

1976/4

Old Gaffers Association Newsletter



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OLD GAFFERS ASSOCIATION

NEWSLETTER 1976/4

DIARY DATES

Saturday, March 19th 1977 Association Annual General Meeting, at 1900, in the Cruising Association Rooms, Ivory House, World Trade Centre, St. Katherine's Dock, London.

The A.G.M. will be preceded by a Committee Meeting at 1700, in the C.A. Rooms.

The nearest Underground station to the C.A. is Tower Hill. For members requiring overnight accommodation, the Tower Hotel is very handy (but not cheap!). Meals, before or after the meeting, can be obtained in the Coffee Room of the Tower Hotel.

Saturday, September 10th SOLENT AREA RACE.

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COVER PICTURE VERYAN at the finish of the 1974 Clyde Race

Veryan is a fine example of a Falmouth Quay Punt. She was built by R.S. Burt of Falmouth in 1908, and presumably worked until 1928, when she was converted to a yacht and came into the possession of John Morris, who besides cruising extensively in the English Channel and Holland also made a detailed study of the small ports of Britany. This he wrote up in the R.C.C. Journals of 1934, 35, and 36 and they became an additional 'pilot' for the area. (If anyone can get me a copy of these, I would greatly appreciate it).

Morris sold her just before the war, and she had a sad time of it for the next twenty years until I bought her off the beach at Burnham on Crouch in 1959, with the tide going in and out of her and sea gulls appropriately using the bumkin's hole in the transom as access to their nest inside.

Detailed examination showed that not a single piece of her frames or planking had been replaced in the fifty years of service she had given so far and all I needed to do on that score was to replace the foot of one frame that had been damaged. However, the fastenings, caulking etc. were quite another story - driving well over 2000 new nails and replacing keel and floor bolts, a completely new interior, and re-rigging took a year and a half.

Refitted, she sailed to Oslo and on to Helsinki, happening to stop at a tiny anchorage in Finland known as Glopland, just this side of Helsinki, where the only local inhabitant, an old woman who sold milk to passing boats, keeps a visitors book in which we dutifully entered Veryan's visit. The next boat to enter that lonely anchorage some days later was sailed by John Morris, Veryan's owner of 20 years previous! Later he wrote and told me of this co-incidence.

The next three years were spent in Southern Norway, Denmark and Sweden, with the boat being frozen solid in 3 to 4 foot thick ice from December to April. This is very convenient in that one can drive alongside with the car, but very worrying for one not used to it! The secret lies in the choice of location - to find a place where the ice is not moved by wind, current, tide or any other force is essential for if the ice does move ones vessel will suffer the fate of Shackleton's Endeavour and be sunk, unless specially built for it like the Fram.

After this we set out to sail up the Norwegian coast, further and further Northward, but the coldness of even summer days in August, and meeting a Dutchman who had sailed as far north as Tromsø taking three summers to do it and emphatically assured us it was for Polar bears only dampened our spirits and so the Nordfjord area represented Veryan's northern limit before returning to spend some idyllic summers on the West coast of Norway centred on Bergen.

A couple of years ago, Veryan returned to the U.K., to be stationed on the Clyde, from where we have cruised Scotland's west coast, and attempted the O.G.A. annual race. Veryan might have had a good record in these, but her skipper is not a racing man and consistently ran foul of technicalities. We could have been disqualified in all races so far, but usually no body worries - even the cover picture shows us finishing a couple of years ago wearing an ensign - but I have always sailed under an ensign!

For the technically minded, Veryan is a typical late punt with relatively well cut away forefoot and rockered keel. Like all punts she is very heavy. I reckon between $3\frac{1}{2}$ and 4 tons outside and a ton or more of inside ballast; three inch grown oak frames and inch and a quarter pitch pine planking. Getting her craned out last winter we learned her deadweight is just under ten tons on an overall length of 28' 4".

She is as original in rig except for alteration to the sheet and halliard leads to take account of the added cabin. But if anyone can tell me how the larger punts lead their mizzen sheets I would be interested, as the model in the Science Museum, South Kensington, shows it leading through a simple hole in the end of the bumkin and with no purchase. I know that those 'old Cornish men' were tough, but there must have been a limit to even their pull power! Every form of purchase that I have tried gets fouled up in light winds.

I would also be interested if any other owners have a vessel of similar weight that used simple lanyards - i.e., no deadeyes - to tighten the shrouds. Veryan is obviously built to be so rigged. I tried it with $1\frac{1}{2}$ " tarred hemp, six bends per shroud, and found to my horror that they were very badly worn by only one seasons use. Slightly regretfully, I now use home-made rigging screws.

To sail she is amazingly light on the helm, seldom testing the strength of my 10 and 12 year old daughters, but surprisingly, very difficult to get to sail herself for more than a few minutes. The large sail area (we can set 700 square feet) keeps her going in all but the lightest of airs, but she comes more into her own in strong winds, particularly if the seas are not too short - i.e., she 'fits' the long Atlantic rollers for which she was designed. With any decent luck we can clock up 100 miles a day on a passage, and she has a personal best of 146 miles in 24 hours during a North Sea crossing.

On present evidence she will go on for ever - the children even argue over who is going to inherit her!

