

Old Gaffers Association Newsletter

78/1



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Braeside, 2, Greenbank St., Galashiels,
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OLD GAFFERS ASSOCIATION

NEWSLETTER No. 1978/1

DIARY DATES

May 28th 6.30 Round the Isle of Man Race
June 3rd/4th Clyde Race
June 17th Round the Island Race
June 17th/18th Rally at Walton Backwaters
June 27th/30th Thomas Bucktrout Rally and Race - Guernsey
July 3rd/8th Loch Fyne Seafood Festival - Tarbert
July 15th South West Race, 11.00.
July 15th/16th Bristol Channel Race - part of Pill Rally
July 29th 9.00 East Coast Race
July 30th East Coast Seamanship Trial
August 13th 9.30 North East Race
August 20th/27th Drake 400 Gaffers Rally - Plymouth
September 9th Solent Area Race
September 30th/October 1st Solent Autumn Meeting at Cowes
Corinthian Yacht Club.

Further details of these events are in this Newsletter.

SUBSCRIPTIONS

Once again the time has come to remind members that subscriptions are due, in fact, overdue. Our thanks to the many members who have paid promptly without any reminders.

If your subscription is paid by bankers' order could you please check that the bank is paying the correct subscription. We regret that members who have not paid subscriptions by the date of their area race will have to be deleted from our lists.

COVER PICTURE

RAWANAH was built in 1935 by H. King & Sons, Pin Mill. I believe the first owner, Hubert Brown had her drawn out by Maurice Griffiths very much on the lines of the Awara, his previous boat, a 30 foot Tahiti Ketch, designed by Hanna and built by King in 1932.

Rawanah is built of 1½ inch pitch pine on elm timbers at 12 inch centres. The deck is 1½ inch knotless white pine, canvas covered and all deck beams are fairly massive and oak. She has a heavy pitch pine bilge, stringer and beam shelf. Her stern and stern post are probably oak and her wood keel elm. All timbers are copper fastened and plank ends are fastened with galvanised iron dumps, some of which we have drawn and found perfect. All her deck brightwork is teak with the exception of the gunwhale capping which is ash.

/over

2.

She was as mentioned above built for Hubert Brown who cruised single-handed from his base in Poole mainly to the West Coast of Scotland and other parts of the United Kingdom. We don't know much about her between 1939 and 1952 although she was owned for a period in Jersey. In 1952 she was brought to the Clyde and purchased by Dr. D.M. Armstrong in early 1954. Since then she has cruised fairly extensively on the Irish Coast and West Coast of Scotland.

Incidentally, her original Thornycroft Handybilly engine is still going strong!

ANNUAL GENERAL MEETING

The 1978 Annual General Meeting was held on Saturday, March 4th at the Cruising Association Rooms, St. Katherine's Dock, London. About forty members were present.

The President, Michael Millar, took the chair and opened the meeting by welcoming the members present, and expressing regret that so few were there. He apologised for having been unable to keep his resolution to attend as many O.G.A. events as possible during 1977, but poor health and business commitments had left him able to attend only the East Coast, Solent and Bucktrout events. He stated his intention of getting to more events in 1978.

Michael then went on to thank the Secretary for his work in producing the Newsletters, and the Treasurer for the excellent set of accounts, and all Area Secretaries who had enabled the various events to take place - events which added up to a bumper year.

Finally, he passed on to the meeting apologies for absence from Chris Waddington and Les Bowen from the Solent Area, and then pointed out that we had present representatives from the East Coast, Solent, South West, Bristol Channel and St. Malo.

The Secretary then presented his report on 1977. The adoption of the report was proposed by Colin Edmond, seconded by Maurice Bailey, and carried without comment. (Draft of the report follows).

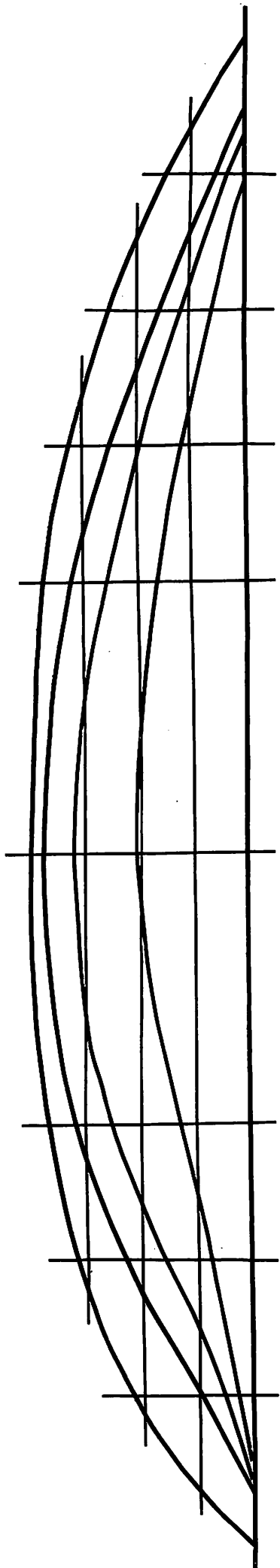
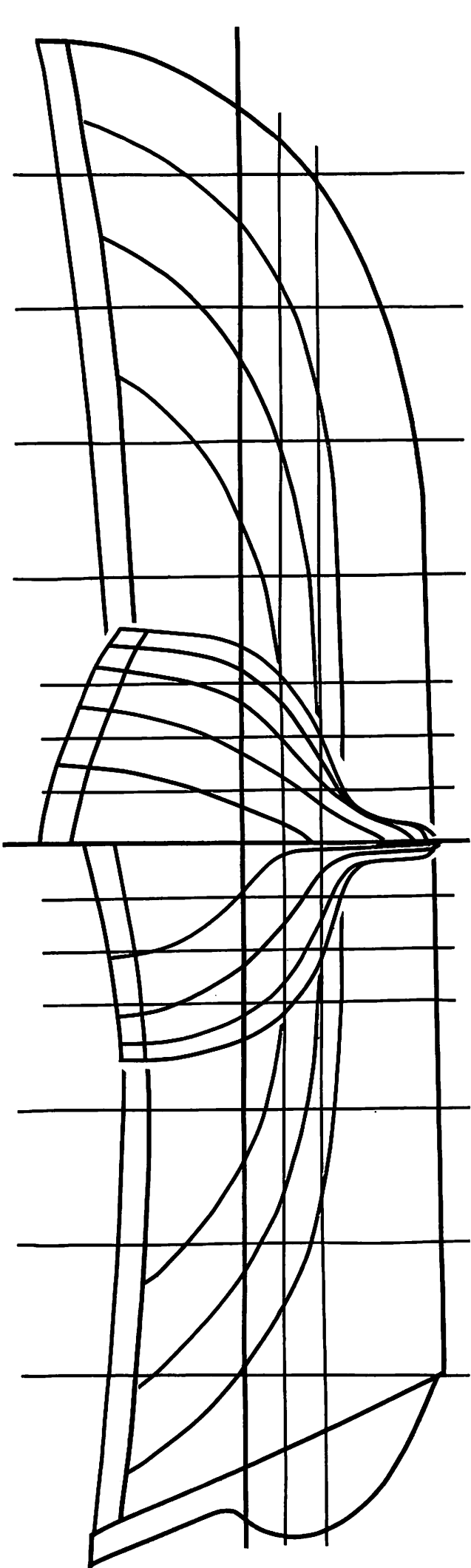
The Treasurer then presented his report and the 1977 accounts. In discussion on financial matters, Ron Francis mentioned insurance, and there was some discussion on the Bowring/O.G.A. scheme. It was agreed that the Association should offer space in the Newsletter etc. to publicise this scheme, using copy to be supplied by Bowring Camper Nicholsons.

The adoption of the Treasurers report was proposed by Rob Williamson, seconded by Peter Crofts, and carried without further discussion. Also under finance, the customary Secretary's honorarium was proposed by Maurice Bailey, seconded by various members, and carried.

