



1976/3

# Old Gaffers Association Newsletter



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# OLD GAFFERS ASSOCIATION

## NEWSLETTER 1976/3

COVER PICTURE Our cover picture for this issue is of Citara (ex Rover), owned by Mr. B.C. (Bob) Munden, our Solent Area Treasurer.

This very fine picture of her was taken during the 1975 Solent Race by (and is the copyright of) Mrs Tim Norman-Walker, who has kindly agreed to let us use the picture for our cover.

Citara was built in 1887, as Rover, and it is believed as a fishing smack by Aldous of Brightlingsea. It is conjectured that she never actually fished, or if she did only for a short time, probably owing to the state of the herring fishing industry at that time. She appears first in Lloyds Register of Yachts in 1895 (no prior editions are available to the author) as Citara, when it was presumed she was converted as a yacht. In 1895 she was sold to Judge Thomas Chatfield-Clarke and in fact remained in that family in Wooton Creek until 1945. Recently a Mr. J. Kearley of Haven Street, now 88 years of age, talked to Norman Gaches in Ryde and it was discovered that he in fact served on her in 1914 as a 'paid hand'. Her skipper at that time was Charley Chatfield, a very well known local skipper who in fact used her as a training vessel and taught most of the young men of Wooton to sail in her, by kind permission of the owner, an architect, Mr. Thomas Chatfield-Clarke.

At the outbreak of war in 1914, she was cruising in Holland with her owner and a German architect; all very embarrassing at the time. She was laid up in a shed in Wooton until 1918, and on launching, promptly sank, which was not unexpected we presume.

Little is known between the wars, except that she raced regularly and lived in Wooton Creek, occupying the seaward most mooring during the summers. Dr. J.H. Dible bought her in 1946 and his son, Mr. M Dible, who is a friend of the present owner, both learnt his sailing and wrote several articles featured in Yachting Monthly at the time, relating his 'hairy' experiences - breaking tillers in Channel gales etc. In 1954 due to his family growing up and 'doing their own thing', Dr. Dible sold her to Viscount Caldicote and the Hon. James Borwick, who took out the old 1937 Brook motor and fitted a Meadows Petrol 4CY 22BHP engine in 1958.

She disappeared from Lloyds in 1962 when it is believed she was sold to the owner of Norris Castle in the Isle of Wight, and allowed to fade away in the Medina. 'Young' Souter bought her in 1971 and wanted to break her up for the two tons of lead in the keel. Fortunately, 'Old' Souter would not have it, and she was sold to Fred Brookes in 1972.

Fred did a lot of work on her to get her sailing and his young family are again indebted to Citara for their early sailing experiences. She remained fairly primitive below during this period and when Fred sold her in 1974 to Gordon and Sue Stephenson, she became a 'lived-on' boat and Gordon completely re-fitted her below, together with fitting a Petter 2CY engine with hydraulic drive, in that year.

Before Gordon had much chance to sail her, he moved on to pastures new and the present owner fortunately inherited Citara in 1974 in excellent form both in accommodation and sailing qualities.

During the storm at Cowes after the Solent Area Old Gaffers Race in September 1975 she became almost a total loss and had it not been for the generosity of the Old Gaffers insurance scheme, she would have been written off.

As it was she was patched by Claire Lallow and driven home to Wicor Marine where, under Chris Waddington's biased Gaffers eye, she spent six months in dry dock. She was fitted with several new doubling frames, a complete new fore and side deck (in marine ply for strengthening purposes), planked up on each side, new portside bulwarks, new topmast and cockpit fitted. She is now 'open-plan' down below, and fitted with five berths.

For the technical, she is a Rowhedge cutter smack, 50' overall, 36' LOA, 34' LWL, 9'6" beam, 6' draught. Her bowsprit is 14' long, and her topmast 23'.

She celebrated her 91st season this year with a cruise down the Normandy coast, from Honfleur to St. Vaast, making the return trip from St. Vaast in 14 hours (an average of 6.1 knots).

Her present owner hopes eventually to win something in a race, but if not successful in the next nine years, will himself present a new trophy to the Solent Area Old Gaffers Race for the first boat home over 100 years old, built as a working boat, owned by the same owner for at least ten years, with a 14' bowsprit, 23' topmast, hydraulic drive, and painted grey !!!

B.C.M.

### 1976 OLD GAFFERS RACES

#### SOUTH WESTERN AREA RACE Sunday, July 4th.

This year's S.W. Old Gaffers Race started with what has become the usual light breeze from a generally easterly direction and its accompanying bad visibility. The 52 starters got away to a reach to the first mark three miles off to the south in the mist. It was a good thing that the leaders had good compasses aboard as there seemed to be several different ideas of which course to take, with quite a lot of 'following the next boat ahead' being practised. Moya and the two schooners, Tyrone and La Goleta soon pulled clear of the fleet and found the Skerries Buoy successfully and rounded it. With the rest of the fleet strung out from about 500 yards from the buoy almost back to the start line, the wind went away and we were becalmed. With the foul tide, kedging was necessary. Although neaps, the tide was strong, and in 10 to 12 fathoms some boats just dragged away down tide eventually to retire. Others lucky enough to be anchored near a fixed point such as crab pot markers or anchored fishing party boats veered out more cable, or let go a second hook.

Amongst the leaders already round the first mark the schooners seemed to gain some advantage over Moya by drifting back on the tide and getting slightly inshore.

After about 1½ hours a breeze came in from about south. La Goleta Tyrone and Moya veered off slowly towards the shore and the next mark. Meanwhile Tern who had kedged to the south of her rivals managed to lay the mark after a couple of short boards. Elizabeth Mary, Ripple and Dyarchy all went round about 12 minutes after her, and Gaivota and Reynardine were not far behind. Agnes, Shamrock, La Toulonnaise, and Boan followed.

Because of the lack of wind the Race Officer decided to shorten the course and so set up a finish line between himself and the second mark of the course, i.e., a large black fishing vessel distinguished by a flag. This was a couple of hundred yards offshore near the N.E. end of Slapton Beach. From the Skerries Buoy for about 2 miles there was a nice fresh breeze and the best sailing of the race was here, but from about a mile from the finish line there was a great 'hole' with naught in it in the way of air movement. La Goleta got through and finished 10 minutes ahead of Tyrone. Perhaps there was wind 60ft.

above sea level ! Moya was really unlucky and just sat becalmed, while Tern, Dyarchy, Elizabeth Mary and Ripple and eventually other vessels all sailed up at about 5 - 6 knots to within 25 yards of her.

The tide was slack and turning to the S.W. by now, and Elizabeth Mary, who had sailed into the unavoidable hole but to the N.E. of the previous arrivals, wafted her way towards the finish and crossed the line third about 50 minutes behind the first finishers, and one minute ahead of Tern. Ripple and Reynardine were close, with the corrected time difference being only 6 seconds. Dyarchy and Moya got in, but later boats had the cross current too as an additional problem. Agnes, La Toulonnaise, and Aceituna came in for Class Three. Altogether, twenty two boats finished, and although only a shortened course, this was an achievement in the unfortunate conditions. Pierce Eye had sailed down from the Solent, some feat for such a small boat, and it was sad to see her retire, not being able to kedge successfully. Apart from the incident of a collision at the start involving two 45 - 50 ft vessels and an 18ft open boat, I think everybody had a pleasant day in the very hot sunshine, on a flat sea.

The prizes were given at the Royal Dart Yacht Club by Chay Blyth, who had crewed on a 2½ ton gaffer during the day. These were as follows:-

|           |     |                |                       |
|-----------|-----|----------------|-----------------------|
| Class III | 1st | Agnes          | Scrimshaw Trophy      |
|           | 2nd | La Toulonnaise | Sheave Trophy         |
|           | 3rd | Acietuna       | Bottle of Wine        |
| Class II  | 1st | Elizabeth Mary | Whelker Trophy        |
|           | 2nd | Reynardine     | Dartmouth Deadeye     |
|           | 3rd | Ripple         | Pinrail Trophy        |
|           | 4th | Tern           | Bottle of Wine        |
| Class I   | 1st | La Goleta      | Charlotte Rhodes Bell |
|           | 2nd | Tyrone         | Solent Block          |
|           | 3rd | Gaivota        | Tyrone Trophy         |
|           | 4th | Dyarchy        | Bottle of Wine        |

|                          |   |                  |   |                |
|--------------------------|---|------------------|---|----------------|
| 1st Dartmouth Based Boat | - | Kingswear Trophy | - | Elizabeth Mary |
| E for Effort             | - | Oyster Ring      | - | Pierce Eye     |
| Overall Winner           | - | Sailing Book     | - | La Goleta      |
| Last Boat to Finish      | - | Plodders Pin     | - | Provident      |
| Commodore for S.W.O.G.A. | - | Flag             | - | Elizabeth Mary |

The party after the prize giving was well fed and lubricated and broke up peacefully at about midnight. Thanks are due to the Royal Dart Yacht Club, Dartmouth Yacht Club, The Harbour Master and his staff, the Race Officer, handicappers, the Committee Boat and Flag vessel owners and crews, rescue boat crew, wives and girlfriends who cooked, and Committee members who got it all together again.