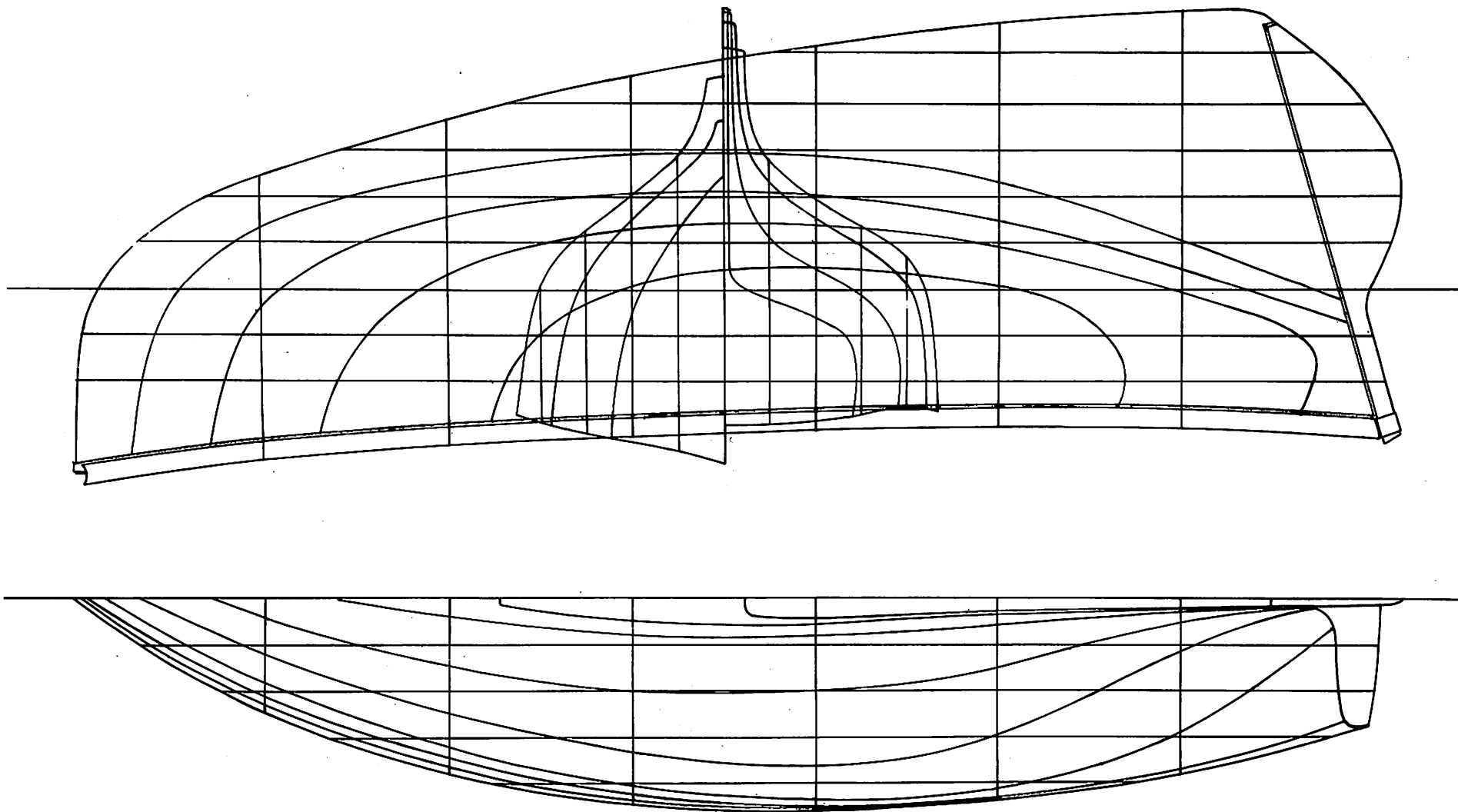
A.G.Vogt.

CORRECTION - Shackelton's ship was the Endurance - not Endeavour.

TAKING OFF LINES

As far as I can discover, there is no 'official' method of taking off lines without considerable equipment. However, the process that I describe below has proved quite successful; I will describe the second method I used as it was the more accurate.

VIEW A



The only tools needed are pencil and paper, a measuring tape, a plumb bob (any old weight on a string will not do), a spirit level, some string and light battens.

Fundamentally one simply takes a set of plumb vertical measurements to project the vessels form down onto a flat surface. The first time I did it we followed the buttock lines parallel to the keel; the second time we followed the cross sections at right angles to the keel. The most difficult part of the process of measurement is where the boats sides are nearly vertical and these proved to be more accurately measured using the cross sections.

The two preliminary essentials are the flat surface to measure onto and the accurate positioning of the offsets. Although placing the boat on a flat concrete hard would seem ideal we found that it was easier and more accurate to use a simple timber and string jig to give a level.

The boat was slipped on an old fashioned wooden cradle then chocked to be dead plumb. A tight stretched line was fixed beside the keel and measured level and parallel to the boat's centre line. This forms the datum from which all measurements were taken, so it is worth getting it as accurate as possible (e.g., a long vessel would need intermediate supports under the string to take out any sag; a long batten, if dead straight, would be best, but we did not have such.)

Next it is worth making a giant set square from three pieces of batten with one arm slightly longer than half the boat's beam.

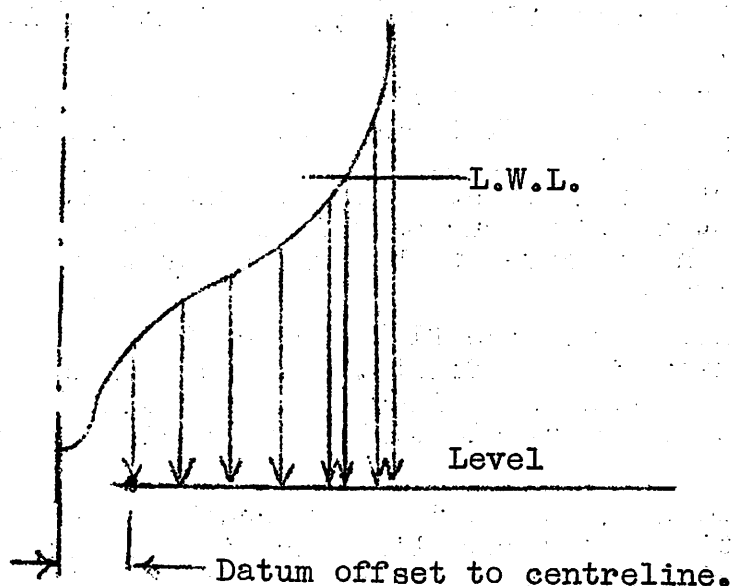
Now mark off the stations for your cross sections at intervals along the datum string. We took them every three feet. Then mark off intervals along the set square's long side. We took three inches for a start.

The last preliminary is to measure the distance of the datum string from the boat's true centreline and note this.

Now one is ready to start and the only thing that can cause trouble is a wind strong enough to blow the plumb bob off vertical. It is useful to have the outline of the boat as a starter when drawing up so using the plumb line held against the top of the stem sight it in to come exactly level with the datum line, note where it hits the datum, and then measure the length of the plumb line used against a straight edge. Continue this process all the way along the centre line until you reach the top of the stern (noting any measurements where the keel lies below the datum line as negative). You can either note the results in a column, or as I prefer, draw little sketches and put in dimensions.

Now place the set square against station one and make sure that the scaled arm is level and at right angles to the datum line. Again drop the plumb bob and adjust the string length so that the bob comes exactly over the first station on the set square, and note the length. This is awkward at first but you soon get the hang of it. Continue out along the set square until the maximum breadth of the boat at that station is reached. With near vertical topsides it may be necessary to put in some extra stations. If you have a Galloway Hooker with lots of tumblehome it will be necessary to measure back from the outermost vertical. Do remember to make a particular plot of the waterline, between regular stations if necessary.

Then simply repeat the process for each cross section station. For my straight forward 28' L.O.A. boat my wife and I took about one hour to get everything ready and about 2 hours to set up the stations accurately and take the measurements.