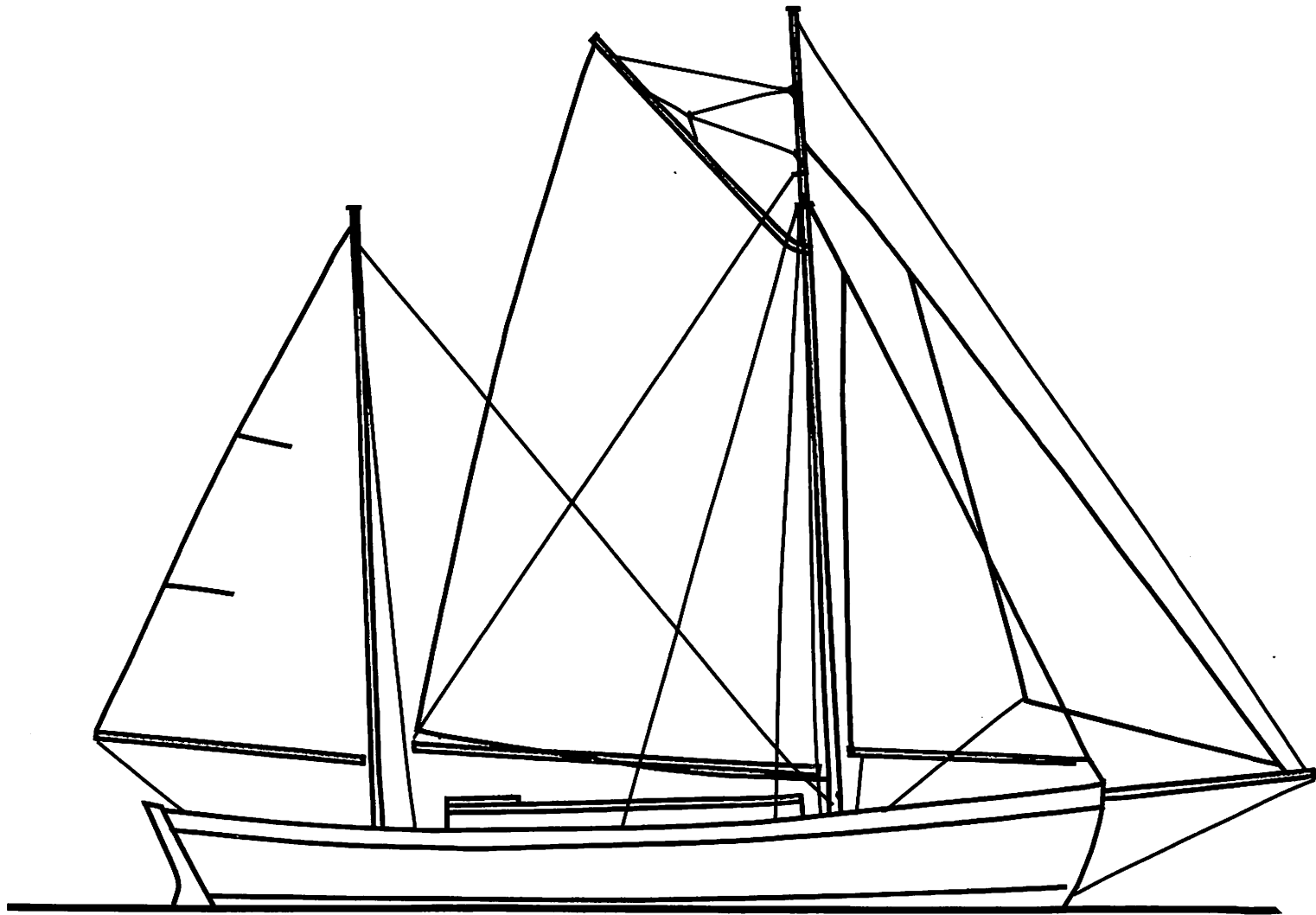
The President then announced the awards for Newsletter articles as decided by the Committee:

Best Technical Article - Jon Ward-Hayne, for his article on Wilful. It was mentioned that Jon had also contributed a good cruise account, and an account of his experiences in the Bucktrout event.

/continued on page 5.



Rawanah



Rawanah

Best Cruise Account - Jon Wainwright, for his account of Deva's voyage from Lincolnshire to the Thames. It was mentioned that this article was the conclusion of a series which had described Deva's passage through the canals from the N.W. Area to the East, and also that Jon had contributed an account of our East Coast Race.

Best Race/Rally Account - Tom and Julia Richards, for their account of the Bucktrout Rally, and the events at St. Malo following the Rally.

Special Prize for an article of a different type was awarded to Rob Williamson for his 'Crossing the Bar' article.

Limerick Prize - The President then announced that Len Warren had chosen the three verse limerick about the 90' topsail, contributed by J.D., and published in the fourth Newsletter as being the best limerick. After Michael had read out the limerick, and the laughter had subsided, the bottle of Irish shiskey was presented to John Dennis.

The President then gave a report on plans for the 1978 Bucktrout event. He announced that the overall management company were withdrawing from all sponsored events, but that Nick Wheadon of Thomas Bucktrout was prepared to provide more limited sponsorship. After telephone conversations, last year's event Committee had agreed that we could continue to stage the rally with Nick's sponsorship, on a 'do it ourselves' basis; the main result of which would be a lowering of the standard of paperwork.

To avoid the mid-season congestion in the busy harbours, the 1978 event is proposed for June 26th to 30th, the programme planned being to arrive in St. Peter Port on the Monday; rest day (and any necessary repairs) on the Tuesday, with a briefing session in the evening; the Race, probably round Guernsey, on the Wednesday, and the post race party on the Thursday evening, with members departing for home on the Friday.

The President's suggestions on this event were agreed by the meeting.

The President then asked if there was any other business.

Mike Shaw from the S.W. Area introduced himself, and explained that he was also representing Jon Ward-Hayne and Sam Poole, who were unable to be present. He stated that following the magnificent hospitality received from the French Gaffers in St. Malo, the South Western area members felt they ought to put on a 'do' to which the French members could be invited. As 1978 marked the 400th centenary of Drake's Circumnavigation, they were proposing a 'Drake 400' event. (The Secretary wishes he had a record of which member called out 'Heavens, not a Gaffers Circumnavigation'.) Mike explained their slightly less ambitious plans, which were- Arrive at Plymouth 20th August, and assemble in Millbay Dock. Free day Monday, with Lord Mayor's reception in the evening. Tuesday, a race round the buoys in the Sound, and a reception by Plymouth Gin in the evening. Wednesday 23rd, a treasure hunt or similar 'fun' race up the estuary, with a barbecue at Spaniards Inn. Thursday, a cruise or race; Friday, passage race from Plymouth to Dartmouth. Free day on the Saturday; a race in Start Bay on the Sunday, followed by a party at Dartmouth Yacht Club. These plans

received the acclaim of the meeting, and the Presidential comment 'Sounds like one of the most alcoholic weeks ever staged'.

It was reported to the members present that the Committee felt that the O.G.A. should donate annually to the R.N.L.I. a sum roughly equal to our annual R.Y.A. affiliation fee, but that donations to all other charities, preservation societies, etc. should be encouraged by the Association, but left to individual members.

Ron Francis then raised the matter of membership lists, with the suggestion that the Association membership form should include a space for stating the area in which a member sailed. It was pointed out that the form did (and always had) contained such information, but that membership was not divided down into area lists, as so many members lived in one area but sailed in another, and all those members welcomed the news of events in both areas. It was also pointed out that the Association Secretary had provided all Area Secretaries with full membership lists, together with all the necessary update information via the Newsletter, and that if Area Committees wished to keep their own records, it was up to them to keep them updated from the information supplied. Various members present stressed the importance of regarding the Association as one body, with members free to enter events in any area.

Ron Francis then expressed his thanks, and those of the others who had visited St. Malo to Jean le Faucheur for the hospitality he and his fellow members in St. Malo had shown them. M. Le Faucheur acknowledged, and then presented the lovely cup which had been won by Citara (whose owner was unfortunately not present to receive it).

The Secretary thanked the President for all his work, and the meeting closed at approximately 9 p.m.

SECRETARY'S REPORT ON 1977

Administratively, 1977 must have been an excellent year, because there is very little to say about it. The usual four Newsletters emerged just about on time. Their size hastened the demise of our old and faithful duplicator. Membership stood at 506 at the end of the year - a net increase of 38 over 1976.

Some members who had reluctantly been dropped from our lists in 1976 have had to be re-instated as it has been shown that their non payment of subscriptions was because of bank errors. It is a trifle depressing to see how little care some banks take over their clients' money. Our standing order form is clear and explicit, but nevertheless one bank not only paid quarterly instead of annually; when the error was pointed out by the member concerned, they sent three requests for a refund to the wrong address, although my correct address is printed clearly on the back of the form!

1977 saw three new events. On the Clyde, the R.N.Y.C. arranged a two-day race to Colintrave and back - a most successful event which probably established some all-time speed records for some of the entrants.

Jon. Ward-Hayne organised a passage race in the South West, which had to be abandoned on its first set date, but which proved a success when re-staged later in the year.

Undoubtedly, THE event of the year was the Bucktrout Rally in the Channel Islands. This new venture was a masterpiece of involved planning, involving berthing our fleet in two commercial harbours at the busiest time of the year; transporting owners and crew from St. Helier to St. Aubin on fete day, and a host of smaller problems. A good turn-out of boats made the organisers task worth while; a good breeze on race day gave owners a memorable race; and our sponsors appeared happy with the resulting publicity. To my great joy, Newsletter articles were submitted which enabled those members who could not get to the rally to read all about it.

