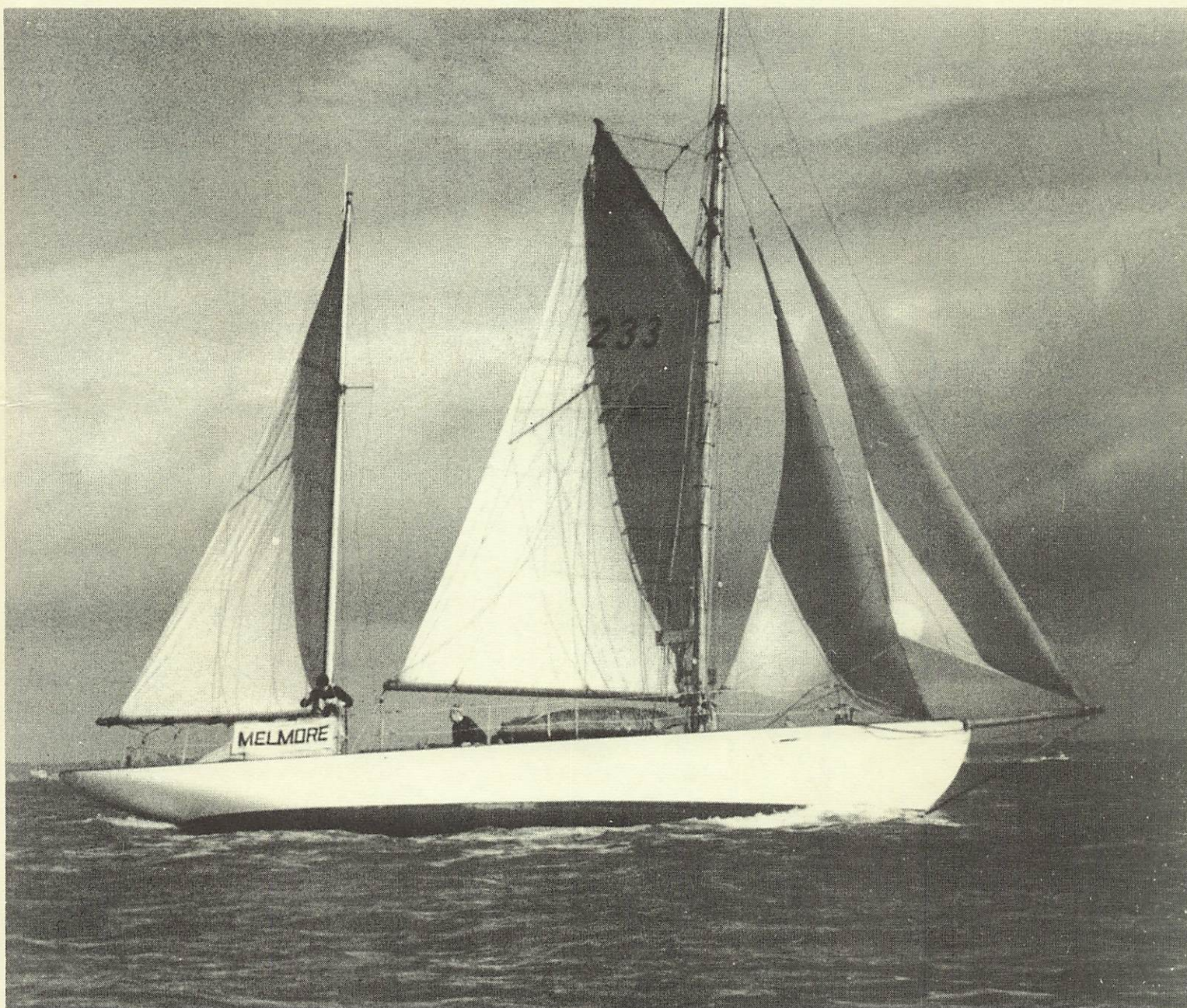


76/11

Old Gaffers Association Newsletter



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THE OLD GAFFERS ASSOCIATION

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

OLD GAFFERS ASSOCIATION

NEWSLETTER 1976/1

DIARY DATES

Sunday, May 30th Manx Sailing and Cruising Club Round the Island Race - salver for the first gaff rigged boat. Details and entry forms from the M.S. & C.C., Bridge Chambers, Ramsey, Isle of Man.

Sat. & Sun. June 19 - 20 East Coast Rally to the Walton Backwaters. More details later in this Newsletter.

Sunday July 4th South West Race, starting at 11.00 a.m. Full details from Trevor Vincett, 30, Crowthers Hill, Dartmouth.