You can now go back to sailing and save up the drawing for a nasty wet winters day. For this you need again pencil and paper, a good straight edge at least as long as your scaled down boat - I would suggest between 2 and 3 feet, a set square and for final presentation drawing a draftsmans thin ink pen and a set of splines as used by naval architects - beautiful but expensive. These are for drawing long smooth curves. Fortunately these are not impossible to make. Search out some very straight

grained oak or ash and cut a long batten, then plane it down as thin as possible consistent with it not losing its whip - about $\frac{1}{4}$ " x $\frac{1}{16}$ ". This will do fine for the long curves, but some short expendable pieces will probably be necessary for the tight curves, and also some of similar size in plastic with gently tapered ends are very useful.

Drawing up starts with the datum line and plotting the stations and offsets positions. I found it easier to draw out the profile first and plot each section on top of its station position. It must be noted that at this stage the sections are not at right angles to the water line but are at right angles to the datum line. Also one must remember to add to each section the distance of the boats centre line from the datum line to give the complete hull section.

A drawn description of the boat now exists, but naval architects always draw the hull sliced up three ways using the centre of the water line as a datum. It is essential to produce this type of lines if comparison with other boats is intended..

To do this, one plots the buttock lines, puts in the position of the water line as noted (this forms a pertinent check on your accuracy as it obviously should be straight !). Now reset the cross sections at right angles to the water line, and, to follow the convention, draw the cross sections on top of one another. You now have a set of lines, which up to this point can be drawn freehand through the plotted points. This plotting took me several evenings, adding up to about 12 hours. (I suspect that anyone with little or no drafting experience might take a great deal longer).

To produce a professional looking set of lines requires the use of splines and occasionally a steady hand to get the curves smooth and true. The splines are gently bent through the plotted points and held in position by convenient weights while an ink line is struck through the points. Again, this took me about 6 hours. A set of lines is certainly very pleasing to produce, but it must be admitted that in the drawing up a certain amount of drafting skill is probably essential if one is to obtain good results.

As a postscript, I used my set to produce a pair of half models, and from these cast a fibreglass model hull which has since been rigged and sails reasonably well - one might as well cash in on the work as many times as possible !

A.G.Vogt.

Tony Vogt added a postscript to his letter to say that he had discussed his method of taking off lines with a Naval Architect, who had confirmed that his firm did use that method, but that on heavy hulled vessels they set the datum line away from the centre of the hull at maximum beam.

During my week-end as Tony's guest for the Clyde Race, I was most impressed by the beautifully finished half model which adorned the wall of his lounge, and even more so by the model, which hung in the stair well, so I twisted Tony's arm to write up the method for this issue of the Newsletter. I hope that it will result in my being able to accompany more of our cover pictures with sets of lines.

Incidentally, for any other members who, like me, simply can NOT master the use of splines for drawing; when I was designing my own boat, I managed quite well with some flexible strips of magnetised ferrite material resting on several thicknesses of paper on a steel drawing plate. The ferrite was not quite as stiff as a normal batten, but was stiff enough to give a fair curve. Once it was set over the points to be joined, its magnetism held it down to the steel back plate just enough to guide the pen, but the magnetism was not enough to prevent the natural stiffness of the material from fairing up the lines properly.

Perhaps if some owners do get sets of plots, but find themselves unable to cope with the production of high quality drawings, we might have other members who could offer drafting expertise who would be willing to help out ?

J.A.S.

TELEVISION Your chance to appear ! I recently received the following letter from the B.B.C. -

"I can now confirm that the sixth series of 'The Onedin Line' is going ahead. We will be filming in and around the Milford Haven area for two periods next year: 29th March - 12th April, and 28th June - 11th July.

"If any of your members are going to be in this area during these dates, hopefully we might be able to use their boats in the series. If they would like further information, could they please write to the producer of the Onedin Line who is Geraint Morris, Room 5058, BBC Television Centre, Wood Lane, London W12. If they could include a recent photograph of their boat this would indeed be helpful. The series will be covering the period 1880 - 85, but craft close to this age might be acceptable. I think your members could well enjoy the experience and have some satisfaction in knowing that the series is seen throughout the world.

Yours sincerely,

Mervyn Haisman,

Script Editor, Onedin Line."

I know that many of you have painstakingly and lovingly restored boats - it seems to me this could be a fine opportunity to help to create a real period atmosphere for the television series - which could well be combined with a family cruise. Added to this could be the interest of seeing a well known television series being made.

Jonathan Ward-Hayne (owner of Wilful), of Donhead, St. Dunstons Rd., Salcombe, Devon, is hoping to organise a passage race for gaffers from Salcombe to Newton Ferrers on the Sunday of the Spring Bank Holiday. Please look out for further details in the next Newsletter, and if you would be interested, please contact Jonathan direct.

WHERE WERE YOU ON THE NIGHT IN QUESTION ?

We travelled one pleasant weekend up from the sunny but murky Thames to a party of the Old Gaffers Association. It seemed crazy to travel all the way to Stone Point for a bonfire, after all one could have a booze-up in your own backyard. No, this was to be something different, to meet the revered Old Gaffers. I may say that we even brought some good clothes in case you were that sort of people !

As it turned out the whole journey was an event in itself, what with collecting a spare crew member literally off the train from Waterloo/Aberdeen, and going to West Mersea where we couldn't see a thing. (We ended going the wrong way round a withy and dropping the hook and praying.) In the morning we found we were about half a mile off rows of moorings; good job we didn't keep on our course !

Anyway, so we sailed up the coast in company with some others and tried very hard to sail all the way in to Stone Point. No such luck, what with the wind in the wrong direction and the forestay breaking we gave up and motored in to drop the hook amongst about 20 boats.

Friendly calls of 'Hello - what a smashing boat, etc.,' all designed to make us feel welcome and a general feeling of camaraderie prevailed. But I have failed to mention one very relevant detail - it was pouring with rain ! Yes, the O.G.A. for our first and introductory meeting held a bonfire dressed in oilskins in the pouring rain. Mad as Hatters.

What a relief; we're mad like that too so we joined in with gusto eating sausages and drinking flat beer with the rest. A smashing evening - we shall be there again if we get the chance.

The only problem was that after this evening I was struck with the dreaded lurgy. Apart from frequent visits to the sea-loo, which is hard enough to use when you're upright but sailing at 45 degrees it is almost impossible, I could do nothing to crew Nepenthe back to our beloved Thames.

I felt so rotten that we stopped in Queenborough to change the water and to put in some sterilising tablets. Bad mistake this, they made all 25 gallons taste foul and we had no other water aboard ! Had to stop at Westminster Pier for a refill and a long cool drink.

