to meet next year in France near Brest where we are planning to organize (end July, beginning of August) our big meeting.

Amitiés à tous

J. Le Faucheur.

Richard Jefferson writes:

'As Patsy was the only English boat to take part in the St. Malo Regatta, I thought you might like a short account for the Newsletter.

'Incidentally you might also like to know that the O.G.A. is directly responsible for the end of my bachelor status. I met Jo on the 1977 Bucktrout Rally- she was crewing on Undine - one thing led to another and we're getting married on 1st September.'

Congratulations from us all to Richard and Jo.

PATSY AT THE ST. MALO REGATTA

My father had left Patsy in St. Malo and we caught the ferry from Portsmouth on the Friday night. Because of an exceptionally low spring tide the ferry docked over two hours behind schedule and we arrived too late for Saturday's race. Fortunately for us there was a flat calm and the race was abandoned.

The main event of the Regatta was a two race series for the Coupe Joseph Baladre sailed on the Sunday and Monday, both in glorious sunshine and very light airs. There were surprisingly only seven entries including Patsy.

We were considerably handicapped on the Saturday as although we had detailed sailing instructions we did not have a course card and so when 'course No.21' was indicated at the start, we had no idea what it meant. However, by dint of a lot of shouting (in French) we managed to ascertain the first couple of marks and thereafter followed the boats in front. It was a long race due to the very light wind and we thankfully crossed the finish line late in the afternoon only to be told that we had another short circuit to do!

The second race was more satisfactory as there was a little more wind and by this time we had obtained a course card so we knew where we were going. We had a delightful sail and finished third over the line.

On Tuesday, the final day of the Regatta, there was a fun race which involved sailing a short course and then picking up a bottle of muscadet from a dinghy moored in the bay. In order to finish, the bottle had to be presented (empty!) to the committee boat. Once again there was hardly any wind and we spent most of the race anchored to avoid being swept up the Rance by the tide. Eventually, all competitors were instructed to finish the course under power and so we did after some spectacular aerobatics by one member of the crew in retrieving the bottle.

The French handicapping system remains a mystery. I think the underlying principle is to ensure that as many boats as possible get prizes. Anyway we were delighted to be presented with third prize for the Joseph Baladre event - a bottle of whisky (compliments of Cutty Sark who sponsored the whole regatta) and third prize in the muscadet race - a bottle of muscadet. There seemed to be some bottles of muscadet left over so they gave us another one for no reason at all.

Apart from the sailing we received overwhelming hospitality from the French Old Gaffers. There were constant invitations for drinks on their boats and twice we were invited to riotous parties by the local president of the O.G.A. and his wife in their splendid house overlooking the Rance. One evening was so riotous in fact that one member of the crew was unable to return to the boat until the following morning!

On Wednesday we left for Perros-Guirec to take part in their Regatta. Progress was very slow due to the light winds and by Thursday we had only got as far as the Anse de Brehec where we anchored for the night. This was Patsy's first visit to Brehec; it is a delightful village but care must be taken in anchoring as the bay dries out for a very long way - not to be recommended in unsettled weather.

We finally arrived at Perros about midday and joined the local old gaffers in time to share an alcoholic lunch. We had missed the morning race but once again it had had to be abandoned due to lack of wind. The second race started about 3 p.m., an hour later than programmed due to the heavy lunch. It was a beat from the start line in very light airs and to our amazement we rounded the first mark about half an hour ahead of our nearest rival. We maintained this lead to the finish and so Patsy notched up her first ever victory in an O.G. race. The other O.G.s were most impressed at our knowledge of 'Les courants locales'!

In the evening we were invited to a reception given by the mayor in the waiting room of the local bus station. There we were presented with a magnificent book of prints of paintings by French Old Masters. Then on to a barbecue and finally in an effort to repay a little hospitality we entertained as many people as we could in Patsy's tiny cabin. There we gave the first and almost certainly the last rendering of the song set out below, which was composed in a couple of hours on passage to Perros. It should be sung to the tune of Hearts of Oak:

We are the Gaffers, the Gaffers of England,
The Brave men are the Gaffers, the Gaffers of England.
Tanned as the sails we bear
More drunk than sober care,
No love for engines there,
The Gaffers of England.

With jack yards and topsails
And bowsprits and foresails,
We race through the foam with our scuppers awash
Charts out of date and compass lost,
We get there from England

(I think there is a line missing here!)

Where are the Gaffers, the Gaffers of England,
 In inlet and in alehouse we still sup our ale,
 Though high on the Beaufort scale
 Seldom refuse to sail,
 Braving snow, wind and hail,
 To get there for opening.

And Spaniards and Dutchmen, and Frenchmen and such men
 As sailors they curse them,
 The Gaffers of England,
 No other land could tame them
 But their motherland old England,
 Come hell or high water they'll win in the end.

(copyright reserved)

(Surely it should go to Yeomen of England? - M.S.)

Saturday morning saw the start of the passage race to Plymouth organised for those French old gaffers taking part in the Drake 400. In fact there were only two entries apart from ourselves. We discovered to our horror that although we had charts of the English and French coasts we did not have one including the whole passage. After initial panic, initiative prevailed and we used the frontispiece to Adlard Coles' Channel Harbours and Anchorages, which proved quite adequate!

It was a very long passage and we finally moored in Plymouth late on Sunday night having had to beat through the unlit eastern passage into the Sound in the dark which I would not recommend.

We then had another splendid week taking part in the Drake 400 events which have already been well chronicled. Altogether, a magnificent fortnight's holiday, from which it took me at least a week back at work to recover.

NOTES FROM THE UPPER CROUCH

Shades of 1963! - when the sea froze and the ice floes came down the river on the ebb-tide. Another scurry to bring the last few boats into the saltings, before the ice chews through their top-sides.

Crunching our way to the mud-berth, to find the side-decks a slalom course, and the cabin an ice-box; but the work must go on, so boil up the coffee and cauterise the milk! As expected, two more old gaffers appear from down-wind, with quivering nostrils.

Later to the bar, to top-up with anti-freeze, gaze out on the white frozen landscape, and plan the summer cruise.

Just as gardeners are motivated by the pretty pictures on their seed packets, we have pictures of sunlit waters and the whisper of the wind in our mind's eye to bring us through the dark days of winter.

'Coronation Ken' oils his standing rigging by coiling it inside a motor-tyre, tipping in his favourite oily concoction, and giving it a quarter-roll, whenever he remembers to.