Trevor Vincett.

List of placings in the S.W.Race is on Page 4

One small item of news as a 'space filler' - Mr and Mrs. J.M.Lowrie, who are sailing round the world in their 28' cutter, Dolphin of Leith, are at present in Cape Town. Dolphin of Leith is a straight stem cutter, built by Weatherhead of Cockenzie in 1908.

## 1976 S.W. OLD GAFFERS RACE - RESULTS.

|       |      |                |         | Time of Start, 11.00 |        |       |       |
|-------|------|----------------|---------|----------------------|--------|-------|-------|
| Final |      | Corr.          |         | Posn.                | Finish |       |       |
| Posn. | No.  | Name of Boat   | Time    | over                 | Line   | Time  | Class |
| 1     | 204  | La Goleta      | 4 05 28 | 1                    | 14     | 32 05 | 1     |
| 2     | 107  | Elizabeth Mary | 4 11 04 | 3                    | 15     | 17 40 | 2     |
| 3     | 758  | Reynardine     | 4 13 10 | 7                    | 15     | 34 53 | 2     |
| 4     | 9    | Ripple         | 4 13 16 | 6                    | 15     | 33 48 | 2     |
| 5     | 7    | Tern           | 4 15 42 | 4                    | 15     | 18 43 | 2     |
| 6     | 140  | Agnes          | 4 26 29 | 10                   | 16     | 08 47 | 3     |
| 7     | 759  | Tyrone         | 4 30 14 | 2                    | 14     | 42 03 | 1     |
| 8     | 749  | La Toulonaise  | 4 40 56 |                      |        |       | 3     |
| 9     | 314  | Gaivota        | 4 46 04 | 9                    | 15     | 35 20 | 1     |
| 10    | 872  | Dyarchy        | 4 52 09 | 5                    | 15     | 20 37 | 1     |
| 11    | 2334 | Moya           | 4 57 49 | 8                    | 15     | 35 00 | 1     |
| 12    | 373  | Little Apple   | 5 04 24 |                      |        |       | 2     |
| 13    | 675  | Boan           | 5 25 54 |                      |        |       | 1     |
| 14    | 474  | Shamrock       | 5 45 57 | 11                   | 16     | 22 25 | 1     |
| 15    | 656  | Aceituna       | 5 57 58 |                      |        |       | 3     |
| 16    | 748  | Lumme          | 5 59 42 |                      |        |       | 2     |
| 17    | 537  | Semper Fidelis | 6 08 40 |                      |        |       | 2     |
| 18    | 755  | Reverie        | 6 22 19 |                      |        |       | 2     |
| 19    | 76   | Vigilance      | 6 46 20 |                      |        |       | 1     |
| 20    | 941  | Armored        | 6 52 30 |                      |        |       | 1     |
| 21    | 1887 | Hoshi          | 8 30 04 |                      |        |       | 1     |
| 22    | 433  | Provident      | 8 42 10 |                      |        |       | 1     |

## EAST COAST AREA RACE Saturday, July 17th

With a Force 3, Northerly, forecast, 72 boats got set for a fast easy race. How wrong we were! At 0730, we had a northerly Force 0 - 1; by 0800 it was S.E., 0 - 1, and by 0815, it was Force 0.

There were occasional puffs, and we slowly worked our way down to Mersea on the last of the ebb. The lighter boats made the most of the conditions, and had soon worked out a good lead, Mayhi, ADC, Golden Plover, Gracie and Nepenthe being among them.

At 1030 the tide turned, and with the new flood came the sea breeze. At the same time, the Liferift Hire Company's boat was buzzing round the fleet informing us that the course had been shortened, and that we were to turn at the Bench Head.

The breeze gradually worked up to Force 3 - 4, the fast ones faded into the distance, and the bulk of the fleet plugged away against an ever increasing foul tide.

Shoal Waters and Tarka found themselves on the Mersea shore when the breeze came in, and they stayed close in sailing inside the Molliette, and standing right across the Colne, and worked up the eastern shore well out of the main tide. From the Inner Bench it was an easy reach across to the Bench, and both boats were glad to be round and away.

Meanwhile, back with the main fleet, ADC, Mayhi, Gracie and Golden Plover were round and away back to Stone on a fast run. At least a third of the fleet spent the whole of the flood trying to make the Bench, and it says a lot for East Coast grit (or mud!) that only twelve boats retired. The first boat home was again Mayhi at 1319, followed by ADC, Gracie, Hyacinth, Peace, Fanny, Kate, Golden Plover, and Nepenthe.

Gradually the results board filled up as the boats came in, and although the Bridge team could still see a few down river at 2000, they reluctantly closed the prize list. At 2030, a small cutter, all of 12 ft long, crept over the line. As he came into the Club he queried 'The Old Harry?'. We sadly shook our heads - 'out of time'. A lesser man would have wept, but - 'Oh well, next year - - -'.

With Maurice Griffiths as our guest of honour presenting the prizes, the race day ended with the usual post mortems and beer drinking. Our thanks to Doug Scurry, as Race Officer, Peggy Edmond, Michael Millar, Brian Woods, and the rest of the team. We were all very sorry that Percy Douglas was unable to attend as starter, but illness had kept him at home.

#### Prize List -

|                                      |                |
|--------------------------------------|----------------|
| East Coast Old Gaffers Trophy        | Mayhi          |
| Tom Bolton Memorial Cup              | ADC            |
| Sheave Trophy                        | Gracie         |
| Zetland Trophy                       | Native         |
| Dulcibella Trophy                    | Capri          |
| Stone Trophy                         | Lindy          |
| Neva Trophy                          | Hyacinth       |
| Boat World Rose Bowl                 | Fanny of Cowes |
| Liferaft Hire Co. Cup for Seamanship | Tarka          |
| Old Harry Trophy                     | May Blossom    |
| 1st Class 1                          | Kate           |
| 2nd Class 1                          | Nepenthe       |
| 3rd Class 1                          | Hypatia        |
| 1st Class 2                          | Golden Plover  |
| 2nd Class 2                          | Deva           |
| 3rd Class 2                          | Badger         |

#### 1976 E.C.OLD GAFFERS RACE - RESULTS.

Time of Start 0800

| Final<br>Posn. | No. | Name of Boat   | Corr.<br>Time | Posn.<br>over<br>Line | Finish<br>Time | Class |
|----------------|-----|----------------|---------------|-----------------------|----------------|-------|
| 1              | 102 | Mayhi          | 5.0333        | 1                     | 5 20 59        | 2     |
| 2              | 74  | Golden Plover  | 5.1971        | 8                     | 6 05 34        | 2     |
| 3              | 312 | Fanny of Cowes | 5.2685        | 6                     | 5 56 23        | 2     |
| 4              | 268 | Deva           | 5.2786        | 10                    | 6 11 18        | 2     |
| 5              | 380 | Lindy          | 5.4461        | 13                    | 6 14 18        | 2     |
| 6              | 183 | Badger         | 5.4537        | 17                    | 6 31 53        | 2     |
| 7              | 539 | Shoal Waters   | 5.4625        | 15                    | 6 23 47        | 2     |
| 8              | 46  | Gracie         | 5.5062        | 3                     | 5 32 02        | 1     |
| 9              | 719 | Greenshank     | 5.5570        | 11                    | 6 12 32        | 2     |
| 10             | 482 | Pomona         | 5.5591        | 16                    | 6 31 29        | 2     |
| 11             | 747 | Jade           | 5.6283        | 21                    | 6 47 51        | 2     |
| 12             | 256 | Hyacinth       | 5.6950        | 4                     | 5 43 25        | 1     |
| 13             | 751 | Native         | 5.7328        | 22                    | 6 49 29        | 3     |
| 14             | 139 | Kate           | 5.8912        | 7                     | 6 00 22        | 1     |
| 15             | 694 | Nepenthe       | 5.9185        | 9                     | 6 06 51        | 1     |
| 16             | 122 | Tarka          | 5.9228        | 23                    | 6 56 05        | 2     |
| 17             | 540 | Hypatia        | 5.9496        | 12                    | 6 13 01        | 1     |
| 18             | 64  | Sea Pig        | 6.0196        | 19                    | 6 38 39        | 2     |
| 19             | 641 | Fleetwing      | 6.0444        | 32                    | 7 26 38        | 2     |
| 20             | 431 | ADC            | 6.0757        | 2                     | 5 30 48        | 1     |
| 21             | 171 | Peace          | 6.1010        | 5                     | 5 48 38        | 1     |
| 22             | 217 | Fly            | 6.2806        | 18                    | 6 36 15        | 1     |
| 23             | 761 | Joanne         | 6.3071        | 36                    | 7 35 56        | 3     |