Mention of the Newsletter recalls another new venture. Our Treasurer Len Warren deserves the title of Hon. Genius for suggesting the limerick competition. Receiving letters from members has always been one of the great pleasures of being Secretary, but the limericks have increased that. Please do keep them coming.

For the future, it looks as if 1978 will have a very full programme of races and rallies, and after a harder than usual winter, who knows, perhaps we shall have a better than usual summer.

AREA INCOME AND EXPENDITURE ACCOUNTS 1977

	<u>Income</u>		<u>Expenditure</u>	
EAST COAST	Balance b/forward	122.87	Expenses 1976 A.G.M.	12.00
	Race Entries	146.00	Prizes	58.75
	Donations	9.21	Printg. Stationery, Post	67.24
	Programmes	10.40	Engraving	5.15
	Suppers	294.75	Suppers	332.00
	Subscription	3.00	Flowers	4.47
	Insurance	1.80	Sub. to Main Fund	3.00
			Insurance	1.80
			Flares	10.79
			Misc. Expenses	7.25
			Balance c/forward	85.58
		<u>588.03</u>		<u>588.03</u>
SOUTH WEST	Balance b/forward	63.72	Dinners	225.00
	Race Entries	45.00	Stationery & Stamps	9.60
	Dinner Sales	275.00	Subs. to Main Fund	10.50
	Subscriptions	10.50	Programme Covers	14.40
	Insurance	7.50	Programme Design	8.00
	Late Entries	2.00	Commodore's Pennant	5.00
	Sale of Programmes	3.60	Christmas Party	30.00
	Regatta Race Entries	10.50	Regatta Race Printing	4.40
			Cash in Bank	117.92
		<u>423.82</u>		<u>423.82</u>

THE OLD GAFFERS ASSOCIATION

INCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDING 31.12.77.

<u>Income</u>	£	<u>Expenditure</u>	£
Subscriptions	1414	R.Y.A. Subscription	55
Entry Fees	44	Prize Money	16
Insurance Commission	252	Travelling	52
Bank Interest	196	Printing & Postage	653
Profit on Sales	26	Hire of Rooms	26
Donations	132	Audit fee	43
Sundry Income	20	Honorarium	158
		Corporation Tax	82
		Depreciation	6
		Excess of Inc. over Exp.	993
	<u>2084</u>		<u>2084</u>

BALANCE SHEET 31.12.77.

Assets

Cash at Bank:-

Current Account	
Deposit Account	811
P.O. Investment Acct.	2095
Stocks	161
Duplicator	480
Less Depreciation <u>6</u>	<u>474</u>
	<u>3541</u>

Less Current Liabilities

Bank overdraft	249
Sundry Creditor	43
Corporation Tax	<u>113</u>
	<u>405</u>
	<u>3136</u>

General Fund

Balance 1.1.77	2143
Add: Excess of Inc. over Exp.	<u>993</u>
	<u>3136</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.
15.2.78.

TREASURER'S REPORT

A new duplicator for £480 is money well spent.
Doubling the Secretary's honorarium from 1976 in some measure recompenses him for the time and effort that he gives the Association.
£2000 opened a P.O. Investment Account with 9% interest, and Deposit Account earns 7%.
Insurance Commission is £100 down on last year.
Printing and Postage is the same as last year, for some bumper Newsletters and Prizemoney has proved a good incentive to write articles for them.
Sale of burgees made a useful profit; but the latest consignment, just received, has doubled in cost, so prices must go up.

L.J.W.

ROYAL NATIONAL LIFEBOAT INSTITUTION In reply to our donation to the RNLI, agreed at the A.G.M., we received the following:

'How very kind of your members to allocate this sum of £56 to the work of the Life-Boat Service at your recent Annual General Meeting. It was very thoughtful and generous of them and I am most grateful to receive this welcome addition to our funds.'

'The work of the Life-Boat Service continues ceaselessly and it is greatly helped in its endeavour to maintain the life-boats to the highest standard by donations such as yours and on behalf of our volunteer coxswains and their crews I would like to extend to you all my very sincere thanks.'

E.M. Lloyd-Jones, Organising Secretary, Scotland.

AREA NOTES, RACE DETAILS, ETC.

NORTH EAST AREA

The fourth Old Gaffers Race was marred by bad weather, a strong easterly air stream producing conditions on and outside Amble harbour bar best described as 'Orrible'.

However, to our surprise on Saturday evening just before beer time Cabana, ex Coquet arrived and disgorged five wet but thirsty bodies. (It's not the sound of the deck leaks dripping that wakes you, it's the splash when it hits your sleeping bag.)

Eric Gordon certainly deserved a Pot for determination in just getting here. A regrettable absentee was Bob Lidgate who was ill, but he sent John and Gordon Timms with Rowena to look after the pot (three successive wins).

Race day dawned to the accompaniment of the surf on the harbour bar and the race, due to start at 9 a.m., was postponed till 1600 hours, then as the bar was still bad until 1630, then 1645 hours. Unfortunately by this time John Galey of Goblyn had had to leave (by car) and Rod Forman decided the bar was too bad for three Stuart Turner horses, in his recently returned to gaff Blackwater Sloop.

Of the rest only Rowena made the start line in time, passing us their dingy as they crossed. Ailsa also started 5 minutes later, and Cabana well heeled under an impressive cloud of canvas, 15 minutes later.

In view of the need for Cabana to return to Sunderland and Rowena to Blyth, a short course was sailed mainly inside Coquet Island, it also left the entrants, and (more important to me) the committee boat out of the big seas.

Old Gaffers party hangovers do not mix with 18 foot Tupperwear motorboats in five foot seas.

Rowena finished first in 30 mins. 30 secs., to retain the Gaffers Pot, and (carried out a neat piece of seamanship) in which they exchanged two cans of export (a good seasickness prevention) for their dingy, and departed for Blyth; then came Cabana in 57 mins. 15 secs., actual time for the course 42 mins. 15 secs. and finishing for the first time in three years Ailsa in 1 hour 25 mins. 15 secs.

A disappointing turn out partly due to the bad conditions and to Grebe and Gighia not being in the water this year, plus my own sacrilege in buying a Bermuda rigged Gauntlet, only by dire efforts did I prevent the sawing off of the top 15 ft. or so of the mast on the Saturday night.

G.C.

(North East Area continued)

The 1978 North East Race will be held on Sunday, August 13th, start 0930 at Amble. Entries (fee £1) to Graham Carr,
14 Henderson Street,
Amble, Northumberland.

Try and get along to this event. There are not many members in the Area, and visitors from other areas can be sure to find a really warm hospitable welcome.

EAST COAST AREA

At the East Coast Area A.G.M., Robert Simper was elected a Vice President of the Association. Robert is one of the two founder members who have entered every East Coast Race since the event was started in 1963, first in his converted lifeboat Sea Fever, and in later years in the Colin Archer cutter L'Atalanta. Ever since the O.G.A. was formed, Robert and his wife Pearl have helped in a variety of ways, not least of which was Pearl's contributions to the catering for the November parties at the Maldon Little Ship Club. Over the past six or seven years, Robert has achieved a considerable reputation as an author on traditional sail.

Rally at Walton Backwaters Week-end of 17/18 June. Picnic ashore at Stone Point - bring fire wood and food. This is a good chance for ship visiting often missed on Race Day.

East Coast Race Saturday July 29th. Class 1 & 2 start 0900. Class 3 start 0930. Entry fee £1.50 for O.G.A. members. £2 for non-members up to July 15th, thereafter £1 late entry surcharge. Roast chicken supper after the Race at the Stone Club, £2.50 per ticket. Please enter early so as to swell the programme entries. Entries to:

C.R. Williamson, Brick Kiln Cottage, Coggeshall Road, Great Tey, Colchester, Essex.

Seamanship trial Sunday 30th July off Bradwell. Start 1000 hours.

1. Vessel to anchor at Pr. A east of Baffle Wall
2. Vessel to be directed to starting position, and anchor
3. Vessel to hoist sail, and proceed to weather mark
4. Proceed to round mark, and run to leeward mark
5. Man overboard drill to be carried out between marks
6. Vessel to return to original course and round leeward mark, so as to tack back to windward mark. At sometime between these two marks, the vessel is to be hove to, and a significant sail change made.
7. When sail change has been made, vessel to pick up windward mark as if mooring buoy. (Rope will be attached to this, which is to be held indicating vessel has lost way.)
8. Return to anchorage.