L.J. Warren.

A GIANT GAFFER

In Mr. White's interesting article 'The Gaff Era', he made a reference to the giant gaff cutters which raced at the turn of the century, he mentioned in particular 'Britannia' and this brought to mind an article written many years ago by a Mr. C.J. Watts, who at one time had charge of the particulars concerning another great gaffer of that era.

The cutter which I refer to was the 'Santanita', launched in the same year as 'Britannia', 1893, but a much larger yacht, a giant among giants, on Mr. White's scale of comparison it would reduce his height to even less than his 15 inches.

'Santanita', designed by J.M. Soper and built by J.G. Fay and Sons of Southampton, was 300 tons T.M. and 117 tons gross, and her general dimensions were 131'6" overall, 94' on the waterline, 24'6" beam at the deck and 15' draught.

In 1896 her sail plan gave the following areas, Mainsail 4919.3 sq. ft., three headsails making 3842 sq. ft., and topsail 1469.25 sq. ft., making a grand total of 10,230.6 sq. ft. She always gave a good account of herself, being a fast and weatherly yacht, and under favourable conditions is reputed to have reached the fantastic speed of over 15 knots.

What I think does convey an accurate impression of the great size of 'Santanita' are the massive proportions of the mast and spars, all of which were solid and mostly of oregon pine, indeed, it was these figures which so fascinated me that I have saved the original article for over 20 years.

The lower mast was 65' long from deck to hounds, plus another 16' to the top and was 20" diameter at the deck, the topmast being 51' long and 10½" diameter at the heel. The end of the bowsprit was 19' out from the stem and there was another 8' inboard, being 12" diameter at the heel and 11" diameter at the cranse. The gaff was another inspiring spar being 52'6" long and 12" diameter at the jaws. The topsail yard was 48' long, the jackyard 40' long and the spinnaker boom 66'.

Undoubtedly the pride of them all was the gigantic boom, no less than 92' long, 15" diameter at the outer end, 18" in the middle, and 14" at the inner end, and with all its fitting and ironwork weighing about 2½ tons. Incidentally, in 1898 a new boom was quoted for at £60.00 allowing £15.00 for the old one.

As can well be imagined the rigging and blocks had to be of the same magnificent dimensions to stand the tremendous strains put upon them. The forestay and bobstay were 4" circumference, the shrouds 3½", and the topmast stay 2½" diameter, all being plough steel wire. The mainsheet was 4" manilla with 13½" treble and double blocks, the main and peak halyards being 9" double blocks, and the runner blocks were 14½" fiddles.

Photographs of these great yachts in full sail can often be seen with quotes of their fantastic sail areas but rarely do we get a mention of the massive spars and rigging which kept it all aloft, one exception being John Leather's book 'Gaff Rig'.

I hope this brief description of some of the massive characteristics built into this giant gaffer over 80 years ago may be of some interest, particularly to younger readers who may not find it quite so easy to visualise such a great achievement. Of course there are still some people alive today who are fortunate enough to have seen these beautiful cutters under sail, the

14.

rest of us will never witness anything like them again, but we shall always have the beauty of gaff rig on a smaller scale being kept alive by O.G.A. members and other present day enthusiasts.

A.N. Wakeling.

WENDER

John Leather writes:

The comment on the cutter Wender and the photographs were interesting. She is stated to have been designed by George F. Holmes, a talented amateur designer of small sailing and rowing craft and canoes from Hull, Yorkshire. He was an engineer by profession and a keen sailor in canoes, canoe yawls and small cruising yachts, besides being a pillar of that worthy institution the Humber Yawl Club. He had no connections with the north west coast that I know about and so far as I know never sailed there. The hull form of the Wender appears to be similar to that of many small cruising and day sailing yachts of the turn of the century. In fact the fishing cutters of the north-west coast appear to have been influenced by contemporary yachts more than those elsewhere, except in their rig. At that time the surge of interest in yachting and the widespread reading of yachting magazines circulated ideas widely amongst amateur and professional sailing men. Alas for dreams of evolution!

I expect that by now you have had a storm of Scottish protest regarding the late Walter Bergius, founder of the Kelvin engine builders, who was described by J. Richardson as a German. No wonder they seek independent government!

I notice the incorrect spelling of Gunwhale creeping into advertisements. Wales are strakes in wooden ships around and immediately below the sheer and gunwale was the uppermost and remains the term for the longitudinal member strengthening the sheer of a small craft or in steel ships still surviving with rivetted construction, the gunwale angle joining the sheer strake to the deck stringer plate. Its equivalent in yacht construction is the beam shelf.

Edward Newton writes:

I was very interested in the articles in the 1978/4 Newsletter concerning Wender, as she is almost the same size as my own Palan - Wender is slightly longer overall, having more overhang. Moreover, she changed hands just after the war, which was when I bought my boat.

The article states that she (Wender) had been ashore for ten years and that it took three years to restore her. Surely, therefore, there must be one nought too many in the price which Mr. Roy Davies gave for her. One would be lucky indeed to get as much as £5,500 today. I paid less than one tenth of that sum in 1949.

Secretary's apology - We did wonder about what seemed a high price for the period, but we misread Sam Poole's MS. The correct price was Fifty-five pounds 00 pence!

A N C I E N T * G A F F E R *
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C * E B B * L * T I D E * T A
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T R I P * B Y E * S P R I T S
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E N T E R E D * T H E B O S S

I know that many O.G.A. members regard John Leather's book 'Gaff Rig' as the finest book written about gaff rigged boats. All those who do will find 'Spritsails and Lugsails' is a book they will feel they must have. It is the second of three companion volumes, the third of which is to be about barges. In style and production it is a true, matching companion volume to 'Gaff Rig', but with 387 pages (plus index) it is nearly 50% bigger. The book is well illustrated, with 80 photographs and 108 line drawings.

Broadly, the book is in three main parts; a full introductory chapter; descriptive chapters on spritsails and lugsails; and accounts of the various types of boats which used these rigs on both sides of the Atlantic.

Very much to my surprise, there appears to me to be one omission from this book, and that is a single paragraph which defines clearly the differences between standing, balance and dipping lugs. The reader is left to establish this for himself from the full descriptions of the rigs and the excellent sketches.

The chapters which describe the rigs are a first class reference source, and I am sure that most readers will find they contain much material which will be new to them.