## E.C.Race results - continued.

|    |     |                   |         |    |    |    |    |   |
|----|-----|-------------------|---------|----|----|----|----|---|
| 24 | 744 | Capri             | 6.3447  | 34 | 7  | 34 | 44 | 2 |
| 25 | 253 | Cygnat II         | 6.3702  | 27 | 7  | 16 | 49 | 2 |
| 26 | 780 | Providence        | 6.4788  | 14 | 6  | 15 | 55 | 1 |
| 27 | 731 | Corianda          | 6.6163  | 39 | 7  | 56 | 34 | 2 |
| 28 | 643 | Pelican Jee       | 6.6497  | 43 | 8  | 26 | 58 | 3 |
| 29 | 695 | East Breeze       | 6.6544  | 31 | 7  | 24 | 37 | 2 |
| 30 | 124 | Patience          | 6.7329  | 29 | 7  | 21 | 01 | 2 |
| 31 | 225 | Carina            | 6.7365  | 41 | 8  | 12 | 27 | 2 |
| 32 | 522 | Casse Noisette    | 6.8650  | 25 | 7  | 06 | 24 | 1 |
| 33 | 47  | Amity             | 6.8825  | 20 | 6  | 38 | 55 | 1 |
| 34 | 788 | Inanda            | 6.8914  | 38 | 7  | 55 | 16 | 2 |
| 35 | 757 | Caliph            | 6.8942  | 42 | 8  | 22 | 37 | 2 |
| 36 | 106 | L'Atalanta        | 7.0400  | 33 | 7  | 32 | 15 | 1 |
| 37 | 421 | Maud              | 7.1603  | 28 | 7  | 21 | 00 | 1 |
| 38 | 14  | Jubilee           | 7.2014  | 40 | 7  | 56 | 55 | 2 |
| 39 | 143 | Secret            | 7.3649  | 37 | 7  | 52 | 37 | 2 |
| 40 | 390 | Lianthe           | 7.4500  | 45 | 8  | 34 | 31 | 2 |
| 41 | 176 | George and Alice  | 7.5132  | 24 | 6  | 59 | 16 | 1 |
| 42 | 741 | Anna Crane        | 7.5264  | 30 | 7  | 21 | 26 | 1 |
| 43 | 71  | Stormy Petrel     | 7.5547  | 26 | 7  | 07 | 59 | 1 |
| 44 | 132 | Privateer         | 8.0809  | 44 | 8  | 33 | 37 | 1 |
| 45 | 116 | Pauline Elizabeth | 8.1914  | 50 | 9  | 48 | 36 | 2 |
| 46 | 177 | Prawner           | 8.1991  | 46 | 8  | 50 | 07 | 1 |
| 47 | 89  | Pagan             | 8.3003  | 51 | 9  | 55 | 00 | 2 |
| 48 | 714 | Maria             | 8.5192  | 35 | 7  | 35 | 10 | 1 |
| 49 | 752 | Nellie            | 9.42 48 | 53 | 11 | 27 | 46 | 2 |
| 50 | 531 | Sea Lavender      | 9.4998  | 54 | 11 | 40 | 14 | 3 |
| 51 | 750 | Moondancer        | 9.5029  | 47 | 8  | 51 | 23 | 1 |
| 52 | 754 | Reckless Lady     | 9.7269  | 49 | 9  | 41 | 52 | 1 |
| 53 | 122 | Band of Hope      | 9.7471  | 48 | 9  | 23 | 35 | 1 |
| 54 | 531 | May Blossom       | 9.8055  | 55 | 11 | 44 | 35 | 2 |
| 55 | 762 | Kim H             | 10.8106 | 52 | 10 | 53 | 52 | 1 |

## Over Time Limit

742 Buttercup

508 Rose of Paglesham

Retired 569 Tamarisk of Maldon 362 Jenny III 760 Waterlily  
 157 Anjak 910 Norseman 430 Mowi 735 Tamaris  
 133 Vivida

Non Starters 766 Curlew 118 Storm 262 Dawn Priscilla  
 861 Ant 173 Ark 668 Patricia Ellen 753 Rapunzel

## And another competitors view of the Race;-

It is eleven years since I last sailed in an East Coast Old Gaffers Race then it was on my father's oyster smack Polly, she had only been 'out of trade' for 10 years. In those days the race started from Osea Pier and finished at Brightlingsea after rounding the Wallet Spitway Buoy and the Priory Spit Buoy (now omitted). I remember only a few details of that race a running start and ourselves and Russel Pitts Kate charging down To Bradwell neck and neck with reaching foresails straining at the clew.

Now eleven years have passed, I have not been out of touch with gaffers as I spent most of these helping John Scarlett with the East Coast Race and main association affairs and after John's move as treasurer of the East Coast Race.

Nevertheless there is still an unsurpassed joy in leaving Heybridge Basin with nine or ten other gaffers knowing that you are about to be part of one of the most beautiful early morning sights I have ever witnessed.

Five o'Clock Saturday morning just a few breaths of wind from the N.W. and a young ebb tide carry us clear of Basin Reach and on towards the Doubles. With Pomonah sailing astern and agffers under engine and two more down towards the Stone Start everywhere. At 0630 we accept a tow from Zenia a double ended gaff ketch not racing this year. Between the moorings of Stansgate and Stone we let slip the tow and steered ashore out of the tide to lay the dinghy to its anchor. Still fifty minutes before the start and enough wind to allow us to make over the tide and talk to other boats in the fleet at anchor warily keeping above the starting line. The aroma of bacon and eggs drifts over from Band of Hope, one of the crew says loudly "Who wants breakfast then?" very lucky not to get 80 gaffers bearing down on him trying to get alongside.

The new Arthur Holt built and American owned Moondancer lays to a kedge with her mainsail set, by sailing into the lee of this we manage to stay on station the wind over tide holding us still. 0730 the time signal goes despite complaints during previous years I heard it plainly from the middle of the fleet. At about this time the wind shifts to S.E. and goes so light that Golden Plover starts going for the line stern first, this we allowed her to do to a point 200 yards above the start line when we touched our anchor to stay above the line.

Most of the boats are anchored some on the North Shore are just holding above the line in the slacker tide. Tension begins to mount as the ten minute gun goes the boats in the west end of the anchorage start to weigh anchor one or two boats are still under engine or tow this is the only way to stay above the line Bill on my foredeck checks we are not dragging and Charles Stock in Shoal Waters moves forward in readiness for weighing anchor. The five minute gun goes with a cars horn of remarkably similar tone actually a quick check the board at Stone Sailing Club still says Course A. Looking round only myself and Shoal Waters still not underway. 40 Secs to the start O.K. fetch your anchor home, round away 30 secs anchor's clear a puff of wind bring her round into tide. Bowsprit clears Shoal Water's mainsheet by inches as Charles Stock also gets underway 10 secs back on course for a long board into St. Lawrence Bay. First or second boat away too good to be true no recall either. Starting eastwards with a light east to south east wind the first dozen boats have a big advantage of clear wind and more sea room.

By the Barrier wall Mayhi, Greenshank Gracie and ourselves are well clear. ADC, Sea Pig Shoal Waters and Fanny of Cowes appear to head the next group. Below the Barrier wall the wind settled in from the S.E. strengthening all the time but the ebb was slackening and it was going to be a long hard beat to the Bench Head Bouy over the young flood tide.