Anyway, Old Gaffers, nothing daunted we shall be back to trouble you again before the season is out. The Race on the 17th is our next objective.

Jane Hiley.

THINGS THAT GO BUMP IN THE NIGHT

It must have been about two o'clock in the morning. The alarm was set for the early morning forecast and the crew was enjoying a well-earned sleep.

Suddenly a loud bump on the side of the boat shattered the peace and as I shot out of my bunk some-one shouted out. In my bemused state I expected to find somebody drifting by in the water or in a dinghy; but as I poked my head out of the hatch, nothing disturbed the tranquility of the scene.

In the glow of the cabin night-light I saw my mate Arthur sitting up in his pipe cot; but as this was no time to go into lengthy explanations, I turned in again to snatch a few more hours sleep.

The forecast was fair, and within half an hour our little convoy of half a dozen boats was sailing down the Deben. The next couple of hours was fully occupied by crossing the bar at the river-mouth and dodging the shipping in and out of Harwich.

As we trundled past Walton pier and settled down to a fast smooth sail back to the Crouch, we spoke of the previous evening's get-together. Everybody had come aboard to finish off the beer and bottles on the last night of our club cruise. The cabin had been cramped with bodies lolling about on the pipe-cots and the overflow had sat about on deck.

Casually, Arthur asked why I had suddenly shot out of the hatch shouting "I'm coming" at two o'clock in the morning. I told him of the bump and someone shouting out something like "I'm Chris". Then he revealed that the bump was one of the lashings on his over-loaded pipe-cot finally parting. As he gingerly sat up, expecting the rest to go, he said with feeling, "Oh Christ".

I suspect that that will be the nearest we will ever get to the coming of Christ on our old gaffer.

L.J.W.

MORE ON THE SUBJECT OF RIGS.

My boat Deva has had a very good year so far. With a longer bowsprit (more akin to her other sisters) she is much less hard headed, and is going to windward much better. I do a little racing on a not very serious basis with the Tollesbury Sailing Club, and in every race this year the old girl has managed to come in the first three, despite (or because of) her half century plus age differential and old gaff rig. Two other gaff rigged boats, Miranda, a big John Leather design on smack lines, and Greenshank, a Quay Punt, have joined the fleet as well, also with great success. I wonder if this infiltration into modern yacht racing is happening elsewhere !

Anyway, for this years East Coast Gaffers Race I was confident of a good result. I made an appalling start, being over-cautious of the tide as much as confused by the starting signals. The favourites seemed to be on the horizon, with Greenshank keeping her bowsprit amongst them. The beat out of the river went slower and slower as the wind died. A tactical opening of the bar, including the drinking of some of the 'Abbot' in disposable bottles alleviated the situation somewhat and we worked our drunken way into the last third of the fleet. However, this progress was lost as we ran out of light weather drink and started on the hard stuff. The wind fell to Harry Flatters and we appeared to stick in the same patch of water. Other craft who had stayed on the Bradwell side seemed to keep going. Shoal waters and Tarka seemed to be in the same position as ourselves. When the wind did come, it was from the Bradwell side, so we really lost out !

Deva tacked over to the Bradwell side while her crew sobered up from the effect of the Tollesbury doldrums. Then at last the old girl appeared to realise she was in a race - the helmsman on Deva has very little effect - the boat appears to decide how fast she is to go, which is rather eerie ! She just flew into the wind, sailing as if she was broad reaching. She also appeared to have an idea about going against the now foul tide, and despite my coercing to the opposite, decided to go for the shallows on the Mersea shore. The rest of the fleet were now to the seaward, and Deva seemed to be intent on going on a little cruise of her own, away from the throngs of gaffers. When we reached the shallows we saw what we thought was a gaff rigged sand yacht. It looked like it had a Fairey Falcon chassis, and it must have been moving pretty fast since it did the occasional tack into the breakers to cool its wheel bearings. If it had been afloat I could have sworn it was Shoal Waters.

Deva kept this strange amphibian at a respectable distance, but not too far out into the tide. The crew began to perk up as they caught a glimpse of the fleet about a mile abeam and to windward.

One or two other gaffers came along to see what we were doing, including Sea Pig to have a root in Deva's wake. However, they did not think much of her tactics and galloped out to sea again. Meanwhile Deva kept on her lonely course across the Mersea flats whilst the amphibian appeared to put into Brightlingsea (to put some air in her tyres ?)

We put about for the Bench Head just short of the Colne channel. The little nobby pointed out the buoy with her bowsprit, took her bearings, and as her topsail filled broke into a gallop across the tide.

We hoped to make it in one tack. On looking at the Bench Head we couldn't see anyone going round it. What had happened to the fleet ? The buoy was coming nearer and nearer, then when it was within quarter of a mile we saw them. Good Heavens - we were going to cross tacks with the big time ! As the thought of this made Deva nervous she began to falter. She put in some tacks to account for the tide to no avail. The speed merchants appeared to be coming in well from the Buxey side. We came into contact with the fleet - every damn one on the starboard tack so we had to do a lot of going round people's sterns. Fanny, Golden Plover and Greenshank went past. Deva stood on, tacked, failed to round the Bench Head, and stood on out to sea again.

Fanny and Plover scraped round, but poor old Greenshank missed. Coming out of the Colne, the amphibious Shoal Waters was chortling away on a broad reach. We turned for the buoy on what should have been a very easy fetch, but it was amazing how the wind drops when you really need it. We rounded just in front of Greenshank. With the good breeze blowing we should have flown back, but the Class Two fliers just hoisted their kites and went into the distance. I don't recall anyone passing us, but Plover just about stayed in sight and Fanny just disappeared. Mayhi was so far ahead that I didn't realise she was in the race !

At any rate we had a first class lunch most of the way back - we didn't have long to eat it ! The beer gurgled out into the crew's gullets and after we crossed the line and declared, we anchored and slept the afternoon away.

The addition of a beer tankard was appreciated - we had broken one on the way out, but we could really do with a pint one !

The first four places were interesting in terms of types. Mayhi, Fanny, Plover and Deva have all won the East Coast Old Gaffers Trophy at one time, so it was a champions finish in Class 2. However, the rig implications are more interesting. High peaked gaffs and a good set of kites forward of the mast clearly were the best idea. Deva's traditional sail plan, whilst appearing to lose little on the beat, lacked speed off the wind. I did try out a temporary kicking strap for the race, and clearly this made a great difference to the twist in the mainsail, thus helping the topsail to draw upwind. Providing the topsail fills whilst pointing high, the older style gaff should pay off. The larger jibs and the spinnakers of modern rigs appear to be more effective down wind than a boomed out staysail and jib (plus watersail). So I would now agree that high peak gaff does not really score in terms of performance or rating, although the other trimmings like more efficient canvas do.