The range of boats covered in this book is very wide indeed, from small types such as the Essex wildfowlers gun punts up to large three masted luggers with topsails and topgallants. There is some emphasis on the simpler forms of rig, and their potential for pleasure sailing in these days of rising prices and ever increasing commercialism in sailing. I am sure that any member who has ever whiled away an afternoon pottering around a harbour

or creek in a lug rigged dinghy will agree that in terms of pleasure against expense and effort these simple boats can offer the most cost-effective sailing. If this book helps to introduce such cheap pleasures to those who have not before experienced them, then it will be a most beneficial book. It certainly can help anyone who wants to try using a sprit or lug rig, as the two chapters about the rigs are well filled with suitable proportions for hulls, sails and spars, and innumerable very practical hints and tips, of the nature of 'If a boat's lugsail is considered to set badly it is better to experiment with the rake and position of the mast, or the position of the tack or sheet hooks, before considering recutting the sail, as these adjustments will often cure the trouble'.

The chapters which describe the work of the various types of luggers around the coasts are absolutely fascinating. These chapters are not only about the boats and the work they did, they are also about the people who built and sailed the boats, and even the clothes they wore for their work are described. After reading the book one is left wondering whether there is a British sailing family not mentioned!

Methods of launching the boats and beaching are covered in vivid detail, and as the story is continued around the coast one can appreciate the similarities and the differences between the various areas.

The illustrations used are well chosen, and include some wonderful old period photographs, and photographs of new or restored boats, but they also include some pleasing surprises such as a reproduction of Winslow Homer's fine painting 'Breezing up', and a photograph of the then new Mauretania (four funnelled) passing some Tyne pilot cobbles.

Each reader of the book will probably find a different portion to be the one he will enjoy the most - if he is able to single out any portion as more enjoyable than the rest!

Whilst anybody who is interested in boats and their history should find this book enjoyable reading, it is very much more than just enjoyable reading or a technical guide to the rigs covered by the title. It is the result of what must have been a monumental amount of very thorough research work. 'Gaff Rig' was widely acclaimed as a most valuable book, but it was possible to find alternative (if inferior!) sources for much of the material. I am sure that 'Sprintsails and Lugsails' is the more valuable book of the two because it covers so thoroughly rigs which have had far less attention paid to them by other authors. I am sure that all readers of this book will join me in congratulating John Leather on a magnificent achievement, and in thanking him both for recording the details of these somewhat neglected rigs and for his efforts to re-establish simple and cheap sailing for pleasure.

J.A.S.

ADVERTISEMENTS FOR SALE

DREADNOUGHT (821) 27 ft. Montague Whaler, ex Royal Navy & still in original v.g. condition, with original rig. Built 1941, clinker, double ended with drop keel (centre board). Loose-footed, standing lugsail on main mast, bermudan mizzen with boom. Single headsail. All sails tanned, cotton in good condition. Easily sailed single-handed. Viewed near Colchester. £500. A.M. Berry, 86 Lexden Road, Colchester, Essex. Tel.(0206)78864.

FOR SALE Continued.

MARTLET (692) 27' Auxiliary gaff cutter. Built Uphams 1936. Engine - Thornycroft Handy Billy Pet/par. Very full inventory & maintained to very high standard. £6,700 (inc. commission) E.M. Shaw, Blue Haze, Donderry, Torpoint, Cornwall PL11 3JA. Tel. Donderry (05035)280.

CLEONE 34' Gaff Yawl, 31' LWL. In Lloyds Register of Yachts when it began, but known to be racing in 1870. 7 tons TM. Plumb bow, counter stern. Good survey 1974. Very gentle useage since. Stuart Turner 10 horse in good condition. Full inventory. One owner since 1950, but now needs younger man. £3,500. P.G.W. Meakins, Riverhill, 27 Ipswich Road, Woodbridge, Suffolk. Tel: Woodbridge 2526.

CANTO (681) Gaff cutter (Itchen Ferry) 24' LWL, 8'6" beam 4' draft. Pine on oak. Headroom 5'9". Inboard toilet needs some attention, hence £1,500 o.n.o. Consider exchange for sailing dinghy. Walker, 6 Cross Street, Padstow, Cornwall. Tel: Padstow (0841)532630.

CANVAS MAINSAIL, tan, as new. Luff 12'; Head 13'5"; Leech 21'9"; Foot (loose) 16'6" £100. Buyer collects.

CANVAS WHALER MAINSAIL, white. Generally good but needs a couple of small patches. £25 Buyer collects. R. Rush, 69 Wylie Road, Hoo, Rochester, Kent. Tel: Medway 251791 around 6 p.m.

VILLIA Gaff Ketch. Vincent Craig 1910 design built by F. McKeown, of Belfast. 32' x 27' x 7'7". Draft 5'. 7 tons TM. Carvel mahogany, copper and bronze fastened. Refastened and recaulked 1970. 2 for lead keel. Teak decks. Sails: Main, Topsail Misen 1978. 4 Topsails plus others. 9 H.P. Ferryman 1970. 3 Black Drop. Full Electrics. 14 gallon water tank(SS) 15 gallon fuel. 4 Berths. 2 Burner & Argyll Stove. 35lb CQR, 15 fathoms chain. Survey 1977: 'Particularly well maintained and with care and attention should remain in this order for many years'. Lying Bangor. £6,250 o.n.o. G.D.L. Ralston, 62 Ballyholme Road, Bangor, N. Ireland. Tel: Bangor 4457.

ROMA (503) Itchen Ferry Aux. Gaff Cutter. Built 1910 (rebuilt 1979) at Topsham, R. Exe. 22' x 21'6" x 4' x 8'. Straight stem, transom stern. 1 1/4" pitchpine carvel on grown oak frames, galv. iron dump fastened. Deck bel. pitch pine planks on oak beams, w. Trakmark overlay. Teak coachroof, oak & teak deck trims. Internal ballast approx. 1 1/2 tons iron pigs; long str. keel, w. shoe type iron ballast keel. Tiller steering. 1976 Yanmar YS 8 single cyl. diesel, unused, 8 h.p. 2 berths, 1 pipecot, 2 cabins, Baby Blake W.C., 15 galls fresh water, Calor cooker & oven. Oil lighting. Orig. charcoal heating stove. New mattresses, carpets. Spruce mast, boom, gaff & bowsprit.(approx. 12'). Galv. mast tabernacle (new); galv. standing & terylene running rigging (mostly new); roller reefing main & furling forestay. All terylene sails: Mainsail (tan) Genoa (blue) No. 1 jib, staysail (tan); 2 storm jibs; all good cond., approx 1972. CQR & Fisherman anchors, approx. 20 fathoms chain. Sestral Minor compass, Walker Wasp log, radar reflt., oil navigation lamps; teak boom gallows. Completely refitted over last 4 years & all suspect timber replaced w. original quality or better. Interior gutted & rebuilt in well-seasoned oak & mahogany. 10 ton road trailer. £8,000 o.n.o. Western Seacraft, Heron Creek, Yealm Road, Newton Ferrers, Plymouth. Tel: Plymouth (0752) 872543.