The winner will receive 'The Francis B. Cooke Seamanship Trophy', a beautiful half model of Francis B. Cooke's Blackwater Sloop 'Iolanthe', given by Andy Penman.

Entry will be restricted to 15 boats, and there will be a 50p. entry fee payable on the day.

Further information from G. Balmford, 35 Winstree Road, Burnham on Crouch, Essex.

SOLENT AREA

The Solent Area A.G.M., held in January, was attended by many more people than expected and a good evening was had by all. The business side of the evening was rounded off in record time and the gathered company were then able to chat amongst themselves to catch up with all the news.

During the evening various matters were discussed and the meeting was told that the following dates had been set down for the Summer:

- * Round the Island Race on 17th June
- * Spring/Summer Meet, date to be decided, probably June/July.
- * Venue - Poole.
- * Local Race on 9th September
- * Autumn Meeting at Cowes Corinthian Yacht Club on 30th September/1st October.

It was decided during the meeting that local members would gather on the third Wednesday of every month at The King's Head Public House in Wickham.

The A.G.M. was held at The Bugle Inn in Twyford. Ron Francis chaired the meeting and it was such a good meeting I hope it is a good omen for the future. It was a very cold wintery night but quite a few people travelled some distance to be there.

- * Entries for these events to: C.M. Waddington,
Wicormarine Ltd.,
Cranleigh Road,
Portchester, Fareham, Hants.

We are proposing to have an Old Gaffers Rally to Studland Bay on Saturday 29th July. All yachts to anchor together as soon as possible on the Saturday night in Studland with some form of party being arranged. Bad weather programme will include either going into Poole or staying in the Solent and going to Newtown or the first reach into the Beaulieu River.

Further details of this event from either:

R.W. Francis (Gaivota)

31 Grand Avenue,
Camberley, Surrey

Tel: 0276 63020

or: C.M. Waddington
(as above)

Tel: 0329 237112,

by the first week in June.

The Solent Committee have a problem particular to their area in that many members live in London and have the alternative of East Coast or South Coast sailing. As it would obviously be impractical (and costly) to circulate the whole of the membership with the details of rallies, meets, etc., they have formed a 'social mailing list' for this purpose.

The list is based on entries of members in all events over the last two years and any one else who has professed interest. There is obviously a danger that someone may have been missed and we therefore take this opportunity to ask that if anyone would like to be added to the list please write to the Area Secretary, C.M. Waddington (as above).

SOUTH WEST AREA

From an idea hatched aboard the South West contingent at St. Peter Port after the Bucktrout Rally we decided to have a gathering at Christmas time to enable us to see some of the faces we otherwise only see on race days and get to know them better. As a result of a circular to all members in Devon we had a good turnout with about forty old gaffers present. The venue was the Dartmouth Yacht Club and much 'wetting and yarning' was done, and last year's races sailed again. A supper was laid on out of area funds by the ladies committee, which was much appreciated. In all a very successful evening. We hope to repeat it next year, all being well.

12.

Our dates for this year are as follows:

Main South West Race is on July 15th. A Saturday again as it gives people the time to get home - also to nurse their hangovers!

In conjunction with Jonathan Ward-Hayne, a rally in Plymouth on 20th August, culminating with a Passage Race to Dartmouth on the 25th. We will hold our Regatta race on the Sunday as last year and hope to have a good entry for that with the boats from Plymouth as well.

The July race will be a 1100 hours start, and I will have to confirm the start time for the August race as we will run it in conjunction with the Yacht Club.

Entry fee for both races is £1 for members, £1.50 for non-members, with 50p. surcharge for late entry. Supper for both events will be at the Royal Dart Yacht Club at £2.50 a head.

Entries and enquiries to: Peter A. Lucas,
c/o Dartmouth Yacht Services,
Mayors Avenue, Dartmouth, Devon.

Details of the Drake 400 Week are on a separate sheet.

CHANNEL ISLANDS

Details of the Thomas Bucktrout Rally are on a separate sheet.

BRISTOL CHANNEL

Martin E. White, of 80 Kilmersdon Road,
Radstock, Bath, has kindly agreed to act
as Area Secretary for the Bristol Channel Area.

An Old Gaffers Race is being organised in the upper Bristol Channel this summer. The Portishead Cruising Club have agreed to support it by including it in their social weekend which is called the Pill Rally of Boats. This event is to be held on July 15/16th and any yachtsmen are invited to join. The Club provides moorings, and the usual facilities, bar, food, drink, etc. Competitions include such rural sports as Tug-o-War, Welli-Throwing (on dry land of course) rowing and dinghy sailing races. The accent is on getting together and dry land visitors are welcome.

The race will be held on Saturday July 15th, commencing at 1330. Local high water is at 1447. The course to be used is the normal one for the Cockburn series of races, i.e. Old dock entrance start, West dock outer, West dock inner, to Cockburn Buoy, and finish at Old dock entrance. The total distance is about five nautical miles. It may not seem much but it is as much as will comfortably fit in around high water, especially if the wind is light.

ISLE OF MAN

The Manx Sailing and Cruising Club's Round the Isle of Man Race will be held on Sunday, May 28th, starting at 0630 from Ramsey. Amongst the prizes is the splendid Trade Winds Trophy for the best corrected time for a gaff rigged yacht.

Full details and entry forms from: E. Raymond Jones,
Trade Winds Ltd.,
Nassau Road,
Dog Mills, Bride, I.O.M.

Mr. Jones says he would be pleased to assist any O.G.A. members who would like to enter this event.

CLYDE AREA

The Clyde Area Race will again be a two-day event, from Kilcreggan to Colintrave on Saturday June 3rd, and back on the 4th. The overall prizes will be for total times over both legs of the race, but there will be small prizes for each leg. This event offers racing in some of the finest scenery in Europe; far less dependence on the weather conditions to determine overall placings, and a unique chance to enjoy ship visiting and a booze-up in the middle of a race!

Full details from, and entries to: A.J. Armstrong,
46 McLeod Drive,
Helensburgh, Dunbartonshire.

The Loch Fyne Seafood Festival runs from Monday 3rd July, when the Waverley pays Tarbert a call, to Saturday 8th July. The main events are to be concentrated into the Saturday. Among other items there will be a regatta of fishing vessels and a yacht regatta of some sort. Perhaps then some old gaffers could find their various ways here in the form of a race. I will try and persuade the tourist board to present a wee something to the winning or perhaps best dressed gaffer. They would add very much to the scene and complement the fishing vessels.

The MFV Margaret Alison will be lying either at the quay or out in the harbour. All gaffers should lay alongside her. She is easily recognised by her black hull and cream bulwarks together with her mizzen sail which will be hoisted.

I will haul a pitchfork to the masthead and display a board with the fork painted on. A booze-up can then ensue aboard the M.A.! Bring bottle and wench (wives!!!!).

The regatta day is Saturday 8th. This is a real chance to get the old ladies together on a Northern venue in one of the loveliest areas imaginable.

Would all intending vessels please notify me via their owners.

J. Cresswell,
Quay Houses,
Tarbert, Argyll.

NOTES FROM THE UPPER CROUCH

There may have been bargains at the January sales; but the January gales were more than we bargained for. Boat-covers in the boat-park suffered some rip-offs, but the few intrepid old gaffers in the mud-berths on the saltings took the full brunt of the wind.

There were the makings of a perfect disaster - a blasting North-Easterly gale and a high spring tidal surge. It was touch and go for a few hours, with flood warnings out everywhere, while the tide licked the top of the sea-wall, and soil was hastily dumped at vulnerable points.

Mooring warps twanged and posts came out like drawn teeth. When the raging tide finally decided to sluice away, boats were left like stranded whales on the saltings or half-way up the sea-wall.

Most were cased back into their berths on the next tide, and some made a few extra bucketsful while ageing timbers slowly settled back into their accustomed places.

But such divertissements at no time halted the remorseless work of fitting-out for the new season, which is already upon us.

There is the usual incipient panic as work lists are measured against the number of week-ends before launching. The 'should-be-done' jobs are fighting a losing battle against the 'must-be-dones'.

As usual, an Old Gaffer's inborn sense of priorities will ensure that the boat is ready enough to sail upon her lawful occasions (and the occasional nefarious on).

L.J.W.

POLLY - UP TO DATE

Jack Pollard was prone to take a little too much drink at times and often ran out of money. I imagine that bank finance or working capital was unknown to him - and to many of his contemporaries. He was saved, in the financial sense only, by the local Salvation Army Corp. They funded him on the strict understanding that he remained sober and industrious during and after the building of his next boat. He failed, so in 1883 the boat was fitted out and launched by the Salvation Army under the name of the 'Blue Ribbon'. They managed her for a year or two and then sold her to the Williams family of Ilfracombe, who renamed her Polly and sailed her - father then son - for sixty years.