Below Bradwell I changed to the North Shore and was hard on Mayhi's heels at the Seaview Avenue mark, halfway down the Mersea shore. Astern there were gaffers everywhere Greenshank had worked the North Shore from just below Thirstlet Spit and had I think lost ground Gracie also seemed to lose ground. As the day went on the breeze got stronger and the larger boats really started to move along and catch Mayhi and ourselves up. At 1230 we had sufficient wind to strike the No. 1 Genoa and revert to working canvas, astern the Committee Boat and the inflatable were coming up fast. As they approached close to we suspected the shorter course was to be sailed and they shouted across Course B only to the Bench Head and home. The Committee Boat then went out towards the Bench Head to take up station.

Flood tide is just starting already the ships at anchor off Bradwell are lying to the wind. Mayhi elects to go down the Mersea Shore to the wreck buoy but I am wary of the shallows and tack across to work the St. Peters shore as we tack ADC crosses our stern and ahead already working the St. Peters shore are Gracie and Peace. It was a long beat to the Bench Head against wind and tide but we finally rounded 28 minutes after Mayhi with ADC, Gracie Peace, Fanny of Cowes and Kate ahead of us.

Running home up mid channel we only saw Providence and Hypatia still outwards the others being inshore and out of the tide, even then we could not tell who was next round the mark as boats were approaching from all directions. At four minutes past two we finished the course thoroughly satisfied with a great days sailing we dropped Ian at Stone to take the declaration ashore and help the Committee and then proceeded up to Heybridge to lock in. We arrived back at Stone at 1800 hrs. to sink two quick pints before hearing we had come second overall.

Finally my own congratulations to our new committee, the Liferaft Hire Co. and Tom Polden on the Committee Boat that shortening course and indeed the whole day was run with great efficiency so well done to all who helped however slightly and well done to all who took part to make another successful East Coast Race. C. Edmond.

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#### NORTH EAST AREA RACE Sunday, August 15th

This year's N.E. Area Race attracted five entries, with the unusual feature that of the five, two are virtually identical sister ships - new gaffers at that! These are the Black Squaw cutters, built of steel by Ryton Marine in 1972. Nice sturdy 28'6" topsail cutters, with Wykeham-Martin jibs. Black Squaw herself is owned by Graham Carr, the N.E. Area secretary, and her sister ship Cholita Negri is owned by Fred Watson. (Those who do not know Spanish may be amused to learn that Cholita Negri is Spanish for Black Squaw - or at least the nearest possible equivalent!)

The other entrants were R.E. Lidgate's 25' Luke sloop Rowena, built in 1904; John Bird's Mylne designed Scottish Islands Class 26 footer Gigha, and A.S. Cookbain's 28' ketch Ailsa.

The race was to start at the N.W. Coquet Buoy at 0930, with a first leg to the North up to Boulmer, then back to Coquet Island for a couple of times round the Island - a course which could be easily shortened if there was not enough wind. And as the five entrants motored out of the Coquet River it looked very much as if there might not be enough wind. It was an almost perfect day - for doing anything other than sailing! Rowena was the last out of the river - well behind the other four, and she sailed (or drifted) very slowly towards the starting line, whilst as 0930 approached, the other four tried very hard to persuade their boats to point somewhere vaguely in the direction of the first leg.

Gigha managed to find some slight air that the others missed, and moved very slowly over the line; Ailsa was pointing in more or less the right direction but moving very slowly away from the line on the weak tide. Black Squaw persisted in turning onto an easterly heading, whilst Cholita Negri headed off in the direction of Coquet Island (not really moving!). Various means were tried to persuade the reluctant boats to move in something like the right direction - one entrant took energetic soundings, throwing the lead as far ahead as possible, then hauling it in from aft; two others

washed down their decks, drawing the buckets of water along for a surprising distance before hauling them aboard. But none of these tactics worked. The tide was favourable (what little there was of it, but a fraction of a knot of head wind held the boats back from the line. About half an hour after the starting gun, Black Squaw's crew were infuriated to observe that the tide had carried some floating rubbish over the line, whilst they still sat about a boats length back from the line !

But very gradually, the wind did increase, and at 1015 Black Squaw managed to get herself onto a starboard tack and cross the line, some 2 or 3 lengths astern of Gigha, who seemed to be making fairly good steerage way. Ailsa and Cholita Negri were still drifting away from the line towards the Island without enough way on to come about, and Rowena was moving slowly out towards the starting area.

At 1030, Black Squaw managed to overtake Gigha, and Rowena crossed the starting line. Eight minutes later, Rowena overtook Gigha, and then passed Black Squaw - which was the last close look that the other four boats in the race had of Rowena until after the race ! At 1045 Graham Carr decided that there was enough wind to try out his squaresail, so this was duly set, and the jib was set under the boom as a watersail. Cholita Negri set a large light headsail, and both boats managed then to leave a visible wake. In fact, the squaresail pulled Black Squaw along quite nicely, but it also set her rather too far inshore, so after about three quarters of an hour, she reverted to plain sail.

Rowena rounded the Boulmer mark at about half past eleven, and Gigha, Cholita Negri and Black Squaw followed her round in the next half hour, for a painfully slow sail south back to the N.E.Coquet. Ailsa was having a very hard time of it, and it was about 1245 before she reached Boulmer, where she decided to retire.

Picnic lunches were enjoyed in the cockpits, with crews relaxing in the glorious sunshine, and the four remaining entrants plodded their slow way south over the tide - which reduced their speed over the ground to a negligible figure. By half past two, Gigha had had enough, and to make certain of being able to get back to her home port, retired and motored in. Rowena had increased her lead enormously on this southward leg, and had rounded the NE Coquet, and sailed across to the NW Coquet, where the Officer of the Day, Ken Burrows, had decided to finish the race. Rowena finished just before half past one, but it was over an hour and a half before Cholita Negri finished, with Black Squaw coming in about twenty minutes later. It all made a very pleasant day on the water indeed, and possibly established some kind of records for taking long times to cover short distances without using anchors etc., but as a test of speed, it had all been rather a non-event - a great pity, as Graham Carr and his friends at the Coquet Yacht Club had put a lot of effort into the organisation; and had there been enough wind, the course set would have provided some very good sailing indeed.

#### 1976 N.E. OLD GAFFERS RACE - RESULTS

Time of start 0930

|   |     |               |         |   |          |
|---|-----|---------------|---------|---|----------|
| 1 | 513 | Rowena        | 3 27 04 | 1 | 13 28 00 |
| 2 | 738 | Cholita Negri | 4 50 38 | 2 | 15 06 00 |
| 3 | 698 | Black Squaw   | 5 07 56 | 3 | 15 26 00 |

Retired - 90 Gigha

737 Ailsa.

## SOLENT AREA RACE Saturday, September 4th.

This year saw some changes in the Solent Race - for one thing there was some wind !

The basic difference, however, was that instead of the Race starting and finishing from the Royal Corinthian Yacht Club's acknowledged awkward and potentially dangerous line, a Committee Boat line was set in Osborne Bay. The Solent Area Committee are immensely grateful to Jim Cottis and Irene for providing and manning Caramillo, which proved to be an admirable platform for the purpose (especially as they are not - yet - members of the O.G.A. !), as well as to David Cade and his crew, who spent the day manning Alice as a watch vessel at the other end of the line, and who are members who might well have been taking part in the Race.

Area Vice President Michael Millar was (again) Race Officer, and was very glad to have President Maurice Bailey and son Bob, and Elder Gaffer Alec and (may one say it ?) Gafferess Kate Rangabe, to do all the clock-watching and arithmetic. Without this team, the Race would be a non-event.

Having divorced ourselves from the Cowes starting line, we had no need for their complicated system of setting courses, so we simplified to two specific courses. Unfortunately, the charts previously printed in the sailing instructions, which were no longer relevant, were still referred to in the revised instructions, which may have caused some confusion. There were one or two other minor errors in the Programme which were mainly 'carry-overs' from the previous editions which had failed to get ironed out. But we can forgive these minor irregularities when we look at the Programme as a whole, thanks to the enormous amount of work put into its production by Chris Waddington and David Cade, amongst others. Thanks too, to David for the splendid new cover drawing. The Association Secretary thought that the itemised drawing of Gaff Rig on the back was a splendid touch, which must surely increase the interest of shore-bound spectators. He is wondering whether it is true that one owner asked for extra copies to distribute amongst his crew to save him having to explain everything during the race !