NORMA (650) 34' 6-berth Gaff cutter built 1924 by Kearney. Pitch pine on oak, 12 HP Lister diesel; new mainsail, compass, Seafarer 3, Seafix, Walker Log, dinghy, 2 anchors, flares, fire extinguishers, dodgers, navigation lights, warps, fenders. Completely refitted 1974-77. Recently cruised Holland & France. Fully equipped comfortable & attractive family cruiser. £6,450. Barry Sheffield, The Limes, Stoneham Street, Coggeshall, Colchester, Essex. Tel: (0376)61524 or (0621)55568.

VENTURE (220) 35' Morecambe Bay Prawner, age & builder unknown but possibly Fleetwood in early 1920s. Almost new sails and good diesel. £700 shipwright work plus much other restoration work done but owner unable to complete. Lying ashore Porchester, Hants. Offers near £5,750 considered from anyone able to take over restoration. S.G. Bayliss, 135 Peperharow Road, Godalming, Surrey. GU7 2PW. Tel: (04868)28652.

MAINSAIL, white 6 oz triple stitched terylene, luff 12.8', head 19.5', foot 20.5', back 28.3'. Excellent condition. £150 o.n.o. 'Vintage' 1935 Seagull outboard motor, about 5 H.P. running but needs slight attention. £85.

S.G. Bayliss, 135 Peperharow Road, Godalming, Surrey.

EAGLET⁽⁹⁰⁸⁾ 1929 Gaff cutter by Hillyard of Littlehampton. Built on lines of a Falmouth Quay Punt for the captain of H.M.S. Eagle (hence name). Long keel, aft cockpit, transom stern. Excellent 1976 survey available. 5 sails (mostly tan canvas or red terylene) overhauled and/or recut 1978. Volvo MD1 recon. engine (diesel) fitted 1978. 2 single, 1 double berth. Baby Blake, gas cooker, sink, etc. Mast & spars revarnished 1979. Electro-magnetic log, depth sounder, paraffin cabin & navigation lights. Pine on oak, decks trackmark on pine, coachroof & interior solid mahogany. Brass ports. Iron keel & lead internal ballast. 25'4" LOA, 8'2" beam, 4'6" draft. Lying Ringwood, Hants. £5,250. Dinghy & liferaft available.

P.M. Phillips, Studio North, Fryern Ct., Fordingbridge, Hants. Tel: Daytime (04254)6211; Evening (0425)53123.

CITARA (595) East Coast smack 36' x 9'3" x 6'. Built Brightlingsea 1886. New mast, new SMC diesel, new solid fuel stove. Full equipment & ready for sea. £11,000.

Peter Bennett, 6 Balchen Road, London S.E.3. Tel: 01-856-1030.

ITCHEN FERRY. Built approx. 1894. 25' x 7'6". Partly renovated. 10 sails, all rigging & gear to complete. No engine fitted. £1,250 o.n.o.

D.R. Medway, 4 Pengelly Pk., Wilcove, Nr. Torpoint, Cornwall.

LIZA JANE (180) 29' x 9½' x 4½'. Gaff cutter, ex Cornish fishing boat, pre 1914 vintage. Dunkirk evacuation veteran. Needs a lot of hull restoration, ideal for DIY man with time to spend. Lying in shed at Littlehampton. Offers to: Jim Kelly, 60 Stoughton Ave., Cheam, Surrey. Tel: 01-644-7904.

DUNLIN (674) Falmouth Quay Punt lines, built Camper-Nicholsons 1890. 28' x 9' x Draws 6'. Great deal of work done, nearly completed but time & money have run out. Offers in region £1,500. Roger Ward, 2 Hailsham Road, Polegate Sussex. Tel: Polegate 6463.

WANTS TO CREW in Glasgow area. Available most weekends April to October. Experience: 2 years dinghy sailing in a Mirror, crewed on Rival 41 from Brixham to Oslo on Tall Ships Race 1978 & crewing back on Marques (Beagle of the Darwin Series, BBC2) to Great Yarmouth. Robin Smith, 8 Bayswell Park, Dunbar, East Lothian. Tel: (0368)62710.

GAFF MAINSAIL White terylene (approx. 12 oz) by Gowands in 1971.
 Luff 24'3"; Leech 44'6"; Foot 27'; Head 21'9". £250 o.n.o.
 GAFF MIZZEN White terylene (approx. 8 oz) by Gowands 1971.
 Luff 14'8"; Leech 21'; Foot 11'5"; Head 8'1". £120 o.n.o.
 JIB White terylene (approx 6 oz) by Gowands 1971.
 Luff 43'8"; Leech 32'7"; Foot 17'. £80 o.n.o.
 Chris Mansfield, c/o Ocean Youth Club, Old Custom House, Sydney St.,
 Brightlingsea, Essex. Tel: Brightlingsea 2138 or 4428.

KEYHAVEN YACHT CHARTERS, Clifton, The Street, Mortimer, Berks,
 Tel: Reading 332684/332318, have just purchased a very interesting
 boat called an Endurance 30, a gaff cutter built on traditional
 lines. Originally built for the 1976 Transatlantic Race, the
 boat is only now being completed ready for launching in the
 middle of May and will commence charter work at the beginning of
 July. As the boat is coming on stream rather late in the season,
 they are offering it for charter to members of the O.G.A. at a
 rate of £195 per week, a very substantial reduction on the normal
 rate and on the rate payable for boats of similar size chartered
 by other companies.

They also have on order a Cornish Trader, a 30 ft. version
 of the Crabber. They will then have three new gaff rigged boats
 available for charter. Mr. R.G. Willmott, Keyhaven Yacht
 Charters(as above) will be pleased to supply further information.