Compared with modern Bermudian boats, gaffers are very much faster these days. Greenshank and Deva (together with a cat) went in for the Blackwater Cup Race on the Sunday. Apart from the start, where the lighter hulls of the bermudian boats were more nippy, both of the gaff rigged boats came well in the first half of the fleet, despite the excessive windward work. Boat for boat, they were ahead of all the Folkboats, with the exception of one with a spinnaker - he was thrashed

to windward anyway ! This shows what a good set of gaff sails can do, and in my mind proves that gaff really does drive a boat better, considering that both boats were long in the tooth and very much heavier than the tupperware bermudian jobs. In any case, a good length of bowsprit nudging the modern Bmu. helmsmans ear works wonders in a tacking duel !

Jon Wainwright

P.S. Thanks to the Race Committee for all their hard work. J.W.

And from the owner of a larger boat -

The letters in the Newsletter with reference to spinnakers are quite amusing.

Last year for the Fastnet I Borrowed a spinnaker - but being very new to the club and not wishing to offend I didn't fly it - - after all after all, wide tyred vintage cars racing are definitely out. Off Lands End I saw a gaffer with a spinnaker up. That was it - up came ours - wait for it - it didn't fit ! So it spent the rest of the race filling up a crew bunk.

I have just spent a month and 3,000 miles at sea under a spinnaker and it must be one of the most boring, complicated sails ever invented. Oh for a decent main off the wind !

Frank Esson (Melmore)

AND

In Falmouth we were interested to read about Mildred in the last Newsletter. There are a few here who might question the 'finest living example' claim. Indeed there is another Mildred owned by David Stomhouse that has done well in the S.W.Race, and of course the incomparable Evelyn has caused the odd set of teeth to gnash up in Dartmouth !

The 'old' and 'gaff' argument would rage loudly in Falmouth. As you know we have one of the only fleets of working boats still working under sail (By law, motors are banned !) But because they are practical boats, not antiques, new ones are being built in glass fibre, concrete, etc. They all race together in the summer.

So it seems that if one of the Associations aims is the promotion of gaff rig then new boats and materials must be accepted !

As far as 'The Race' is concerned they can easily be taken care of in the Class set up. For instance, how about a prize for the first boat under five years old, on handicap. This would encourage newer boats to enter, without which gaff rig will become moribund.

If you compare the Essex smacks, for instance, with the Falmouth working boats, the rig of the latter is more developed and this is because the boats are still working. Their development was not halted fifty years ago. I would like to bet that the men of Essex would have used terylene and stainless steel if they could have got it !

Please don't think that I'm biased. I keep my Essex boat in Falmouth Harbour, but it seems to me that if gaff is to grow then one should keep up with the times.

Jeremy Burnett (Alando).

A Rally was held at Bradwell Quay Yacht Club on September 18th, to which some thirty Old Gaffers and their families attended. Only a few came by water - however everyone enjoyed a Shepherd's Pie supper and a get together. It is hoped to hold a couple of rallies at Bradwell next year, including a barbecue on the local beach if possible.

Earlier this year a very pleasant afternoon was spent by some of the Solent Area members in Camper and Nicholson's Southampton yard, having a 'poke around' as is the wont of Old Gaffers everywhere. This was rather special however, in that the object of perusal was Quadrifoglio (ex Shamrock V), one of the very elegant J Class yachts built in the mid twenties/early thirties era, and the subject of many beautiful paintings and photographs.

She was lost sight of during the war and came to light in Sardinia owned by a local business man. The owner was approached by Liptons, by whom she was originally commissioned in 1930, to see if she could be chartered for a couple of years to 'show the flag' on the Eastern American Seaboard during the last America's Cup series. He kindly gave permission providing she was up to the trip. Camper and Nicholson were requested to provide a report which, sad to say, provided a very definite thumbs down and the project was dropped.

Eighteen months later however, the owner requested that the vessel be surveyed for a refit, and Camper and Nicholson were successful with their tender. The voyage home provided a story in itself, but arrive she did and was dismasted and hauled out. All the topside planking and decking were removed and the frames cut so as to virtually remove the keel from the hull, the wooden centreboard framing from the hog downwards taken out, a new double bottomed metal tank section incorporating water and fuel tanks fitted, and the hull refastened.

At present she is almost re-planked in 2" twak using the original bronze fastening bolts, and the deck has been strengthened in using marine ply as a base, ready for the decking to be re-laid. Over the years the beautiful sheer line has altered, but in fitting the new bulwarks, they have been very cleverly cut and shaped so as to return to the original line as far as possible. Her bow thruster engine, fitted recently, has been removed and she will be fitted with another engine astern to give twin screws.

It was a great thrill to stand on her deck even in the shed, and imagine, or try to, the immense power these lovely boats must have generated and the feeling of her crew whilst racing others of her kind. A very pleasant afternoon, organised originally by Mr. P. Boyd of Camper and Nicholson and Chris Waddington. However, due to pressure of business, Mr. L.C. Baker, who is Camper and Nicholson's design manager, acted as guide.

Among the older gaffers present were Mr. M. Richardson and his wife, and Mr. A. Rangabe. We shall all now watch Quadrifoglio's progress with renewed interest, and hope that she will carry out her trials where she can be seen by all.