In winter they fished or carried any cargo that came their way. Stone, coal, lime, fertilizer - anything on offer, a few tons at a time in penny lots. During the summer she was cleaned and painted up to carry passengers, day trippers and picnic parties. In this way she became known in every port and cove in the estuary.

Through all these years she was an open boat. 26 ft. 3 ins. overall, 8 ft. 3 ins. beam with a draft of 4 ft. Built on the beach at Ilfracombe, possibly from a half model, but most likely by eye, using the inherited skills and empirical knowledge of generations past. Her construction is best described as massive and, no doubt, the reason for her longevity. The frames are all of sawn and grown oak, 2" x 2½" and spaced 12". Beams of 2" x 2" oak and spaced 13". Her planking is of larch and the deck of Norway Spruce both one inch thick, and everything is iron fastened.

The foredeck came back to the mast and narrow side decks were carried back to a short afterdeck. The rudder is hung to the deadwood, the rudder post coming up through a trunking as is common west country practice. The cockpit was fitted with seats all round and the low coaming was adapted to take an extra removeable plank during 'lee rail under' conditions. As originally rigged she was fitted with a short mainmast stepped onto the keel and a housing topmast - unusual in a craft so small. The mast being set up without shrouds, the main and peak halliards were belayed to starboard and port. The forestay came from the main masthead cap to the stem where it was reeved through a sheave set in the stemhead, thence to a lanyard mounted on the bitts. The topmast carried a forestay to the bowsprit end and two running backstays. The bowsprit being 14 ft. long with 10 ft. outboard, and housed through the port side of the stemhead. The boom was fitted with jaws and bowsed onto a collar by means of a tackle. For ballast she was loaded with stone and sailed to Swansea and there ballasted with old railway lines. A little extra ballast was achieved 'lowdown' by fitting a heavy cast iron keel band

weighing some four cwt. An ordinary band soon wore through chafing on the hard sand of drying harbours.

In 1946 Polly passed from the Williams family to be bought by Harold Kimber of Highbridge, a boatbuilder of repute. He fitted her with a new stem and then sold her to a Captain Nash of Bristol. She was towed up to Bristol Dock behind a Severn Trow. Immediately upon her arrival in Bristol, Captain Nash sold her to Ernest Mitchell. These were days of extreme shortages and anything would sell at almost any price. Ernest Mitchell kept her for about two years and during this time he planked over the coaming to make a low cabin, and then sold Polly to H.W. Cann of Sea Mills in 1947. Bill Cann raised the coaming one plank to make a cabin of greater headroom and fitted a Stuart Turner engine of 4 h.p. She was remasted, a pole mast replacing the old housing topmast. It was reputed that the larch mast was so old that the knots stood out like buttons.

Under Bill Cann's ownership, Polly took part in the 1948 Channel Race. It was a particularly stormy one and Polly snapped her boom due to some gear failure. Recuperating later in Ilfracombe, the crew were told that the boom was 'a new one - fitted just afore the war'. The crew assumed that it was the 1939-45 war, but it later transpired that it was the first world war. The 'new' boom was some 34 years old.

During 1949, the late Charles Rayner took an interest in Polly, and there was published in the April issue of Yachting Minthly an article entitled 'The Old Lady of the Bristol Channel' a name she has affectionately carried ever since. The article has three of Rayner's photographs and a set of lines taken off by Alastair Muirhead.

Jack Toogood bought her in 1953 and did much to fit her out as a cruising yacht. He made a watertight cockpit, extended the cabin roof, and added a forehatch. The 4 h.p. Stuart Turner was replaced by an 8 h.p. model and other small improvements made. Only one plank on the waterline needed renewal. Jack Toogood kept her at Sea Mills until 1967 when she was bought by Bob James of Pill, and she came to make her home in the creek. Bob sailed her for two years and then put her upon the grid for a thorough overhaul. A new stem and apron, new garboards and several planks were fitted along with a new rudder. The old cabin top and sider were removed and replaced by a new one carried out to the gunwales, to make a more spacious cabin. The mast was renewed and set in a tabernacle on the cabin top. The shrouds were set up with deadeyes and lanyards, the forestay to a bottlescrew. This work was carried out as time and finance permitted and was completed in 1971.

At this time there was stationed at Pill an R.N.L.I. Inshore Rescue Boat. A little plastic affair about 16 ft. long, with twin outboard engines. The local television company decided to make a short film featuring the work of the R.N.L.I., the idea being that a rescue be affected off Portishead. A couple of hardy dinghy sailors from the Portishead and district Sailing Club agreed to be rescued, and Bob James with Polly was asked along to lend 'local colour'. Bob was none too keen as all his sails were ripe and well patched. However, he agreed and the affair was arranged for a Saturday morning; in November of course. Polly and the I-S.R.B. set off down river with a South-Westerly gale warning imminent ringing in their ears. There was a good force 6-7 going off Portishead and the dinghies wisely thought the better of it and remained ashore. Polly did her 'local colour' bit by losing her jib and staysail in tatters

and splitting her mainsail from luff to leach. The Stuart Turner entered into the spirit of the thing and refused duty. Eventually Polly made her way back up river with the I-S.R.B. lashed alongside providing the motive power, whilst the crew thawed out in Polly's snug cabin. 'Twould have made a good film if the camera crew hadn't sickened of the whole job and gone home.

Polly now sports a brand new set of terylene sails, made in 1976 and looks as neat and trim as any yacht in the creek. She has passed a full and varied life and looks fit for many more years. Another 94 perhaps?

BONITA

Bonita is a mere 90 this year. For half that time, since 1933, she has been owned by Allan Beckett of Farnborough in Kent. Could this be a record even for the Old Gaffers?

She was built by Crossfields of Arnside in 1888 on lines similar to those of a Morecambe Bay prawner, except that, being a yacht they gave her a clipper bow instead of the usual spoon bow. She was originally a cutter, and was very likely an open day-boat; the present shell-back cabin is probably a twentieth century addition. In 1907 the mast was moved a foot or two forward and she was converted to a yawl; no doubt a much handier rig, although the mizzen is stayed rather precariously on the counter and is only used in light breezes.

In 1922, when she was no longer young, someone installed one of those new petrol engines, a 2 cylinder Gleniffer which is still aboard. The makers say that this type ceased production in 1918, how interested they are that one is still running, but sorry, they have no spares. The propeller emerges well out on the port quarter, so that under power she spins like a dinghy to starboard but hardly turns to port at all. Anything might happen going astern.

In 1933, Allan Beckett bought her for £90, and for a long time kept her at Erith Yacht Club on the Thames. In 1962 he converted the mainsail from gaff to sliding gunter rig, which has greatly improved her speed to windward and made reefing easier, although depreciating comments sometimes waft up from leeward during Old Gaffers races.

Bonita now sails from Harty Ferry on the river Swale. With her long fine entry she sails at her best in broken water, and has never performed brilliantly in O.G.A. races - besides, the TCF formula does not seem to favour boats with long graceful overhangs and low freeboard.

She is 34'6" long, 29' on the waterline. The maximum beam, which is a little forward of the cockpit (in modern style) is 8'6", and she draws 4'6". The planking is pitch pine on oak sawn frames with alternate rock elm steamed frames, the fastenings being mostly copper. She is close seamed, that is - planked without caulking, the tightness of the seams being achieved by the precision of the workmanship and by bruising the edges of the planks before they are laid up. The ballast consists of a ton of lead on the keel and an indeterminate amount, probably another ton or so cemented into the bilges. She displaces about 6 tons in all. The cabin has full standing headroom for the average Victorian gent, but only stooping headroom for the rest of us.

Up on deck one is struck by the simplicity and economy of the gear. Everything is robust and easy to work, but there is hardly an ounce of unnecessary windage - no doubt the result of almost half a century of minor improvements and refinements. She is delightfully easy to sail even single handed, but if the engine is likely to be needed, it is as well to start in plenty of time.

M.W.Beckett.

BOTTOM GEAR

You must understand that during 40 odd years of 'gaffering' we have followed the basic laws of nature. 'Everything finds its own level' and 'Never throw to windward' all made sense to us, and when it came to answering the calls of nature, we followed the simple course of bucket-and-chuck-it.

We took for granted the flexibility and freedom of such a routine - relief could be found anywhere and anytime, with due regard for domestic arrangements and privacy. True, to maintain a low profile in the cockpit in a crowded anchorage called for some contortion; but 'free range' toiletry, coupled with simplicity, was very adaptable and early morning sunshine added a new dimension to a mundane chore.

During a vicious storm, with thundering heavens and lightning forking down, it was probably over-cautious to carefully poise to avoid contact with metal in such a heavily-charged atmosphere; but it seemed sensible at the time.