BUT THERE IS NO EXCUSE for those entrants who did not read beyond the fifth paragraph of the Sailing Instructions. Paragraph 16(b) quite clearly puts the main shipping channel 'Out of Bounds', and yet entrants in the Race still persist in cheating by passing to Northward of West Bramble Buoy. In future years, we shall have a watch vessel in that area, and there will be instant disqualification for offenders.

But to revert to our opening remark - there was some wind. For five years we have waited (mainly kedged !) for a decent breeze, and this year we got it. Not perhaps as much as the larger Class I boats could have revelled in, but enough for all and not too much for the little ones. The wind was about N.W., and the first leg from the start was very little west of that, so it was a beat out to clear Egypt Point, with an increasing west-going tide; once clear of Egypt (inside E. Gurnard, to keep the fleet within sight of the spectators in Cowes), it was a reach to Salt Mead, the westerly mark; thence a reach over a foul tide to Hill Head (and it was on this leg that the illiterate and/or irresponsible encroached on the Out of Bounds area); a dead run to Peel Bank, and a short beat back to the finish.

The Committee had, rightly but reluctantly, refused an entry from La Goleta, that splendid schooner, this year, as she can not truly be described as a gaffer (one swallow ....!) But they invited her to sail the course, which she did. After an inimitable start (she had a few thou's to spare, but no more) she romped round the course, hotly pursued by Chris Waddington in Moya. It may comfort Chris (and Les Bowen and others) to know that had she been competing, La Goleta would have come no better than fifth on corrected time. But of the legitimate competitors, Moya was well out in front, looking absolutely splendid and a certain winner, and it must have been rather galling to find that she had been pipped by only half a minute on corrected time by our persistent and consistent Commodore, Les Bowen, in Pierce Eye - he obviously enjoys wearing his swallow-tails - well done again, Les !

Apart from one boat over the line at the start ( who could not find a way back, so many were coming after her !), from the Committee boat it looked to be a good start. But later reports from the Watch Boat at the other end of the line indicated that there had been a lot of typically Old Gaffers good natured bumping and shoving, from which, as there were no protests, one assumes that everyone emerged unscathed. Thereafter, the Race appeared to take an orderly course, with conditions which possibly allowed the skill of the helmsmen to become more apparent than in recent years.

We thought that we had the whole fleet away in 12 minutes, despite the large number who failed to realise how long it takes to get from Cowes to Osborne Bay; but some half hour after the start, little Scamp appeared from nowhere, and please could he enter. Having extracted a promise that he would complete the entry form after the Race, we sent him off; he lost another half hour on the way round, but one has to admire his determination.

The freedom from Cowes allowed the earlier finishers to anchor near the line and so form a welcoming audience for the slower boats, an additional pleasure for both parties.

The departure from the R.C.Y.C. Line this year is a fore-runner of a complete divorcement from that Club in 1977. We can not be too grateful to the Royal Corinthian (especially in the person of Bill Thornback, the Secretary) for looking after us for the last eight years, but we trust that the National Sailing Centre will be able to offer wider facilities for the future.

|                                      |                 |
|--------------------------------------|-----------------|
| Prize List - Channel Cup + Commodore | Pierce Eye      |
| Dead Eye + Le Havre Plate            | Moya            |
| Channel Plate                        | Simba           |
| C.H.Paxton Memorial Trophy           | Patsy           |
| Gaffers Eye + Edgar J. March         | Memorial Trophy |
| Pitchfork Trophy                     | Provident       |
|                                      | Emsworth Cleat  |
|                                      | Quiver Trophy   |
|                                      | Anchor Trophy   |
|                                      | Margeurite T.   |
|                                      | Laggards Ladle  |
|                                      | Scamp.          |
| 2nd Class I                          | Luke's Minnie   |
| 4th Class I                          | Curlew          |
| 2nd Class IIA                        | Betty           |
| 3rd Class IIA                        | Little Apple    |
| 2nd Class III                        | Viking.         |
| 3rd Class I                          | Iseult          |
| 2nd Class IIB                        | Chough          |
| 3rd Class IIB                        | Bramble         |
| 4th Class IIB                        | Saga            |

## 1976 SOLENT AREA OLD GAFFERS RACE - RESULTS

Time of Start 0000

| Final<br>Posn. | No.            | Name of Boat   | Corr.<br>Time | Posn.<br>over<br>Line | Finish<br>Time | Class |
|----------------|----------------|----------------|---------------|-----------------------|----------------|-------|
| 1              | 473            | Pierce Eye     | 186.433       | 9                     | 13 38 03       | III   |
| 2              | 2334           | Moya           | 186.944       | 1                     | 12 52 37       | I A   |
| 3              | 541            | Skipjack       | 194.280       | 3                     | 13 30 02       | IIA   |
| 4              | 22             | Simba          | 196.714       | 21                    | 13 54 11       | IIB   |
| 5              | 1704           | Chough         | 200.415       | 19                    | 13 52 30       | IIB   |
| 6              | 92             | Ripple         | 201.364       | 24                    | 13 59 09       | III   |
| 7              | 361            | Betty          | 203.228       | 12                    | 13 40 53       | IIA   |
| 8              | 373            | Little Apple   | 203.384       | 10                    | 13 39 24       | IIA   |
| 9              | 860            | Luke's Minnie  | 203.794       | 7                     | 13 35 33       | I A   |
| 10             | 994            | Marishka       | 207.226       | 13                    | 13 44 48       | IIA   |
| 11             | 657            | Bramble        | 210.245       | 28                    | 14 05 54       | IIB   |
| 12             | 459            | Patsy          | 212.033       | 20                    | 13 53 31       | IIA   |
| 13             | 338            | Heloise        | 213.881       | 16                    | 13 47 32       | IIA   |
| 14             | 583            | Iseult         | 214.226       | 5                     | 13 31 31       | I A   |
| 15             | 521            | Scamp          | 214.384       | 17                    | 13 47 45       | IIA   |
| 16             | 543            | Snippet        | 214.448       | 27                    | 14 05 05       | IIA   |
| 17             | 2286           | White Moth     | 215.082       | 14                    | 13 45 13       | IIA   |
| 18             | 919            | Onward of Ito  | 215.209       | 23                    | 13 57 48       | IIA   |
| 19             | 324            | Curlew         | 217.254       | 6                     | 13 33 50       | I A   |
| 20             | 699            | Dreva          | 217.838       | 11                    | 13 40 29       | I B   |
| 21             | 314            | Gaivota        | 218.639       | 4                     | 13 30 26       | I B   |
| 22             | 764            | Brunette       | 219.369       | 30                    | 14 09 34       | IIA   |
| 23             | 601            | White Bell     | 223.297       | 31                    | 14 10 20       | IIA   |
| 24             | 515            | Saga           | 226.269       | 33                    | 14 19 29       | IIB   |
| 25             | 194            | Mandy          | 226.533       | 26                    | 14 04 54       | IIA   |
| 26             | 832            | Black Bess     | 228.141       | 39                    | 14 35 12       | IIA   |
| 27             | 765            | Dib            | 231.579       | 42                    | 14 41 23       | IIA   |
| 28             | 478            | Pintail        | 233.675       | 38                    | 14 34 16       | IIA   |
| 29             | 488            | Marguerite T   | 234.043       | 2                     | 13 28 58       | I A   |
| 30             | 669            | Wild Goose     | 234.530       | 25                    | 14 01 47       | IIB   |
| 31             | 126            | Rhoda Gostelow | 235.517       | 22                    | 13 57 25       | I B   |
| 32             | 233            | Melmore        | 235.552       | 18                    | 13 47 55       | I B   |
| 33             | 525            | Citara         | 236.779       | 15                    | 13 46 35       | I A   |
| 34             | 670            | Flutt          | 236.884       | 46                    | 14 54 16       | IIA   |
| 35             | 271            | Nellie         | 237.052       | 36                    | 14 30 55       | IIA   |
| 36             | 730            | Plover         | 239.251       | 29                    | 14 07 25       | IIB   |
| 37             | 536            | Sea Wigeon     | 240.953       | 43                    | 14 41 49       | IIA   |
| 38             | 705            | Flaine Too     | 243.049       | 41                    | 14 40 20       | IIA   |
| 39             | 987            | Tee Jay        | 246.677       | 34                    | 14 26 58       | IIB   |
| 40             | 408            | Manana         | 252.819       | 35                    | 14 27 32       | IIB   |
| 41             | 454            | Olive Mary     | 253.161       | 37                    | 14 32 13       | IIB   |
| 42             | 723            | Delphina       | 257.147       | 44                    | 14 50 14       | IIB   |
| 43             | 588            | Viking         | 259.452       | 48                    | 15 11 28       | III   |
| 44             | 76             | Vigilance      | 266.488       | 8                     | 13 36 50       | I A   |
| 45             | 763            | Ajax           | 267.977       | 40                    | 14 36 33       | I A   |
| 46             | 228            | Catriona       | 283.438       | 47                    | 14 56 29       | I A   |
| 47             | 688            | Myrtle         | 285.246       | 49                    | 15 19 04       | IIA   |
| 48             | 474            | Shamrock       | 313.209       | 45                    | 14 51 54       | I A   |
| 49             | M/Whaler CLK/1 |                | 315.772       | 50                    | 15 56 00       | IIB   |
| 50             | 433            | Provident      | 316.592       | 32                    | 14 13 53       | I A   |
| 51             |                | Scamp          |               | 51                    | 17 04 00       | III   |