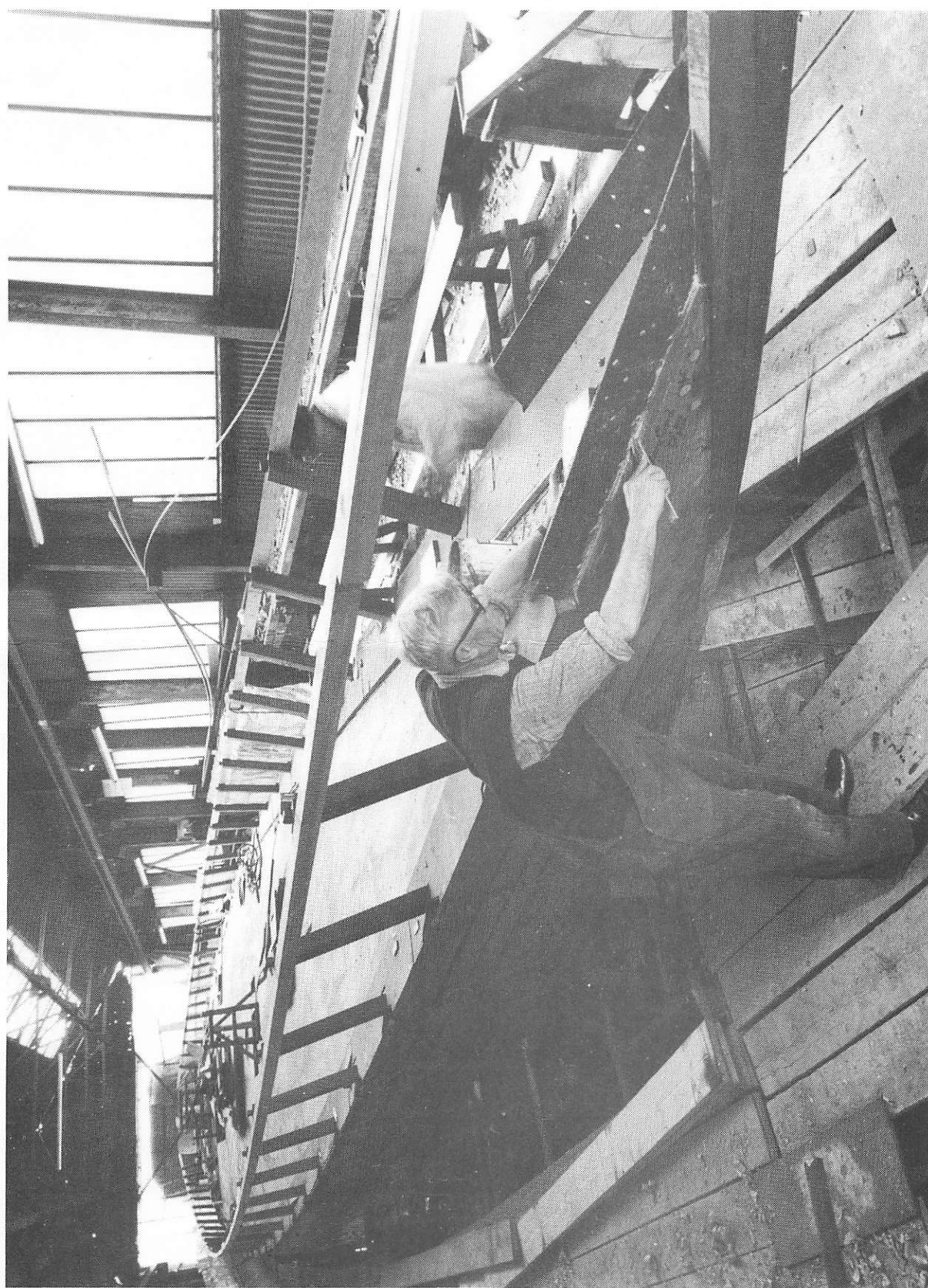
Our very sincere thanks go to the directors of Camper and Nicholson's for a very pleasant afternoon

B.C. Munden.

The photograph opposite (which was taken by the Cumberland Studio, Britannia Rd., Northam) shows work in progress on Quadrifoglio.

A FRENCH VISIT

Members will know that there is a growing interest in gaff rigged boats in France and that a branch of our Association is active in the St. Malo area. Monsieur Paris, their Secretary, and members of his committee have in fact attended recent A.G.M.s in London and have expressed a desire for greater liaison between the two countries, among the suggestions being combined rallies, cross Channel races, and interchange of entries in each others annual races.



Chris Waddington took these ideas one stage further this year when he decided to enter Moya in the French Old Gaffers Race which was understood to be scheduled for Saturday, August 14th at St. Malo. No firm arrangements were made but we sailed on the Wednesday night from Yarmouth, intending to make contact with our opposite numbers on arrival.

We arrived late on Thursday night, anchoring in the Bay, and while breakfast was still cooking in the morning we found ourselves surrounded by yachts, including several old gaffers making for the starting line. A passing competitor handed us a course chart and we joined the dozen or so gaffers on the line.

Moya led from the start and arrived back to finish about 45 minutes ahead of the fleet. There was no gun and no activity on shore, but we later learned that we had been timed in and credited with the race - the French make no attempt to handicap their gaffers - only line honours count.

There was another race on the Saturday, over a shorter course in light airs, when Moya was just beaten for first place by Notre Dame de la Mere, a very fast little cutter with a charter party on board.

Finally, we were told that there was a third race on the Sunday and since the main trophy was to be awarded on aggregate time for the three races, we had no option but to enter. This proved to be the best day, with winds about Force 6 and steep seas outside the bay. Our main rival, St. Guendle, whose skipper was hoping for good winds, set her full wardrobe of sails and held Moya during the windward leg, Chris having wisely decided to leave the main and jib topsails in their bags.

However, we were slightly ahead at the gybe mark where St. Guendle lost her gaff jaws and had to retire. This gave us another clear first, only four other boats finishing the course, and our winning margin on aggregate time was about 2½ hours.

In port we had a succession of visits from fellow competitors and Moya was admired by all. There were two presentation ceremonies, one in Dinard and one in St. Malo, each followed by champagne receptions, and Chris made repeated visits to the table to receive a formidable array of trophies, cups, books, bottles of perfume, and T shirts.

Unfortunately, we had to leave for home on the Monday morning, breaking the journey at St. Peter Port for a celebration dinner and a brief call at Buck Trouts to replenish stores.

Chris has since had correspondence from the regatta organisers and at least one competitor and it is hoped that this will prove to be but a sample of things to come. Suggestions for future combined operations will be welcome, especially from owners prepared to participate.

Les Bowen.

OBITUARY

Frederick William HILLIER was born in Portsmouth in 1913, and died in Emsworth in November 1976. These cold facts give no clue to the warmth of personality which was to fill the intervening years.

F. W. Hillier was "Fred" not only to his innumerable friends, but to all with whom he came in contact.

After a christening in Portsmouth Cathedral (of which he was particularly proud), his early education was received in the village school at Hurstpierpoint. In his teens, he tired of shop-keeping (the family business), and became apprenticed into the Merchant Navy, when he learned the discipline of seamanship and navigation which remained with him to the end.

The outbreak of war in 1939 saw him enlisted in the Marine Craft section of the R.A.F., and he divided his war years between Calshot and Iceland; his tasks varied from towing flying boats and ferrying VIP's, to the air-sea rescue of the less fortunate.

War service over, Fred went off on a completely new tack, and after a qualifying course, became a schoolmaster, holding a variety of posts in West Sussex through the years, and latterly having particular success with e.s.n. pupils.

This career enabled Fred to pursue one of his principal interests, in Sea Scouting, and it is as Scout Master of the Southbourne troop that many of the present generation will remember him. He acquired Romilda primarily as a training vessel for these Scouts, and most suitable she was for that purpose.