The advent of soft-rimmed plastic buckets took the sharp edge off a spartan routine.

When confronted with a glistening white flushing toilet, and the problem of closeting it away somewhere in the new boat, we were rather non-plussed. The attendant pedestal, pipes, valves, elbow joints and skin fittings all added to the confusion.

Perched up on a temporary stool we went through the motions to ensure that using valves and pump handle did not skin knuckles and that the confines of the closet would not cause concussion or slipped discs.

We were gradually becoming reconciled to the constraints of the new set-up, then suffered a severe set-back when a closer look at the complicated machinery showed that the outlet was sited up level with the top of the seat. In other words, a certain amount of pumping uphill has to take place first.

Such flying in the face of nature caused us to retreat to the bar in consternation.

There, more sophisticated yachtsmen talked glibly of venturi effect, syphoning and flushing actions, and we entered a new world of hydraulics and negative pressure. Unbeknown to us, the elegant stainless steel pump handle has to be used in two positions and the shift-over has to be carefully selected to ensure a smooth flow.

Thoughts of the consequences of not finding bottom gear on the first dummy run brings on a 'gut reaction' and a deck bucket will remain on the inventory.

Apologies are offered for opening the door on such a personal subject; but while the cult of 'doing your own thing' remains so popular, we would not want a constipated outlook to prevail.

L.J.W.

In response to an enquiry about AYESHA, Colonel B.G. Bloomer has sent the following information:

'You are quite right in assuming that I might have seen Ayesha about. Like Twilight, she is distinctive in this day and age and soon catches one's eye. In fact I first saw her about two years ago in Port Gayo on Patros in the Greek Ionian Islands.

'I could have helped Mr. Miller, and would willingly have done so, but when I called round at the agents at the end of last week I found that she has now been sold so I am afraid that's it! If it is any comfort to him, although Ayesha was a lovely little boat and fast, I imagine that her accommodation is a bit cramped and also work on her decks would be a bit dicey for anyone not in the first flush of youth.

'Twilight is still going strong and has added some 18,000 miles to her travels since I arrived here with her. I usually do one long cruise each year, mostly to the Greek Islands, and then potter around Malta for the rest of the year. She only gets laid up for three months, the bare minimum I need for overhauling her each year. The Mediterranean is far from being kind to yachts and the serene and placid sea that most yachtsmen imagine until they arrive here. The changes are quick and the seas can be very steep even offshore. The only time in all my 27 years of ownership of Twilight that she has been damaged by seas was half way between here and Greece in July! However, it has one big advantage and that is its warmth and the fact that the sun is often shining even in a gale.' Bertie Bloomer, Malta.

From P. Mike Phillips, we have received the following:

'I have now sold Cornish Lugger 'Little Mint' and she has moved to Woodbridge.

'This Spring with four friends we sailed Major Tilman's Pilot Cutter 'Baroque' from Iceland to Lymington - 23 days at sea and head winds nearly all the way.

'She sailed well but as soon as we got any speed up we could not keep up with the pumping - the maximum reached was 9 knots at 3,200 pumps per 2 hour watch on a Whale 25.

'We hit two full, one near gale, but found if we handed all sails and left tiller lashed amidships she rolled quite comfortably (everything is relative) beam on and drifted at 1 knot to leeward.

'No major damage done, just a broken gaff (repaired with two mahogany kevels fished on with wire) two sprung planks, one tiller, one cockpit locker (the last two were simultaneous, I was between the two!). Every sail needed work on it and nearly every sheet and halliard parted at some time or other.

'Anyway, after this (to us) epic voyage we decided not to buy her.

'The new owner took her up to Katherine Yacht Haven, London, where he has removed coach roof, dog house and other post-1903 impedimenta, and started a major refit. Credit is due to the new owner and his crew of large skippers - the engine died in the Thames Estuary and they tacked up the Thames against a Westerly wind, then rowed her into the dock! I think he is the right owner for her.

'Major Tilman, now 80, has given up cruising the Arctic in old gaffers and has joined Simon Richardson on a trip to Smith Island in the Antarctic. Simon's boat the En Avante, is a steel clutch tug with no super structure, a barge semi-diesel engine and a steel keel welded on. The mast is a 13" diameter steel tube and she is cutter rigged (gaff of course). P.S. Arrived Rio de Janeiro November '77.'

P.M.P.

THE 'DULCIBELLA' WILL SAIL AGAIN

World mark Productions Limited have announced that they will produce a film of Erskine Childers spy thriller 'The Riddle of the Sands'. Filming will start later this year.

The novel, now an international classic, was first published in 1903 and deals with espionage by two young British yachtsmen sailing around the East Frisian Islands, off the north coast of Germany. The story centres on a gaff rigged yawl named the Dulcibella and the exciting exploits of its two man crew at the turn of the century. The novel, and in which Erskine Childers advocates preparedness for war as being the best preventive, has been reprinted many times since it was first published and is particularly interesting to sailing enthusiasts because of its authoritative and interesting narrative.

The Dulcibella, clumsily converted from a lifeboat into a gaff rigged yawl, retained the advantage of great strength of hull, built as all lifeboats of the time, diagonally of two skins of teak. With the addition of a counter deck and necessary spars, the Dulcibella, in the matter of looks, had all hybrid failings. However, to her considerable advantage, as a converted lifeboat, she retained her flat bottom and during the conversion was given a retractable centre plate, which made her ideally suited for sailing in both shallow and deep waters.

With the help of the well known Lymington based firm of naval architects and boat designers, Laurent Giles & Partners, Ltd., the film producers, Worldmark Productions Limited of London, intending to capture the spirit of the book, have purchased the ex-RNLI 'Susan Ashley' for conversion to the gaff rigged yawl - the 1978 'Dulcibella' - work on which is now well under way.

Southampton sailmaker, Jim Rawlings of 'G' Sailmakers, is making the sails under a contract from Spencer Thetis Wharf Ltd. of Cowes, Isle of Wight, who are responsible for the spars and rigging.

Work on the Dulcibella is scheduled to be completed by the end of March and after fitting out and sea trials will be transported to the East Frisian Islands for filming.

Further information on sail work from Jim Rawlings on Southampton 21453.

WANTED Old Gaffer suitable as houseboat for family of four. Over 30', good beam, at least 4 berths. Full headroom essential. Sound hull essential, although not averse to other restoration work. Seeker must vacate flat in Spring. £6,000 available. B. Woodlock, c/o Mylor Yacht Harbour, Penryn, Cornwall.

LITERARY SECTION.

Why am I here on a Friday night
 When I should have stepped aboard
 And followed the tide in the fading light,
 To the end of some far-off Broad?
 And there 'midst the reeds and the willows
 To whisper and soothe my rest,
 I would lay my head on the pillows
 As the last light died in the west.

Then I'd wake in the morn to the coot's alarm,
 And the Primus would boil my tea,
 While the smells and sounds of the distant farm
 Would drift o'er the marshes to me;
 And I'd sail away, or simply stay
 And jolly well do as I please -
 But oh, what a nasty trick to play:
 Such a dream that can only tease!

D.G.

There was an old gaffer from Poole
 Whose skipper was rather a fool.

He sailed the wrong side
 Of a buoy at low tide;-
 He ought to go back to school.

A gaffer while sailing in France,
 Led her skipper a merry old dance.
 She just wouldn't tack,
 And, sails all aback,
 Drifted gently right back up the Rance.

A topsail's a thing to behold,
 With its yard in the sky so bold,
 But let the wind blow
 And down it must go,
 And your hands in a prayer you must fold.

J.W.H.

There was an Old Gaffer from Stone,
 Who liked to have a good moan.
 But his crew had enough
 And went off in a huff,
 So now he goes sailing alone.

There was an Old Gaffer from Maldon,
 Who took a good grip, and then hauled on
 A rope's end that frayed
 And quickly unlayed -
 The deck was so hard that he sprawled on.

There was an Old Gaffer of Burnham,
 Who said to himself 'I'll learn 'em,
 I'll sail so fast,
 No boat will get past,
 And all those that beat me?- I'll burn 'em.'

There was an Old Gaffer of Harwich,
 Who did not believe in marriage.
 One girl whom he luffed
 Became rather puffed,
 But it all ended with a miscarriage.

L.J.W.

An old skipper had a yawl from the Swale,
 Whose bent hull had shed all her nails,
 He filled the bilges with beer,
 Which isn't so queer -
 Now he sups as he pumps as he sails.

An old gaffer of uncertain origins
 Had no radio, but carrier pigeons.
 When the wind took a turn
 They would sit on the stern,
 And flap all their wings to budge 'im.

R.S.S.