Did not start/ retired/ did not finish 329 Good Intent II  
 767 Normara 768 Py 547 Speedwell 971 Stormalong 555 Sturdy

## Plain Sailing for Solent Race

For the first time in many years the 1976 Solent Race was unaccompanied by either complete calm or gale. The wind was constant in strength and direction for all on the last boat to finish well within the time limit.

Perhaps this uneventful, but delightful, day was fitting since this is the end of the O.G.A.'s association with the Royal Corinthian Yacht Club. Next year the prizegiving and supper will be held at the National Sailing Centre up river of the chain ferry and very close to where the vast majority of the gaffers tied up this year.

An important difference in this years event was an experimental starting line in Osborne Bay. This was Chris Waddington's suggestion for getting away from the hustle and bustle of the Corinthian line in the entrance to Cowes, thronged as it is with ferries, pleasure boats and many other yachts. The line was formed between two anchored motor boats with ends marked by buoys. The experiment was a success and this line will be adopted in future years.

There was a slight tussle at the weather end of the line, which was where the favourable tide (yes - we had a favourable tide too !) was strongest. This did not however produce any retirements although some discussions were heated. It certainly did not result in the crushing of a small gaffer by two large ones as happened at the South West Area Race.

Some of those in the Solent Race felt that the line was too short and that extending it would have eased the problem. This is by no means certain however; there was no suggestion that the Dartmouth line was too short. It probably comes down to the balance between the skippers enthusiasm for the Race and his concern for his topsides.

Without surprising anyone, the Channel Plate for first on corrected time was again taken by Pierce Eye. Les Bowen's grin was if anything a little wider. Chris Lawrence deserves some praise for sailing in the race even though he was, by virtue of La Goleta's Bermudian mainsail, ineligible for any of the prizes. John Stansell.

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## CLYDE AREA RACE Saturday, September 25th.

The Clyde Area Race is organised for the O.G.A. by the R.N.S.A. Neptune Sailing Club at Faslane, in conjunction with other races for modern Bmu. boats, and also for veteran Bmu. boats; but the gaffers sail as a separate class. This years race was a passage race from Roseneath, down the Clyde to Port Bannatyne, and the gaffers were to sail a slightly shorter clourse than the other classes, turning at Skelmorlie Bank.

The Saturday morning gave every promise of plenty of wind, and a possibility of some rain, but at least it was considerably warmer than last year. As the time of the start approached, boats converged on the Perch Rock Buoy, and it was a trifle disappointing to count only four gaffers present; - Dr. Armstrong's 35' Tahiti Ketch, Rawanah; the Clyde 19/24 Gertrude; Tom Duggan's beautiful clinker built 24' Shetland Island boat; and Tony Vogt's typical Burt built 27' Falmouth Quay Punt, Veryan. These four joined the various Bmu. boats which were charging around the starting area - but where was the Committee Boat ? (Actually, it had been delayed in starting from Faslane by flat batteries - shades of one of the earlier Solent Races !).

The enforced postponement of the start at least gave everybody a good chance to really get the feel of the weather, and make quite sure that all sails were setting at their best. From the area below the line, the prospect down the Clyde did not look too inviting. The wind was easterly, so we were looking at the backs of the waves, which although not large, still showed a fair bit of white. Ultimately the 50' M.F.V. Committee Boat appeared and took up station; guns went, flags flapped, and the race was starting.

The gaffers were to go last of the four classes starting, so they withdrew from the immediate area of the line to let the others get away, then drew near again ready to start. Veryan's crew of three all had watches - all telling slightly different times, and none of them were absolutely certain which would be their gun; so sailing up the Gareloch away from the line, they kept a careful eye on the others in their class. 'Reckon we ought to come about in about 30 seconds' - 'Look - Rawanah's turning' - 'Ready about' - a nice broad reach down to the line - but wait a bit - 'IS this our start coming' 'Blast, we're about 20 seconds to early - I'll ease her a bit' - so off onto a rather poor course. But luckily it wasn't the start for the gaffers after all, so it was back up the Loch again to have another try.

This time, the start was possibly one of the nicest in any Old Gaffers Race. Rawanah was first over the line, and must have crossed within a second or so of the gun, with Veryan slightly astern of her, and Hildasay overlapping Veryan. Gertrude appeared to be less than a length astern again.

The easterly wind made the first part of the course a dead run, and the four set off on the port gybe. Rawanah proved to be the fastest, and gradually began to open out a lead, but she was heading slightly in towards Gourrock. Veryan, with a single reef in her rather large mainsail, was just managing a course which looked as if it would take her just clear of Gourrock and Cloch Point, with Hildasay sitting pretty well in her wake. Gertrude lagged back somewhere astern of Hildasay - the need to guard against an accidental gybe restricted the opportunities to see how boats astern were faring !

Aboard Veryan, there was much speculation as to whether Rawanah's crew knew something clever about the tides round the corner below Gourrock, or whether she sailed faster not quite so straight down wind - but it was clear that Rawanah was very slowly but steadily pulling ahead. As Gourrock drew nearer, however, it became clear that although Rawanah might be moving faster, she would have to gybe to clear the corner, and it was quite likely that if Veryan could hold her course around the point, she might catch Rawanah. However, a disappointment was in store. Rawanah duly gybed, but gradually it became clear that she was retiring from the race and heading over to Loch Long or the Holy Loch. Gertrude also seemed to have disappeared, which left only Veryan and Hildasay in the race. Later, it was found that Gertrude had had to retire when a seam in her storm jib started to open, and some of the reef points in her main appeared to be pulling out. Rawanah's crew had heard a more recent weather forecast than the others, and decided that continuing in the race would mean their having to beat back up the Clyde the next day against a gale, so they had decided that it was not worth going on down the estuary.

Veryan and Hildasay carried on, with both boats going slightly faster than their normal hull speed. Veryan found herself with rather too little room between herself and the shore, so decided to gybe and gain a bit more space to manoeuvre. Despite some misgivings, this gybe was executed in absolutely copybook style; but, having gained the desired searoom, the gybe back onto the course past Inverkip was not so pleasant - in fact, it could truly be described as a bloody mess - the Secretary's thumb providing the blood !

Whilst somewhat messy, the thumb damage was not serious. It was sometime later that the really serious result of this somewhat heavy gybe was discovered - a rather vital plastic bucket, which should have been hanging on a deep clip on the mizzen shroud was no longer present. Luckily, it was an all male crew for the weekend !

The fast run down river continued, so fast that at one point Veryan was actually pooped ! A quite substantial amount of water climbed over her transom as she tore along. Further down below Inverkip, the ride became even wilder, and Tony lowered her peak to ease things off a bit. But by Skelmorlie Bank, even this was not enough, and it became a real fight to hold her, so the main was taken in to have three reefs put in, and for the first part of the leg across to Port Bannatyne, Veryan sailed under small staysail - and still made fast, although very wild, progress. By then, the wind was blowing the tops off the waves in fairly solid lumps, which were surprisingly painful if they caught one's ears !

Hildasay appeared to have managed to avoid having to gybe by Cloch Point, but sight of her was lost as the wind had increased and tending to Veryan's sails occupied her crew. It was rather nice to be overtaking the veteran Bmu. boats which had started ahead of us on this leg !