SECRETARY'S NOTES

At the Annual General Meeting, Graham and Anthea asked if
 I would make it clear that ALL CHEQUES ETC. FOR STOCK SHOULD BE
 MADE PAYABLE TO THE OLD GAFFERS ASSOCIATION, AND NOT TO INDIVI-
 DUALS. Any members wanting ties, lapel badges, burgees, etc.
 should contact Graham & Anthea Balmford at 35 Winstree Road,
 Burnham on Crouch, Essex.

Also, as recorded in the minutes, I was instructed by the
 meeting to make it clear that Rule 8 MUST be applied to Race
 Entries. ('Non-members owning gaff rigged boats shall be allowed
 to enter on payment of an additional amount equal to the Annual
 Subscription to the Association...'). We have stated in various
 publicity documents etc. that our races are organised BY our
 members FOR our members, and whilst we do not wish to exclude
 any gaff rigged boat from our events, we must avoid becoming a
 body which organises races for the benefit of non-members.
 Even with a surcharge, a non-member would find it very diffi-
 cult to enter any comparable event for so low a price.

Area Secretaries are asked to note that we intend to close
 our 1979 accounts on 31st October, so could they please have
 their accounts completed and sent to Len Warren by that date?
 Transactions after 31st October (e.g. winter social events)
 can be held over until the 1980 accounts.

LIMERICKS

A vintage old cutter from Dart
 Could not sail without falling apart.
 She beat out to the Skerry,
 Superglue at the ready,
 And ended all stuck up on Start.

R.G.S.-S.

An Old Gaffer who came from St. Mawes,
 Was taken to see the film 'Jaws',
 He wasn't impressed
 And said that he guessed
 He'd caught conger as big 'tween the wars. J.K.

ODE TO THE O.G.A. LIMERICK CONTEST:

1. ANNOUNCEMENT OF THE PROBLEM:

I sit here; I can't eat a bite -
 I've been sitting here most of the night,
 I fume and I fret
 For ideas I can't get,
 But John Scarlett has asked us to write.

2. ANALYSIS OF THE PROBLEM:

This quest brings a sense of futility
 That is quickly approaching hostility;
 My mind starts to wander
 As I sit here and ponder;
 I'll be here 'til I reach senility.

I find words that show possibility,
 They even have desirability.
 But they don't seem to say
 What I wish to convey,
 So using them's a liability.

My rhyme schemes lack versatility,
 And my metric pattern gets fractured and suffers extremely
 from fragility.

Although I may curse
 It just seems to get worse;
 But it may help to teach me humility.

I suspect that, in all probability,
 My mind just lacks fertility;
 The things that I need
 Are good word choice and speed,
 But I just don't have mental agility.

I want words with a sense of virility,
 Of strength, of speed and mobility,
 But I search through my mind
 For right words I can't find,
 So I settle for sense and utility.

I find it an awful debility;
 With verse I just don't have facility.
 I write all night long
 But it comes out all wrong,
 For at rhyming I have no ability. D.K.

An Old Gaffer who sailed out from Leigh
 Was caught in a squall while doing a wee,
 He said 'It's not fair at all,
 When I am paying her a call,
 That nature should do this to me'. A.N.W.

A sweet young maiden named Bloom
 Asked the nurse in her hospital room,
 'Please tell me, my dear,
 Just why I am here'

She'd been hit on the head by the boom! J.M.L.

Now our usual welcome to the new members:

K.G. Allen, 8 Calshot Close, Calshot, Hants.
Weouda 892

J.W. Bray, The Pump House, Bredfield, Woodbridge, Suffolk.
Sjønhest 17

A. Brown, 22 Calton Hill, Edinburgh.

E.W. Caswell, 32a Melbourne Road, Ilford, Essex.
Maud 421

P.C.G. Chandler, 38 Bridport Road, Parkstone, Poole, Dorset.
Emma Louis 886

F.W. Coghill, 30 Renshaw Road, Bishopton, Renfrewshire.
Thistle 130

D.R.G. Collins, Windwhistle, Station Road, Fordingbridge, Hants.
Dunlin 685

Ann L. Dempster, 36 Church Road, Horspath, Oxford.
Meridian 678

Miss K. Dymock, Brighton Marina Co., Brighton, Sussex.

K. Hobson, 57 Westfield Ave., Redcar, Cleveland.
Waraxe 882

C.A. Landells, Hollybush Farm, Brockenhurst, Hants.
L'Esterelle 893

R.J. Meikle, Tudor Lodge, Church Close, West Runton, Cromer,
Norfolk. Circe 888

J.D. Parfitt, 77 Southfields Road, West Kingsdown, Sevenoaks,
Kent. My Quest 894

B.R. Slater, 10 Ditton Court Road, Westcliff on Sea, Essex.
Souvenir 896

R. Smith, 8 Bayswell Park, Dunbar, East Lothian.

J. Sunderland, 9 Stapleton Road, Headington, Oxford.
Baroque 895

G.D. Taylor, 19 Huntingfield Road, Putney, London SW 15.
Grebe 887

D.J. Ward, 9 St. John's Terrace, Woodbridge, Suffolk.
Twinkler 580

M. Wescomb, 28 Church Street, Mevagissey, Cornwall
Margaret 891

The following have changed their address since our last issue:

S.G.G. Ambrose, 3 Maynear Terrace, St. Tudy, Cornwall.

D.W.A. Bridge, Blacksmiths Arms, 1 South End, Croydon, Surrey.

C.F. Green, Mill Farm, Appledore, Ashford, Kent.

J.F. Hatch, 54 Downhall Road, Rayleigh, Essex.

P. Hatton, 43 Courtenhall Road, Blisworth, Northants.

P.G.W. Meakins, Riverhill, 27 Ipswich Road, Woodbridge, Suffolk.

J.H. Sadd, Brackleys, 26 Grange Road, Wickham Bishops, Witham,
Essex.

B.J. Wooley, Scarr Hall, Jubilee Road, Salterhebble, W. Yorkshire.

LETTERS FROM MEMBERS

From C.W. Landells, Holly Bush Farm, Brockenhurst, Hants:

I see from the literature with the entry form, that advice on design, repair and restoration etc. is available to members. My boat is desperately in need of repairs, etc., and I would be delighted to have any help going in respect of where things

should be and what they should look like. I also have no details of the boat (L'Esterelle, yawl) cannot trace its history or recognise its type; if anyone can help here, it would be more than welcome.