When the Old Gaffers Association became formally constituted in 1963, and the Solent Area Committee was formed, Fred was the natural choice to be its chairman. Later this post became elevated to Vice-President of the Association, from which appointment he was not released until a couple of years ago. During his tenure of office, a major re-statement of the Constitution of the Association became necessary, and it is upon Fred's original draft that the present Rules of the Association are based.

Meanwhile, he had given up regular school teaching, and this enabled him to take a variety of instructional posts in seamanship and navigation - ranging from formal evening classes at the Deptford Sailing Centre to navigation classes for inmates of Portsmouth goal.

During this period also, he was appointed Honorary Local Representative of the Cruising Association for the Emsworth Area of Chichester Harbour, which enabled him to further the interests and improve recruitment to the C.A., of which he had long been a keen supporter. At this time, too, he was able to give some much needed help with the administration of the C.A. at their London headquarters in St. Kathrine Dock.

Fred had always been an ardent supporter of the R.N.L.I., no doubt intensified by his war-time air-sea rescue experiences, and has regularly wielded a collecting box on Emsworth's Lifeboat Days, the last only a few months ago.

Fred's health started to deteriorate a few years ago when he was stricken with diabetes - coupled initially with jaundice. It may well be that his obstinate refusal to be subjugated by this disease was his ultimate undoing.

Fred's very many friends will sorely miss the opportunity of foregathering in the front room of his Queen Street home in Emsworth, without invitation or notice, there to be regaled with coffee or soup, a chat, or if need be, a bed. His hatred of cant and pomposity ensured a warmth of welcome to all irrespective of background. Likewise, his hospitality aboard The Black Pig, as Romilda was fondly known to many of his crew, was renowned throughout the Solent.

Fred's funeral at Chichester Crematorium on 19th November was attended by over a hundred of his friends, neighbours, former pupils and Scouts. The simple but moving service was conducted by the Reverend Michael Palmer, one of the many frequent visitors to the Queen Street front room. It is proposed that Fred's ashes will be scattered on to the waters of Chichester Harbour on 12th December.

SOLENT AREA NOTES AND NEWS.

The rally at the Cowes Corinthian Yacht Club was preceded by several days of gales and miserable weather, so not as many boats as had been hoped reached Cowes, but several crews and skippers found other means of getting there, and a pleasant evening ended with a sing song on Moya.

The Solent Area are having a January Dinner at the Smugglers Roost Rustington.

Various dates for next years social events have been fixed - these are;-

Hardway fitting out supper	March 26th
Around the Island Race	June
Rally at the Folly	July 24th
Solent Area Rce	September 10th
C.C.Y.C. Rally	October 1st

The French section in St. Malo have advised that their regatta will be the 10th to the 14th August.

The Solent Area A.G.M. is being held on December 4th, so there may be further Solent Notes later in this Newsletter.

SOUTH WESTERN AREA RACE will be held on Saturday, July 9th.

UPPER CROUCH NOTES

Why is it that floorboards which are a rattling fit in hot dry weather jam tight after the first heavy dew, whereas deck seams, despite frequent dowsings with buckets of water, insist on opening up and still leak when the rains come ?

Just as a dog needs a flea to be happy, an Old Gaffer needs a leak to worry about; but a deck leak is most irritating. Here at Brandy Hole the local yacht chandler is stocking up on caulking cotton and pitch, and the air echoes to the ring of caulking mallets as we repair the ravages of two hot dry summers.

At last the plastic sheets pinned to the deck beams can come down, and we can forgo the dubious pleasure of admiring the scenery through the topsides. (Not on the Glad Times, let it be added) L.J.W.

SCOTTISH (CLYDE) AREA

Alan Armstrong of Rawanah has been talking to the Committee of the Royal Northern Yacht Club, with the result that the Club have offered to put on an event for Old Gaffers as part of their Silver Jubilee Regatta in June next year. At the moment, there are two alternative suggestions. One is for a race to start at Kilcreggan at 11.00 on Saturday June 4th, down to Colintrave, and a second race starting at Colintrave at 11.00 on the 5th back to Rhu. with a Jubilee Dance, Prize Giving and Buffet on the 6th.

The other suggestion is for a one day race from Kilcreggan, going down the Firth.

Much work must still be done on these proposals, but if the two day event is adopted, overall winners would probably be on the basis of the times for the two legs added together. Both proposals have points in their favour, and points against (e.g., where would the owners of small boats sleep at Colintrave ?), and I feel that the decision as to which proposal to adopt should be made by the owners likely to enter. So of YOU keep a boat on (or within reach of) the Clyde, PLEASE let me know which alternative you would prefer, so that we can get on with the work necessary to make this event a success.

These two proposals for a Sulver Jubilee event are based on the assumption that there will be a National Holiday in Scotland on June 6th.

The R.N.Y.C. are offering to provide a Committee Boat, and a Race Officer at Colintrave for a two day event. I would expect to be helping on the Committee Boat with handicapping, spotting, etc. etc., but if there are any other members who would be interested in helping with the running of the Race, would they please let me know as early as possible.

Finally, does any Clyde Area member know the present whereabouts of Ronnie MacGrouther of Hatasoo? My mail to him has been returned marked 'Gone away'.

ADVERTISEMENTS

FOR SALE Venture BS 120. Morecambe Bay Prawner, 36' x 10.5' x 4.5', plus extra 11.5' over bowsprit. Pitch pine on oak, teak coachroof. Believed to have been built about 1920, and now a comfortable four berth boat. The looks of the vessel are in no way compromised by the conversion. Petters Diesel, W.C., new sails, etc. etc. Refer to the mid 1976 Newsletter for other details. Major survey two years ago. I can deliver the vessel up to 300 miles if required. Remember she is an ex workboat, and headroom is restricted to about 5'7". I lived on her for two years, and am now selling her as I'm going commercial. Good buy at £5,500. Lying North Wales. Jay Creswell, Kenilworth, Gannock Rd., Deganwy, N. Wales. Tel 0492 81933.

FOR SALE Glad Times, 325. 24' x 8' x 4' gaff cutter to John Leather design, built by Wyatts of Mers in 1961. Mahogany on oak. Hand start 10 H.P. Petter Diesel. Heavy clinker bawley build, lay out and finish. Very sound, with good inventory and wardrobe. No electrics; bucket. Laid up Brandy Hole. £2,600 L.J.Warren, 590, Barking Rd., Plaistow, London E13 01 472 1874 (evenings)

FOR SALE Rolling Wave 502 45ft Zulu fishing boat, built in Scotland in 1929. Beam 13'9", draft 5'6". Pitch pine on oak. Kelvin K2 two cylinder 44H.P. diesel, recently rebuilt with new main bearings, big ends and little ends.