Past Toward and Ardyne Points, life was a little less hectic, and Veryan was much steadier with the deep reefed main up again, and she made very good time across to Port Bannatyne, where the M.F.V. Committee Boat was duly found anchored off the end of the pier (and looking far from comfortable in the exposed bay).

Veryan stormed over the line at 1335, and after a very quick look round, determined that Port Bannatyne would be no place to lie for the night, so hove to to await Hildasay and then sail on up the Kyle to Colintrave.

Hildasay finished a mere five minutes after Veryan, and both boats then beat out of the bay to sail up the Kyle, to a pleasant anchorage above the ferry at Colintrave. The sail up the Kyle was at times the roughest part of the day. The traditional post race party was held in Veryan's cabin, where Tom Duggan and his crew Stig joined us for dinner. With plenty of firewood collected from the shore, and the stove going well, it was a wonderful evening, marred only by the thoughts of what the sail back on Sunday might be like, and some worries about Hildasay, who had anchored slightly inshore of Veryan, and had gone aground on what was clearly quite a sharp bank. But Hildasay had grounded comfortably on her bilge; there were no nasty large rocks in her vicinity, and as the tide returned in the evening, she floated off quite happily, and rode to her anchor which had been re-layed.

During the night, the wind increased even further, and in one squall, Veryan, despite her deep draft, was heeled over quite appreciably by the windage of her masts. Thoughts of her crew were then not quite so much on how bad the sail back on the Sunday might be, but on whether it would be on Sunday - or Monday - or even later !

Sunday morning was grey and cheerless - it was pouring with rain, and still blowing hard; but after a good breakfast, it seemed that the wind was perhaps not quite so fierce, and perhaps the sky was just a shade lighter. So up went the staysail and mizzen; up came the anchor, then up with the deep reefed mainsail, for a long beat back down the Kyle. On the first few tacks, there was plenty of wind - but then there was no doubt - the wind WAS dropping. So gradually, up went more sails, then out came the reefs - and before we rounded Toward point, we had to start the

engine, and the sky had turned quite blue ! This did not seem much like the depressing forecast of Force 7 !

The sail up the Clyde was as gentle and peaceful as the previous days sail had been rough. With the largest sails aboard up, and a couple of runs for the motor, it took us nine hours to cover the ground we had covered in three hours the day before ! But it was a very pleasant sail indeed. On a suggestion that it was about teatime, somebody said 'With nice thin sliced cucumber sandwiches ?' - and much to the crew's surprise, Tony did produce nice thin sliced cucumber sandwiches for tea !! As what little wind there was eased off in the late afternoon, and Veryan's speed dropped, a spinner was run out, and to our glee, the mackerel bit, and we ended the day with a good bowl of fish.

#### 1976 CLYDE AREA OLD GAFFERS RACE - RESULTS Time of Start 1100

|   |     |          |   |       |   |      |
|---|-----|----------|---|-------|---|------|
| 1 | 358 | Hildasay | 2 | 21 17 | 2 | 1340 |
| 2 | 560 | Veryan   | 2 | 45 00 | 1 | 1335 |

Retired 141 Rawanah 725 Gertrude

#### SECRETARY'S MISCELLANEOUS NOTES

Would all Area Secretaries please note that boats which not did not have numbers for this years races have been allocated numbers. Please let me have as full details of all these boats as soon as possible (if you have not already done so !).

**SUBSCRIPTIONS** This Newsletter will be distributed to a greatly reduced membership. If YOU know a keen owner who has not had a copy, please remind him that this will be because he has not paid, and is no longer officially a member. Knowing how much most Old Gaffers hate officialdom, forms, etc., a very lenient view is being taken of those who have exceeded the thirteen weeks allowed to pay the new subscription rate - but we can not extend this time allowance for ever, and within the next month, there will be a massive weed-out of defaulters.

**COVER PICTURES** A very warm and sincere 'Thank You' to all the members who have responded to the appeal for photographs. Good covers are guaranteed for the next couple of years plus !

However, it would be nice if we can accompany each of these lovely pictures with as full a description of the boat as possible. Both the known history of the boats, and also the technical details of their construction will be of interest. If we took up half a good sized Newsletter with the article on the Cover Picture Boat, it could well not be too long ! I have already written to some owners direct; other boats of which I now have good pictures are;- Amity; Deva; Elizabeth Mary; Foam; Hypatia; Iseult; Margeurite T; Ripple; Theodora; Undine; Wender; White Bell; Wilfull.

Whilst I have varying amounts of information on most of these boats, I don't think I have anything at all about fastenings on any of them, and such items as planking thickness on only a few (if any). If any owners of the above boats have lines drawings, sail plans, etc., we can publish these with the articles. Please help to build up a really first class record of these boats.

This Newsletter is going to be fairly full - and I'm running very late cutting the stencils, so it is almost certain that some of the articles sent in will have to be held over for a future issue - But please don't let that stop you sending them in !!!

## DIARY DATES

Saturday, November 6th East Coast Area A.G.M. and social meeting at the Maldon Little Ship Club, The Hythe, Maldon, at 1930. The A.G.M. there will be a talk, with slides, by Mr. Hainsworth, Chairman of the Humber Keel and Sloop Preservation Society.

Saturday, March 19th 1977 Association Annual General Meeting, at 1900, in the Cruising Association Rooms, Ivory House, St. Katherine's Dock, London. This will be preceded by a Committee Meeting at 1700. After the comments made on the 1976 meeting, it is hoped to have much more time for general socialising after the A.G.M..

Saturday, September 10th 1977 Solent Area Race.

As the Newsletter appears only roughly quarterly, it will help members who have to plan their sailing season well ahead if all Area Committees could settle the dates for their events as early as possible. I would very much like to be able to publish the dates for all major events for 1977 in the next Newsletter, which will be due out around mid November.

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NOTES FROM THE UPPER CROUCH

High summer brings the visitors to liven up the scene. This year we have had an influx of foreign yachts, mainly Dutch and Belgian, presumably to buy their chandlery at bargain prices.

But the smack Gacie from West Mersea dominated them all, as she ran up-river with her tanned sails spread (and her crew spread on deck in various states of rest and unrest). People stopped to stare at the sheer majesty of her.

The ubiquitous Shoal Waters has been a constant visitor, busily clocking up another 3,000 odd sea miles for the season? With Charles Stock at the helm, singing loudly, his repertoire can be admired, but his rendering has its shortcomings.

It is surprising the number of Old Gaffers who do not bather to keep a log. A few scribbled notes at the end of the day can help to recall happy memories of the summer cruise while toasting in front of the fire in the winter. Fortunately, our yacht club presents a 'Tiller Trophy' (ornately carved) for the best log of the season, as an incentive.

Since sampling the continental fleshpots, our cook has insisted on a supply of Calvados on board, ostensibly for culinary purposes. With today's inflated prices, our cut glass decanter (chipped, and bought for a song) has proved too expensive to run. We have traded it in for a smaller model, and some smaller tot glasses of various sizes. Already there is talk of a calibration session to engrave the level of a standard tot on each glass. Our school has an engineering background and so 'surface tension' and 'two thou tolerance' have been bandied about.

The warm waters of the river are alive with eels, and grey mullet abound, but a simple dish of shrimps, served piping hot from the boiler takes some beating.

L.J.W.

ADVERTISEMENTS FOR SALE

698, Black Squaw. 28'6" x 20'9" x 9' Sloop rig, built in steel by Ryton Marine in 1972. Saab 10 H.P. diesel. Comfortable family cruising boat, very easily handled. £6,000 o.n.o. G. Carr, 14, Henderson St., Amble, Northumberland.

Amble 577.

## FOR SALE (Cont.)

444 Nuada, Gaff cutter, built 1897 at Portrush, Northern Ireland, of pitch pine on oak. 46' x 34' x 8'6" x 6'; 9½ tons. Hull sound; wheel steering and rudder renovated 1974.

45' pole mast, galvanised standing rigging, and running rigging renewed 1974. Sails used only for two seasons - all terylene - Main (roller reefing), jib, staysail, genoa, storm jib, and trysail. 4 Cylinder Perkins diesel about 8 years old and in good condition. New coach roof, making spacious accommodation; twin burner paraffin cooker, depth sounder, binnacle compass, pram dinghy. Surveyed 1974, insured with Lloyds.