From Peter Wright, Virginia:

No sooner had I got my last message off to you, than I heard from our esteemed Maryland member, Dean Worcester. Dean sent me a packet of stuff, including the enclosed account of the Tradition Class race during Chesapeake Appreciation Days. The Red Queen was absent due to press of business not allowing skipper enough consecutive days to sail up, participate and sail back to her home port.

Dean also forwarded on the copies of the Chesapeake limmericks - I hope the O.G.A. newsletter can use them - full credit to Dean, please. (We quote from the first one, the rest will appear in the next issue - Ed.)

There was an old gaffer named Peter,
Who stitched up a race winning cheater
Out of extra clear plastic
Which gave speeds so fantastic,
That no other gaffer could beat'er.

For the record, I don't own a cheater, much less one of clear plastic, so he's obviously thinking of someone else yclept Peter. But then:

There was an old gaffer - the Red Queen,
That was one hell of a sailing machine,
That one day in a gale
Tore out her fore-sail,
And made two passengers turn green!

Now, that last is a very accurate description of what happened in 1977, October, when the R.Q. blew out her jib... it does leave out the pumping of the skippers adrenalin and the heart-in-mouth reefing efforts - two fingers for holding on, eight + ten toes for the job at hand! That teaches this intrepid sailor to reply 'What gale?' when he hears of one on the radio during a placid afternoon sail (the clawing off the lee shore part was funsies too - we'd just come out of a narrow cut into open water!).

Best for a good winter. Please raise a toast to all the gaffers scattered around the world on my behalf at the A.G.M., since I shan't be able to be there. I will be sending a sailing son by next summer. I'll be in touch beforehand - he'd love to crew in an O.G.A. race if one is going at about the right time. He's big and beefy and very handy horsepower to have around in addition to being a reasonably skilled sailor.

Best wishes.

Here is the aforementioned account by Dean Worcester:

The nearest thing that Maryland's Chesapeake Bay offers to an Old Gaffers event occurs at the annual Fall Chesapeake Appreciation Days, where races are conducted for the working skipjacks (bermudan sloops used to dredge for oysters), for schooners, and for the Tradition Class (pleasure craft converted from - or replicas of - working sail).

The Tradition class was won by a sprit-rigged cat ketch replica of a Maine pinky, with a Cape Cod catboat replica eighth, and a genuine Maine Friendship sloop retiring due to overly moist bilges.

The schooners - most of them - got off to a good start behind Red Witch, but Rebel and Nomad, arriving simultaneously two minutes late, tried to involve the committee boat (a 70 ft. steel buoy tender) in their tactics, which resulted in a series of near misses, but no physical damage. Once across the line the Captain of the Rebel was relieved of his position at the wheel by popular acclaim, and helmsperson Doris Worcester proceeded to catch and pass the fleet in a hard seven-mile beat. Rebel increased her lead in the run back, followed by Cygnus, Mistral, Nomad and Red Witch.

REBEL	1942 60ft. three master, gaff fore & main, Wirth Munroe design. Dean Worcester, O.G.A.
CYGNUS	1978 35ft. tancook whaler, gaff fore & main, Peter Van Dine design. Bruce Wetmore.
MISTRAL	1938 63ft. gaff fore, Francis Herteshoff design. U.S. Naval Academy.
NOMAD	1927 50ft. Nova Scotia fishing schooner. Vernon Hardesty.
RED WITCH	1903 36ft. gaff fore lightship tender, U.S. Coast Guard design. Carl von Lossberg.
DEFIANCE	1960 46ft. gaff fore & main, Petersen design. Joe White, O.G.A.
ELINDEL	1978 34ft. gaff fore & main, Colvin design. Mark Selikson.

Race details were handled by the Chesapeake Traditional Sailboat Association, which numbers the O.G.A.'s Eastern U.S. Secretary, Peter Wright, amongst its members.

Another letter from Peter Wright:

Hi - That informal greeting was good enough for George Washington to use in a letter to a friend (the original of which I have) so this Virginian feels quite free with it! I never heard a peep from my last couple of epistles, nor saw any of our Chesapeake news mentioned in the O.G.A. Newsletter, through I suppose the press of business, etc. Am fully aware of that, in particular since I was caught short handed recently at the office during a government-wide hiring freeze (yes, I'm a career government official) at the same time the college bookstore failed to stock the text of the course I teach, so had to write substitute material for the class at the same time I was working 10-12 hour days. But, that's behind me now.

What's motivated me to write is a follow-up on our letters re covering boats for protective purposes. I read an article in the October 1978 National Fisherman (which is an interesting combo of commercial fishing periodical with traditional boat features) in which the author, W.H. Prasser, discusses the design and construction of a 33' pinky ketch (gaff rigged!) by Penobscot Boat Works, Rockport, Maine. I quote from the article:

'Like many of her Penobscot Boat Works predecessors, this rugged ketch is strip planked, epoxy glued and edge nailed, with the entire hull finally encapsulated in epoxy resin-impregnated Vectra polypropylene cloth, two layers inside and three out.'

Later it states that 'Decking and coachroof are laminated of two layers of $\frac{3}{8}$ " plywood, with non-skid surface provided by plain finish (no gel-coat) fiberglass cloth'.

Like my boat, she has solid spruce spars and her sails ride on mast hoops. This yard also uses, on some of its hulls, the West system, which I'm sure you've by now heard of.

I was indeed interested in your description of the sheathing or the pitch coating used on various of your U.K. boats; having since then talked with builders and naval architects in this area, they are generally agreed that for our marine borer infested waters, pitch is too uncertain (stays softer due to warmer water, approaching 80° in height of summer, and is subject to removal in spots due to groundings) and, as to sheathing... well, I'm completely lost - suffice it to say that they talked to me in terms of warm water, galvanic action, electrolysis, etc. in terms that lost me - I who took extra lit. & history courses instead of the physics my school masters were certain I'd never be proficient in!

I picked upon this particular article as it dealt with a handsome gaff ketch pinky (a sort of particularized New England coastal type, either small schooners or ketches, with double ended deep hulls that must be of the same lineage that inspired Colin Archer. They were the original Maine & Nova Scotia fishermen fishermen and coasters, before the day of the great schooners). However, it is typical of the trend I see in all the articles - that in order to get full value out of their investment (i.e. durability) wood boat owners over here are specifying fibreglass sheathing due to the short life of those in our waters (especially those south of Cape Cod) which are not so protected. And we STILL have to use anti-fouling paint and haul twice a year! The big difference of opinion seems to be whether to epoxy the boat inside and out, or just outside. I am beginning to have a suspicion that the inside/outside combo may be the better, and may be able to test this if, as I envision, the Red Queen is supplanted by a larger vessel (probably a sharpie, which also has shoal draft) which I may have built along the lines of the description above. Since the motive is to get a boat with an accommodation more suitable to getting my wife to cruise extensively with me, we may well keep the Red Queen for my sons' use, and thus, over a period of years keep track of the comparative maintenance needs!