Rigged with dipping lug main, balanced lug mizzen and foresail, all virtually unused terylene. Masts in tabernacles, and can be lowered or raised from on board without a crane by using sheerlegs which double as pulpit when mast is stepped.

Converted to a comfortable cruising home, with double bunk in focs'l; galley with calor water heater; calor/mains electric fridge; calor cooker, sink; toilet compartment with bath, sea toilet and chemical toilet; large saloon with sleeping accommodation for four in two double berths, solid fuel fire. Boat is wired for both 240 Volts and 24 Volts electricity, and the owner and his wife have lived on board permanently for sixteen years.

Rolling Wave completed a seven months cruise to the Med. via the French canal system about six years ago, and the owner, who is a yachting journalist, has written a book about this cruise entitled 'Through France to the Med', as well as writing about the boat in many articles in the yachting press. She has also cruised extensively in home waters.

A very recent survey disclosed four frames which required some attention, and this has been done, plus minor repairs to the steering, which has been attended to.

Equipment includes 45 fathoms chain, 75lb CQR anchor, spare fisherman anchor, warps, etc. and the boat is permanently in commission.

Rolling Wave is now offered at £7,000 to owners who will treat her with the care she deserves and who will take her back to the salt water in which she rightly belongs, from her present Thames mooring.

Mike Harper, Rolling Wave, Black Swan, Riverside, Walton Bridge, Shepperton, Middlesex.

ADDITIONS TO THE REGISTER OF RACE AND RECORD NUMBERS

Changes of name;-

712 (Cirrus) now Nimrod

509 (Rosevern) now Severn

Additions -

732	Breeze	Cutter	32	Collins
733	Bali Hai		30	
734	Dorana			Bawley
735	Tamaris	Cutter	28	Lifeboat
736	Mildred	Cutter	30	Oyst.Dredger
737	Ailsa	Ketch	28	
738	Cholita Negri	Sloop	28	Ryton
740	Katie	Sloop	18	Goldstraw
741	Anna Crane		33	
742	Buttercup	Cutter	12	
744	Capri		27	Whaler
745	Ethel Fleda		28	Aldous ?
747	Jade	Sloop	25	
748	Lumme			
749	La Toulonaise	Cutter	18	
750	Moon Dancer	Ketch	45	Hanna
751	Native	Lug	17	
752	Nellie	Sloop	17	
753	Rapunzel	Sloop	14	
754	Reckless Lady	Cutter	37	
755	Reverie			
757 LK 57	Caliph	Lug	20	
758	Reynardine	Yawl	31	Buchanan
759	Tyrone	Schooner	60	Crocker
760	Waterlily	Sloop	24	
761	Jeanne	Sloop	16	
762	Kim-H			
763	Ajax			
764	Brunette	Cutter	22	
765	Dib	Cutter	18	
766	Curlew	Sloop	19	
767	Normara			
768	Py	Sloop	22	H. Butler
771	Singapore	Cutter	25	M. Griffiths
772	Plaides	Sloop	18	Hillyard
773	Gulnare	Yawl	40	Lymington Sd.
775	Tammie	Cutter	34	Wilkins
776 476Y	Lanka	Cutter	30	Feltham
832	Black Bess	Cutter	18	Feltham
921	Jolie Brise	Cutter	65	Paumelle
1149	Johanne IV	Cutter	16	Y.M.Senior

It is apparent from the above list that the information we have on some boats is, to say the least, rather sketchy. If YOU can help to fill any of the gaps in the above list, or can offer other dimensions of boats, etc., PLEASE let me have the facts.

J.A.S.

Now our usual welcome to the new members:-

B. Cutter, Keston Lodge, Barfield, Ryde, Isle of Wight

The Maritime History Dept., Merseyside County Museums, Wm. Brown St.,
Liverpool L3 8EN Daystar

J.S.Buchanan, 5, Coxburn Brae, Bridge of Allan, Stirlingshire FK9 4PS
Thistle 13

C.J.Lawrence, 98, The Arches, Ravenscourt Place, London W6
La Goleta 204

R. Halliburton, 39, Crescent Rd., E. Grinstead, Sussex

A.C.Whitehead, 20, Bosco Lane, Southgate, Swansea, Glamorgan
Gulnare 773

R.J.Hackett, 9, Edward Grove, Portchester, Hants.

J.R.Ambrose, Woodcote, Maldon Rd., Burnham on Crouch, Essex
Tammie 775

N.S.Broggio, 37, Highlands Close, Corsham, Wiltshire
Pleione 203

J. Albert Taminiau, Santhorstlaan 37, Wassenaar 2270 Holland

M. Wilson, 16, Harbour Terrace Falmouth, Cornwall

Luis de Guimaraes Lobato, Calçada Palma de Baixo, 4, Lisbon - 4
Semper Fidelis 537

Dominique de Recy 1 bis rue Victor Hugo 50400 Granville France
Jolie Brise 921

J.B.Newton, 74, Nettlebury Way, Marden Ash, Ongar Essex CM5 9HA
Notre Dame de la Mer

H.J.Parkinson, High Trees, Waldringfield, Woodbridge, Suffolk
Johanne IV 1149
Dawn Wind 263

SECRETARY'S MISCELANEOUS NOTES. I now have some covers, with articles on SOME of the boats illustrated - but I find a lack of technical pieces on boats to fill out the rest of the Newsletters ! Please help.

The R.N.Y.C. appear eager to help us to make Silver Jubilee year memorable for gaffers on the Clyde. PLEASE, let me have YOUR views on the style of race for next June by mid January, so I can pass these views on to the R.N.Y.C.

For once, I've actually got ahead of deadlines, and must now hold up production of this issue to await any news from the Solent Meeting, so I'll close my bit by wishing all members a Very Happy Christmas, and the very best of sailing (and everything else !) for 1978

J.A.S.

At the Solent Area General Meeting on Dec. 4th., Les Bowen of Pierce Eye, who seems to have become something of a fixture as Commodore, was elected as Association Vice President representing the Solent Area, in succession to Michael Millar; and Ron Francis (Gaivotta) was elected to the Committee. It was announced that the French Group in St. Malo are holding their regatta from August 10th to 15th.

At the Association A.G.M. in March, Maurice Bailey wishes to resign as Association President, and he has proposed that Michael Millar be elected as President. I am seconding this motion - doubtless others will wish to have their names associated with this proposal. It is hoped that this coming A.G.M. will be brief, and that there will be a guest speaker to follow the meeting.

Would the member who sent in an article on 'Crossing the Bar' please contact me. This article has become detached from any accompanying letter, and I am worried as to whether we have permission to quote the poetry ?

Would all Area Secretaries PLEASE let me have full race details a.s.a.p.
J.A.S.