After five years hard work and considerable pleasure, I offer my elegant yacht for sale, as I am moving to a non sailing part of the country. £5,500 o.n.o.

J.F.Wollaston, 9, Petrie Rd., Lee on Solent, Hants. Lee on Solent 551371.

23' Hastings Lugger. Clinker built of elm, elliptical stern, flush decked, with centreboard case and plate. Ketch rigged with masts, spars, and stainless steel rigging. 8 H.P. Stuart Turner auxiliary; 9ft clinker dinghy, and all over storage cover. This boat has been worked on over the last few years and is ready to return to the water except for final painting and lack of a suit of sails. She is stored in a sheltered boatyard out of the water, and easily inspected.

Price, £875

S. Foyster, 55, Woodfield Rd., Leigh on Sea, Essex.  
Southend on Sea 710940

631 Gadfly II. 4½ ton T.M. gaff cutter, built in 1939 by Anderson, Rigden and Perkins. 22'6" x 7'6" x 3'9". Round bow, raked transom, wood, carvel planked. Three berths, Blake toilet, Stuart petrol engine, three terylene sails, plus cotton jackyard topsail and genoa. Good condition and well equipped, lying Rochester, Kent. £3,950 o.n.o. N.P.Knight, Cray House, Bexley, Kent 01 850 6300 daytime,  
Crayford 524291 evenings.

118 Storm, Gaff centreboard cutter. Ideal shallow draught vessel, extensively restored to a very smart condition. Very safe, roomy and stable. 22'6" x 8' x 2'3". Comprehensive inventory; coal stove; three berths plus pipe cot. Plenty of storage room and cockpit space; electrics plus oil lights. Built of pitch pine on oak in 1936. Stuart Turner 8 engine. Has to be seen for real appreciation. £2,850.

D. Patch, 40, Crescent Rd., Heybridge, Maldon, Essex  
Maldon 53693.

Now our customary warm welcome to new members:-

D.F.Taylor, 265 Ferry Road, Hullbridge, Essex

Lanka 776 (Sail No.476Y)

A.M.Blyth, Gatewoods Farm, Rayne, Braintree, Essex

Sea Robin 1171

A. Robinson, 2, The Lane, Wrentham, Beccles, Suffolk

Nova 724

P.R.A.Bradshaw, 62, Wetherden St., Walthamstow, London E17

Tessa 123

K.W.Robson, 9, Barnpark Terrace, Teignmouth Devon

Bali Hai 733

P. Firstbrook 67 Earlham Rd., Norwich NR2 3RD

Tamaris 735

P.E.Fowle 19, Malvern Close, Worthing Sussex

Mildred 736

R. Barnard, 19, Alma St., Wivenhoe, Essex

## New Members (Cont.)

B. Holmes, 2, Westway, Titchfield, Fareham, Hants

Py 768

K.E.M. Wyles-Sneyd, Whitehouse Farm, Wissett, Halesworth, Suffolk  
Singapore 771

A. Gill, 52, Seymour St., London W1

G.E. Barnes, 4, Henry's Avenue, Woodford Green, Essex IG8 9RA  
Aquila 167-----  
Letters from members.

"I read with interest Jon Wainwright's piece in the Newsletter about, among other things, the use of spinnakers in O.G.A. races.

I suggest that it is very rash to say that it is 'ungentlemanly' or that it should be regarded so, to use something because it makes one go faster and not everyone has it. There are all kinds of sails worn in the race to which that would apply, some being set in a thoroughly traditional way.

Since the issue about spinnakers has arisen, surely the Race Committees ought to grasp the nettle and make a decision as to what goes and what doesn't. I would personally find it odd to race without sails I use throughout the season for cruising (I don't know who borrows spinnakers for the race), but would respect any decision taken.

If, however, the Race Committees do ban spinnakers, it is essential that they state clearly and unambiguously what is allowed. Since I race exactly once a year, it would be slightly mad to get a large permissible headsail made, presumably to the most advanced design for which there is pre-1900 evidence, but the possibility can not be ruled out that someone would want to, since we must all be slightly mad anyway. Hence the need for clarity and uniformity of decision.

Roger Needham, Fanny of Cowes.

"I am sorry to hear that you are running out of cover pictures. I have derived great pleasure and pride from the excellent standard that has been set. This also applies to the 'art-work' on the Programme and supper tickets for this year's East Coast Race.

On the question of spinnakers, and for that matter GRP hulls and all other modern innovations, I think that we have got to decide where we lay the emphasis as between the OLD and the GAFFERS Association. On the whole, I believe the former to be counter-productive, so am inclined to agree with Jon Wainwright that it is best to avoid making regulations and leave it to members GOOD SENSE/MANNERS, merely observing that it is a bit undignified for a fine old E.C.Smack to be pulled along by PASTEL COLOURED NYLON PANTIES !

With many thanks for all you do for us A.E. Penman (Carina)

Comment from Hon. Sec. - Mr. Penman mentions GRP hulls - about a decade ago, the E.C. Committee agreed that these should be banned until they became thoroughly traditional. But in recent years, GRP boats have raced - nobody has protested (and, in fact, I wonder how many even noticed !). Certainly, those examples known to me have not in any way adversely affected the character and spirit of our races - and surely, that is what really matters. I wonder what percentage of our boats do not have any terylene sails, synthetic cordage, or tufnol blocks aboard ? Or electronic aids to navigation ? (Mind you, I think the chappie who claimed he would have done better in the E.C. Race if he had had an echo-sounder should be told of the merits of a bit of lead on the end of a line - or even a sounding pole !!).

## Letters (Cont.)

"I am the owner of half a Falmouth Oyster Dredger. I say half, as due to her recent history she is looking rather sorry for herself. Mildred is 30' o.a., stem to stern; for many years she was owned by a Mr. Northeast (or perhaps Northwest - I can't quite remember). In 1964 she was sold (the result of months of pestering) for £325 to a close friend of mine who is now no more; having angered the Spanish authorities, he found an early resting place in Ibiza. Until his death in 1973 Mark Lingard and his wife (Ruth) lived aboard in Shoreham. She was then perhaps the finest example of her type in the country. One fine summer day, the managers of the yard where she had been moored since 1969 saw fit to re-let her berth which had been paid for a year in advance by the new owner, a young French guy. Sadly, they moved her to a shallow corner of the harbour; the canal working level was dropped, Mildred went over on her side, the level came up and Mildred stayed down, thanks to the forward ports having been left open for ventilation. Last August I bought her as an insurance write-off, for about twice the ten years ago price, including, of course, V.A.T. at 25%.

Today she is sitting on the quay with all the nasty type work done, re-fastening, stripping, oiling, chopping out worm and rot etc. All I am waiting for is a shipwright to do his thing with some new timber here and there.

Many of the odds and ends had been oiled away during her time three quarters under water (blocks, etc.). However, I'm making those having found a stock of iron block frames of every size and shape. The initial vandalism after we raised her has been overcome (someone drilled holes all down one side, nicked the rudder and carted off two tons of fitted ballast - the only thing I can not replace). She looks set to back in the water in November, and be sailing by June next year, so I thought it's about time I joined the O.G.A..

Please send at your earliest convenience details of the Assn., membership application, together with a copy of your mag., news letter or whatever you have.

Sorry if I've rambled on a bit, all I can think is that old boat owners must take after their vessels, cracking up and falling apart. Awaiting your early reply, yours sincerely, Paul E. Fowle.

Sec's Comment - From the above, it would seem that both Mildred and her owner will be worthy additions to our lists - both fully in the right spirit! I hope we can look forward to hearing further details of Mildred and her resurrection, and perhaps a cover picture some day.

STOP PRESS NEWS I have just received a letter from Luis de Guimaraes Lobato, the present owner of that superlative example of an Old Gaffer, JolieBrise, expressing his intention of joining the O.G.A.

Jolie Brise is at present lying alongside the C.A.Rooms in St. Katherine's Dock, and I am certain that all who have seen her will be as pleased as I am to welcome her and her owner to our fleet. Let us hope that she will remain in U.K. waters long enough to be able to enter some of our own events, at which I am confident the Committees will give her the welcome she did not get when she first came over for the O.G.A. Fastnet.

Reluctantly, this must be all for this issue; collating eleven sheets appears to be the limit of my available space (and if I try and cut any more stencils at high speed, the error rate will probably render them unreadable!) Best wishes to all members.

J.A.S.