ADVERTISEMENTS

FOR SALE

GIGHA OGA No. 90. Mylne sloop, 1924. Mahogany/oak, 25'6" x 7'6" x 3'6". Raised topsides, new mast, decks, SL400 toilet. 2 Mainsails, 2 jibs, Kelvin Inboard, cruising equipment. Sleeps 4. Favourable Surveys, 1971 & 1976. £3,350. John Bird, 4 Lesbury Road, Newcastle on Tyne, 6. Tel: (0632) 656247.

ROXANA OGA No. 514. Itchen Ferry type cutter. Pitchpine on oak. Much work over past 3 years inc. new keelbolts, chainplates, transom, rudder, mast, standing & running rigging, engine (Petter Diesel), stern gear (Watermota). Cotton sails, v. good condn. Good sailing & seaworthy boat, requiring internal fitting out to complete restoration. Business commitments force sale. £1,950 ono. Lying Pill. Tony Horne, 52 Castlewood Close, Clevedon, Avon. Tel: Clevedon 873014.

MADELINE Gaff cutter. 28' x 8'6" x 3'9". Built James of Brightlingsea, 1898. Kelvin E2 Pet/par. engine. Terylene main., large jib. Canvas staysails, jib & topsail. Raced 1977. Lying West Mersea. Pram dinghy included. £2,800. B. Richardson, Reeves Hall, East Mersea, Colchester, Essex. Tel: West Mersea 3283.

SEA NYMPH Everson Cherub, believed 1933. CC3. 21' LOA. Typical high peaked main. Wykham Martin jib. Spare suit sail. 8 h.p. Stuart Turner to be run in. Full inventory. Offers. J.A. Essam, 1 Roding Close, great Wakering, Essex. Tel: Southend-on-Sea (0702) 219413 evenings & weekends.

ARABEL traditional smack yacht of character. 26' x 8' x 4'. Pitch pine over elm on oak, built c. 1890. Laid decks, tan main & fore staysail, white jib, provision for cornish topsail. Lead keel, iron internal ballast, all gear, ready to sail. Considerable work 1976/77, needs interior painting & accommodation fitted. Lying Roach, near Burnham on Crouch. £2,000 o.n.o. M.E. Ginns, 70 Broadclyst Gds., Thorpe Bay, Essex. Southend 585986.

STORMALONG No. 202. Falmouth Quay Punt, Built Falmouth 1914. Pitch Pine on oak. 28'. 8 tons TM. 23h.p. Diesel fitted 1970 5 berths. Very full inventory. Good survey 1974. Would be prepared to deliver. £2,500. W. Sturrock, Sheigra, 28 Grey Street, Tayport, Fife. Tel: 2339.

BOY WILLIE^{No. 784} Gaff Ketch, ex Cornish lugger. Built 1904. 32' x 10'4" x 5'6" x 10'6". Bowsprit. Accommodation for 5. Calor cooker, solid fuel heating, stove, 40 h.p. Ford Diesel, Terylene mainsail & mizzen, jib, 3 stay sails. 5'10" headroom under coach roof. T.J. Edwards, 35 Neville Ave., Portchester, Hants.

Quantity 18 ft. TEAK PLANKS. 5" x 2½". Holes down centre line as ex deck fastening. O.G.A. members £10 each. M. Brooke, 16 The Park Close, Eastbourne, Sussex. Tel: 33555.

22.

RONA No. 628. 6 ton gaff sloop. 26' x 8' x 4'. Built Smiths, Tignabruaich, Pitch pine & teak on oak. 8 sails, 1 set terylene 1 set tan cotton, storm sails, terylene spinnaker. Engine Yanmar YSE 12. 4 berths, galley, toilet, chart table, etc. Fully equipped for cruising & has been raced successfully. Recent refit. R.J. Biddlecombe, Groes, Llanfêchell, Anglesey, £4250, N. Wales. Tel: Cemeas Bay 89812.

GAFF SLOOP. 18 ft. Fast, clinker keelboat. 2'6" draught. Dayboat/camping cruiser. Good condition. New sails 1977, white terylene. Good to windward, roomy cockpit. Small cabin top. Only needs antifouling for 1978 use. David Leather, 118 Baring Road, Cowes, I.O.W. Tel: Cowes 3484.

Now, our usual welcome to new members:

M.J. Rawlings, 14 Sudeley Street, Brighton, Sussex.
Jo-Ann 679

P.D. Groom, 17 Evelyn Road, Great Leighs, Essex.
Fly 217

O.D. Latham, 24 Valley Road, Wivenhoe, Colchester, Essex.
Hobo 812

A.N. Wakeling, 22 Recreation Avenue, Leigh on Sea, Essex.
Sunseeker

R. Graham, 7c Fawley Road, London N.W.6.
Salome

J. Roberts, 33 Old Forge Way, Sawston, Cambridge,
Vixen 813

P.R. Hendrik, Koninginneweg 10A, Wassenaar, Holland.
Maria Elizabeth

M.J. Lewis, 27 Downs Road, Maldon, Essex.
Faraway 814

P.J. Asker, 35 Winthrop Road, Bury St. Edmunds, Suffolk.
Siwash 815

R. Walding, 1 Frimley Grove Gardens, Frimley, Camberley, Surrey.
Reedbird 496

J.A. Kelly, 60 Stoughton Avenue, Cheam, Surrey.
Liza Jane 180

D.C. Barker, Meadow Cottage, Barton, Cambridge.

M.R. Illingworth, Hermanus, Waldringfield, Woodbridge, Suffolk.
Gipsy 12

C. Routledge, 8 Pembroke Vale, Clifton, Bristol 8.
Mignonette 816

R. Goodfellow, 7 Chelmer Terrace, Maldon, Essex.
Nellie 818

J.S. Rigby, Tollesbury Hall, Tollesbury, Essex.
Charlotte Ellen 721

N. Harley, The College, College Close, Lingfield, Surrey.

M. Henderson, 16 Fonthill Terrace, Aberdeen.
My Lady 835

A.C. Hughes, 29 Beechwood Drive, Thornton-Cleveleys, Blackpool.
Mimi 820

A.M. Berry, 86 Lexden Road, Colchester, Essex.
Dreadnought 821

P. Van Druenen, c/o Zuiderparkweg 63, Den Bosch, Holland.
Billy Bray 823

I.W. Mitchell, Leamore House, Newcastle, Greystones, Co. Wicklow.

R. Richbell, 123 Mayday Gardens, Blackheath, London S.E.3.
Enterprise 662

A. Craig-Bennett, 29 York Street, Cambridge.
Mytica 825
C. Coxwell, Cherrycroft, Compton Street, Compton, Hants.
J. Richardson, Killin Cottage, 10 Lomond Street, Helensburgh,
Dunbartonshire. Bunty 1333
N.W. Manton, 34 Briery Way, Hemel Hempstead, Herts.
Chanticleer 234
P.D. Crook, 41 Bloomfield Park Road, Timsbury, Bath.
Chloe 827
D.R. Rockall, Sea Rose, Ropewalk, Littlehampton, Sussex.
Three Brothers 847
A.R.G. Munro, St. Michael's Cottage, Beaumont-Cum-Mole,
Thorpe-le-Soken, Essex. Kismet 829
H.G.M. Stuart, 4 New Road, Tollesbury, Maldon, Essex.
Jade 747
B.S. Moorhouse, 8 Ulster Court, The Albany, Albany Park Road,
Kingston, Surrey. Kelpie 128

Since the last list of members the following have moved:-

B.W. Allen, 177 South Western Crescent, Parkstone, Poole, Dorset.
A.J. Armstrong, 46 McLeod Drive, Helensburgh, Dunbartonshire.
Rawanah 141
R.J. Biddlecombe, Groes, Llanfechell, Anglesey, N. Wales.
Rona 628
P.D. Blackman, Downlands, Kemsing, Sevenoaks, Kent.
Simba 22
J. Bray, c/o 5 Hyacinth Close, Tollesbury, Maldon, Essex.
R.J. Cole, Mallows Cottage, Mallows Lane, Gainsford End,
Halstead, Essex. John Dory 364
T.J. Edwards, 35 Neville Avenue, Portchester, Hants.
Boy Willie 784
J. Wright, The School House, Clifton Hampden, Abingdon, Oxford.
Fritillary 791

O.G.A. in FRANCE

Jean le Faucheur, 7 Rue des Palombes,
35650 Le Rheu, France, has written informing
us that there are now 4 areas of the O.G.A. in France.

They are: St Malo and North Brittany,

Martial Roulois,
28 Bd. destalards,
35400 St. Malo.

Granville and Normandy,

Popof Touzé,
1 rue Roger Maris,
50400 Granville.