Well, so much for all of that. We are anticipating a good year, and I am looking forward to getting some more O.G.A. recruits as I have time this year to cruise further afield and take care of getting to more events. I will have a son over there this summer, about a month each in Norway and Britain, and may have him give you a ring to see if there are any events he could participate in as crew for someone short-handed whilst he's there. He leaves Richmond 25 May for Oslo, and returns 24 July from Heathrow. The exact date he'll leave Norway for the U.K. is still subject to some conjecture, but, if you know of any events in the latter part of June or July, let us know! He's an experienced sailor, both one-designs and larger boats; and adds muscle to a crew at 6' and 230 lb. He's also a passable mechanic for those with mystifying ailments in the engine room. In addition to his regular prep school work, he's picked up a trade school course in mechanics, one in electronics, and has worked in a service station.

Best for an outstanding season for the O.G.A.,

Peter Wright, 10904 Belmont Blvd., Lorton, Virginia 22079, U.S.A.

Nice to hear from George Kent of St. Helier, who enclosed his subscription, that at 78 he still enjoys sailing his 17ft. open gaffer and hopes to have another good season. We hope so too!

From Pat Walton of Woodbridge,

I am afraid that I know very little of MADELEINE's past. I bought her from Mike Brooks (Bodger) who is an O.G.A. member in July 1978 at Fred Webb's yard, Pin Mill. He had bought her with the intention of taking her to Holland to sell and was not really interested in her history. He did however tell me that he bought her from a man who was moving to the U.S.A. and I think his name was Smith, I was also told that she was owned by a group of young men which would tend to tie in with Madeleine No. 84.

The measurements I gave you on the application form are correct as she has been very carefully measured for the East Coast race, and I have enclosed a photo which you may keep. Her condition at present is that although her hull is in fair condition her deck and coachroof is in very poor condition and is at present being repaired by myself, which will include new decks, cabin trunking and several deck beams, trying to keep everything as original as possible.

I will in the next few days contact King's yard and see if they have any information and would be very much obliged if you could furnish me with the addresses of any of the past owners of Madeleine you may have.

The only other information I have is that in 1970 her hull was rebuilt by Fred Webb's yard, I spoke to Fred about it and he told me in his opinion the cost of which came to more than the boat was worth and that the then owner died shortly after it was completed and so never gained the benefit of the work.

From Pat Cousins, of Cardinham, Bodmin:

I thought you might like to have a photograph of Uzella, the yacht I built in my orchard here in central Cornwall. She has taken me over four years of spare-time effort and we are pleased with the way she handles. The hull is ferro, but she is strictly 'trad' in all other respects. We launched on July 24th, but were well into August before we set sail. We still lack a tops'l yard and the pleasure of setting that sail will have to wait until next season. You may recall that the rig was discussed in a much earlier correspondence and you will be pleased to know that she is well balanced on all points of sailing. The spars were all adzed from local trees and I made all the blocks, thus preserving the traditional look as well as many pounds! My sincere congratulations on the Newsletter which seems to get better each time. I particularly enjoyed the Rawanah story - especially the details of the yacht herself. Incidentally I could have bought Awaræ in 1950 for £1,500 but (as I was young and poor) bought instead Seaway, an 8 ton gaff cutter built in 1932 to a Griffiths design. She cost me £950! The Rawanah cruise really needed a sketch map for the benefit of (say) your American and Cornish readers!

Finally I must come to the main point of this letter, please note that I could not register the name Sarah Ann and she is now Uzella.

From Mr. K. Hobson, Redcar, Cleveland:

Just a line or two. Here is a todate, register of my boat. As you can appreciate when one has converted any boat as this, details as to designer and when built etc. are quite difficult, as when I first bought the boat the previous owner had no idea or, I think, interest of its past life. I do know that I have just about rebuilt the original hull, hence the name Waraxe, from Arthur's Axe - none of the original remains.

I would like to contact anyone with a similar boat, as the way to give details etc. when one is applying for insurance etc., seems to me quite a daunting task!

I would like to take this opportunity to say how much I really appreciate the help and sheer enthusiasm I have received from you at O.G.A. I realise now that joining you has been the best thing I have been lucky enough to do for a long time. I am a member of R.Y.A. and D.L. Marine Club for a number of years, but in no way have I had as much guidance and help as from O.G.A.

I only hope I may get up to one of the Clubs this season.

From R.A. Rush, Hoo, Rochester:

A point of interest, my Old Gaffer Nercissa, RR17, should have her rebuild completed by the spring of '79 and I then hope to have a sail and maybe make it for the East Coast Race. By then it will have been 6 years 11 months of dedicated hard labour.

Many thanks and all good wishes.

Please send in contributions for the next Newsletter, on which we are starting work forthwith. Depending on the rate at which contributions arrive it will be published either June/early July, or September as we shall be away end July/August.

Will members wishing to enter races please use forms enclosed herein, members wishing to enter more than one race can ask for extra forms from the Galashiels address.

Apologies to members who have long awaited replies to their letters, as the Secretary has been working long hours and many weekends at the job he unfortunately has to do to keep body and soul together. He will get round to them all in time.

OLD GAFFERS ASSOCIATION

RACE ENTRY FORM

Please PRINT in BLOCK CAPITALS throughout. Delete inapplicable alternatives

I wish to enter the boat named below for the _____ Area OLD GAFFERS RACE which takes place on _____ 19____, and enclose my entry fee as detailed below.

NAME of OWNER _____
or ENTRANT _____ NAME of BOAT _____ O.G.A. No: _____

ADDRESS _____ Tel. No. (day) _____
" (evng) _____

ADDRESS FOR SAILING INSTRUCTIONS (if different) _____

IDENTIFICATION DETAILS (Used both for compiling the Programme and for recognition in the Race).