South Brittany,

Yves Guillou,
26 rue du moulin de Suette,
29110 Concarneau.

La Rochelle,

Michel Bernard,
3 rue d'Oulme,
17480 Ors Lechateau d'Oleron.

It is hoped to create another area in St.Brieuc-Paimpol
this year.

Cutlass, known to East Coast racegoers when owned by Arthur Hall, now belongs to Christian Lemonnier and will be racing in 'triangle Atlantique' starting from St. Malo on 20th October.

Gossip, owned by William Borel, will be participating in the 'course du Rhum' next November.

They hope that the French O.G.A. will not be the only ones in these races and hereby challenge the British! For the coming season they think it better for entrants on this side of the Channel to contact Michael Shaw or Jon Ward-Hayne 'to prepare "Bord à bord 78" in Plymouth during August and the regatta across the "Crude Fuel Channel"'. .

For anyone else who would like a recap. on O.G.A. Areas:

North East: Graham Carr, 14 Henderson Street, Amble, Northumberland.

East Coast: C.R. Williamson, Brick Kiln Cottage, Coggeshall Road, Great Tey, Colchester, Essex.

Solent: Chris M. Waddington, Wicormarine, Portchester, Hants.

South West: P.A. Lucas, c/o Dartmouth Yacht Services, Mayors Ave., Dartmouth, S. Devon.

(J. Ward-Hayne, Donhead, St. Dunstons Road, Salcombe, Devon.)

Bristol Channel: M.E. White, 80 Kilmersdon Road, Haydon, Radstock, Bath, Somerset.

Clyde: A.J. Armstrong, 46 McLeod Drive, Helensburgh, . Dunbartonshire.

U.S.A.

California: W.E. Vaughan, 17 Embarcadero Cove, Oakland, California 94606.

Virginia: Peter Wright, 10904 Belmont Blvd., Lorton, Virginia 22079.

North East (Catboat Association) John M. Leavens
P.O.Box 85, Chilmark, Martha's Vineyard, Massachusetts 02535.

For STOCK - ties, burgees, etc., contact G. Balmford,
35 Winstree Road, Burnham on Crouch, Essex.

SECRETARIAL NOTES A sincere 'Thank You' to all the contributors who have helped to make this a large, varied and we hope interesting Newsletter. (Disregard totally the moans from typist, duplicator operator and collators - this is the size newsletters should be!)

One contributor (guess who) suggested that his article might not be quite suitable for publication and if not, could we put the manuscript to better use? We did contemplate this, but the paper was too wide, too glossy and not perforated, so we printed the article and hope you enjoyed reading it as much as we did.

Please keep the contributions rolling in - especially the limericks.

From the programme, it can be seen that we have a fine gang of hard workers distributed all around our coastline. Please do try and get along and support their efforts.

If your boat is not insured, then why not support the O.G.A. insurance scheme? We know that some owners have been able to find cheaper cover elsewhere, but it appears this is mainly on relatively new boats (circa 1920 etc.). For the really old boats it would appear that the O.G.A. scheme is the only way to be certain of getting cover on a sound, nineteenth century boat.

J.A.S.

DRAKE 400 GAFFERS RALLY

Plymouth and Dartmouth 20 - 27th August

To celebrate the 400th anniversary of Drake's circumnavigation a rally of Gaffers will take place in Plymouth on August 20 - 24th, followed by a race to Dartmouth on 25th, and finishing with a couple of days in the Dart. A dozen French Gaffers are intending to take part, and we look forward to seeing as many boats from other areas as may care to sample the pleasures of sailing in the beautiful waters of the Devon coast. A trophy will be awarded to the boat that has made the longest voyage to attend.

Programme

20th August. Boats assemble in Millbay, Plymouth.
21st " Free day for shopping and sightseeing. Reception at Guildhall.
22nd " Race in Plymouth Sound. Invitation to sample Plymouth Gin.
23rd " Treasure Hunt. Barbecue at Spaniards Inn, Cargreen.
24th " Cruise to Cawsand. Prizegiving party at RWYC.
25th " Plymouth-Dartmouth Passage Race.
26th " Free Day.
27th " Race in Start Bay. Prizegiving and send-off party at RDYC.

At this stage it is still hoped to obtain sponsorship to defray costs, but if this does not materialise, it has been calculated that to be self supporting an entry fee of a maximum of £10 per head will be needed. This will cover berthing charges, race entries, and social functions. Any surplus funds will be donated to RNLI. The organisers are confident however that ways will be found of reducing entry costs, and details will follow nearer the time.

If you are interested in entering, please complete the attached slip, and full details will be sent together with entry forms in due course.

Organisers.	E. M. Shaw	J. Ward-Hayne	Lt. Cdr. A. J. Poole RN.
	Blue Haze	Donhead	5 Meeting Lane
	Downderry, 280	St. Dunstons Road	Lympstone
	Torpoint	Salcombe, 2554	Exmouth
	Cornwall	Devon	Devon

I am interested in taking part in the DRAKE 400 GAFFERS RALLY.

Yacht's Name

LOA LOA + bowsprit (for berthing space)

OGA Rating (If not rated or altered since, tick for
measurement form)

No. of crew expected

Owner/Skipper's Name

Address

.....

.....

.....

Telephone

Send to:

J. Ward-Hayne
Donhead
St. Dunstons Road
Salcombe
Devon

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

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:-

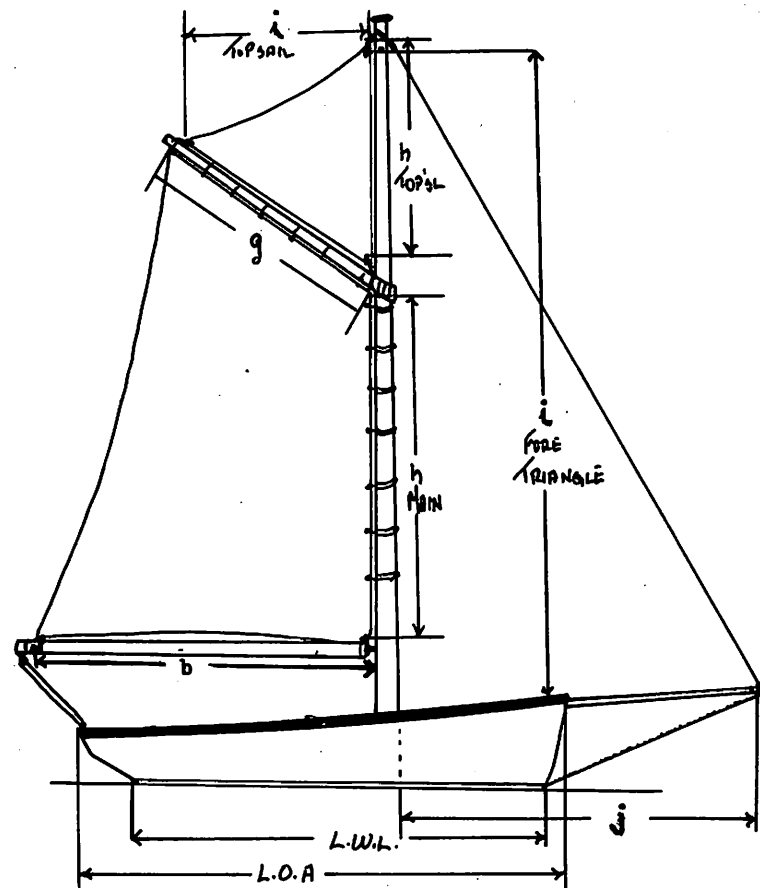
RACE ENTRY FEE.....	£	.	
LATE ENTRY SURCHARGE.....	£	.	
NON-MEMBER SURCHARGE.....	£	.	(see note below)
O.G.A. INSURANCE SCHEME RACE EXTENSION..	£	.	
SUPPER TICKETS (as above)....	£	.	
DONATION.....	£	.	
TOTAL REMITTANCE		£	.

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.

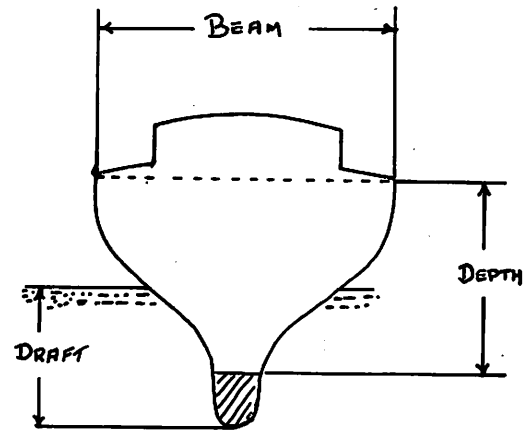
(signed) _____

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!