RIG _____ LOA (excl spars) _____ ft SAIL No: _____ OGA.T(H)CF _____ YEAR BUILT _____

COLOUR of TOPSIDES	COLOUR) MAIN _____ TOPSL _____
DESCRIPTION of RACING FLAG	of) MIZZEN _____ TOPSL _____
(COMPULSORY: burgee not permitted)	SAILS) JIB _____ STAYSL _____

HANDICAP DETAILS To be completed only if this is a first-time entry in an Old Gaffers Race, or if there has been ANY CHANGE IN MEASUREMENTS since the last Race entered. In either case, ALL details MUST be given. (See diagram overleaf). All measurements to be given to the nearest INCH.

MAINSAIL: b _____ h _____ g _____ TOPSL: h _____ i _____

MIZZEN: b _____ h _____ g _____ TOPSL: h _____ i _____

FORE-TRIANGLE: i _____ j _____ (N.B. Actual headsails are NOT measured)

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

YEAR BUILT _____ RIG: Sloop/Cutter/Yawl/Ketch/Schooner/or.....

PROPELLER: Fixed/Folding/Without CENTREPLATE: With/Without DRAFT _____
(When centreplate fitted, give draft with plate UP)

HISTORY OF YOUR BOAT: The RACE PROGRAMME is not complete without a description of the boats taking part. Only YOU can keep us up to date. Please give us the information overleaf.

I would like _____ tickets for the Supper after the Race at _____ each. I enclose remittance as follows:-

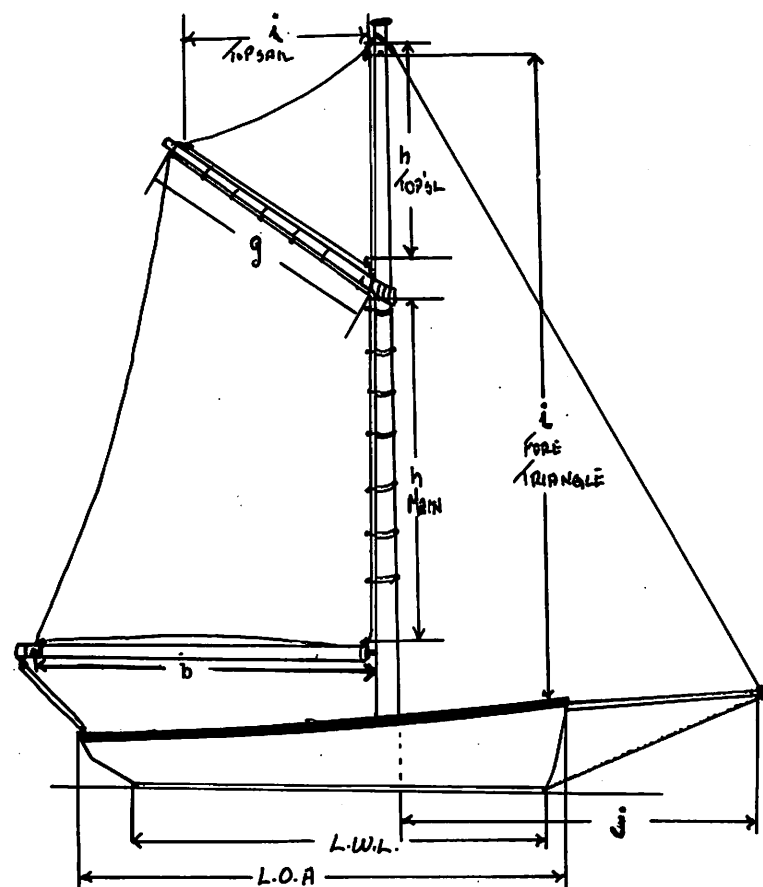
RACE ENTRY FEE.....	£	.	
LATE ENTRY SURCHARGE.....	£	.	
NON-MEMBER SURCHARGE.....	£	.	(see note below)
O.G.A. INSURANCE SCHEME RACE EXTENSION..	£	.	
SUPPER TICKETS (as above)....	£	.	
DONATION.....	£	.	
TOTAL REMITTANCE		£	.

I understand that the Race will be sailed under current R.Y.A. and I.Y.R.U. Rules (except as specifically modified in the Sailing Instructions), and that Handicapping will be by T(H)CF. I agree to accept the Race Committee's decision as final on all points of handicapping and conduct of the Race.

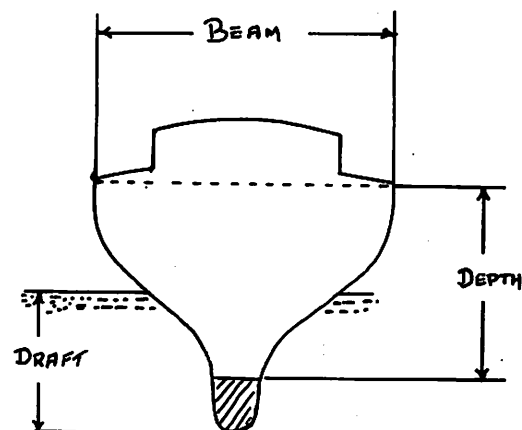
(signed) _____

PLEASE NOTE: Payment of the Non-Member surcharge, or indeed entering the Race, does not give automatic membership of the Association. This can ONLY be achieved by completing a Membership application form, and sending it with the appropriate fees to the Association Secretary, as indicated on the form. Area Secretaries will be glad to supply the Forms but NOT to collect the fees!

Applicants who join the Association in the same year in which they have paid a Non-Member Race surcharge, will be excused the membership Entry Fee, but NOT the annual subscription.



THE MEASUREMENTS
REQUIRED FOR
OGA T(H)CF
HANDICAPPING



NOTES: g and b (main and mizzen), and j and i (fore-triangle) are measured to the swallow of the sheave of the topmost halyard, outermost outhaul, etc.
h (main, mizzen and topsl) and i (topsl) are measured on the sails.
DEPTH is the vertical height amidships (in the way of the Main Beam) from the top of the wood keel / hog, to a line joining the underside of the deck at the sides.
DRAFT is what the lead-line reads immediately after you have gone aground.
NO ACCOUNT is taken of the actual sails set forward of the mast; the TRIANGLE in which they are set is what is measured.

HISTORY OF BOAT If your boat has not previously competed in an Old Gaffers Race in the Area in which you are now entering her, or if there were inaccuracies in what was previously published about her, please bring us up to date below. Of interest are: Where built, when, by whom; any commercial use; if, when, and by whom, converted to yacht use; any other major alterations; noteworthy previous owners, past voyages, major mishaps, etc; past successes in Old Gaffers events.
The Editor of the Programme is not omniscient: please keep him up to date!