Saturday, July 10th. Rally at the Folly Inn, I.O.W. Further details from Bob Munden, 196, Kirby Rd., Portsmouth.

Saturday, July 17th East Coast Race. Start 0800. Full details from C.R. Williamson, Brick Kiln Cottage, Coggeshall Rd., Great Tey, Colchester, Essex

Sunday, August 15th. North East Race at Amble, start 0930. Full details from Graham Carr, 14, Henderson Street, Amble.

Saturday September 4th. Solent Race (Cowes). Start 1000.
Entry Fee £2.50 to Aug. 25th., £4 thereafter. Supper price to be advised later. Prizes and other conditions as in previous years. Full details from, and entry forms to Chris Waddington, Wicormarine, Cranleigh Rd., Portchester, Fareham, Hants.

Saturday, October 9th. Rally at Cowes Corinthian Yacht Club.

SUBSCRIPTIONS

As always in the first Newsletter of the year, a reminder that annual subscriptions are now overdue, and notice that at the A.G.M. in January, the rate was raised to Three Pounds (£3). (See report of the A.G.M.)

A reminder form will be enclosed with this Newsletter, which will advise you of how much you now owe.

Members who do not appear to have paid any subscription for this year will find a new membership application form, with Bankers Order form for the new rate. Please take this form as the notice that your Sub. is due at the full rate.

It will be a great help to me in sorting out who owns what boat if all members could please jot down at least the name and Reg. No. of the boat they currently own on the forms being sent out to handle the subscription increase.

Every effort has been made to see that you are all billed for the right amount, but as almost every post has brought in some change to the list of those paid or partially paid, there may be some errors, for which I will apologise in advance. Please let me know if you do not agree with the form you receive.

Finally on Subs., a big 'Thank you' to all those who have anticipated the official notice of the increase and sent in their £3.

Incidentally, it will help enormously if those of you who normally pay Subs. with a Race Entry could send them direct to me this year.

J.A.S.

Our usual welcome to the following new members;-

R. Adnams, The Old Stores, Hermitage, Newbury, Berkshire	Maid Marian	80
B.K.D.Buckle, Feering Hill House, Colchester CO5 NL	Martha	680
D.A.Bunn, Hookers Dene, Selworth Lane, Soberton, Hants. SO3 1PY	Scotia	523
E. Gordon, 11, Apperley, West Denton, Newcastle on Tyne	Coquette	241
C. Hughes, Ships Bell Cottage Trevanson, Wadebridge	Semper Fidelis	537
A.E.James, St. Anthonys, Ottery St. Mary, Devon	Shamrock	474
Jane McBeth, 63, Cornelly Street, Llandaff North, Cardiff, S. Wales.		
I.G.Maples, c/o 10, Norwood Rd., Skegness, Lincs.	Jo-Ann	679
M. Miller, 18, Longmeadow Gardens, Birdham, Sussex		
I.J.Page, 212, Croydon Rd., Caterham, Surrey		
J. Penn, Oldwych House Farm, Fen End, Nr. Kenilworth	Carriad	37
Donald H. Putnam, Deer Park, Greenwich, Connecticut 06830 U.S.A.	Pilgrim	
J. Solley 36, Crouch Hall Road, London N8 8HJ	Mayhi	102
M. Walker 80a, Kilburn High Road, London NW 6	Canto	681
D.P.Webb, Mansfield House, Ringwood, Hants.	Dunlin	685
Astrid Westbury, Astburys, Playford, Nr. Ipswich, Suffolk	Dusmarie	822

SECRETARY'S MISCELLANEOUS NOTES

RACE ENTRY FORMS The Race Entry Forms being sent out with this Newsletter are old stock. Please delete the old prices, and enter the correct amount for the Race being entered.

I would like to take this opportunity of thanking all members who have written in with such nice comments when sending in their new rate subscriptions. When the Committee suggested the rate, we knew there would be a lot of work involved in handling the increase - but I at least had well underestimated the amount of that work - which is partly to blame for the lateness of this Newsletter !

This issue contains various notes about what is going on in some of the areas. Please help us to enlarge this feature. Area notes will be welcomed from any members. They can be sent in direct to me, or via the Area Secretary.

COVER PICTURE All being well, this issue should have as cover picture the 46' ketch Melmore. Melmore was built by McGruer of Clynder to a design by A. Mylne in 1928; and has sailed under the names of Melmore; Sea Witch, and Verve of Rhu. For many years she was a regular entry in our Solent Race, when she was owned by A.A. Muirhead, and under his ownership, she often featured in the prize list in the Solent Race. Last year, she was bought by Major F.J.M. Esson, who very sportingly entered her in the Old Gaffers Fastnet.

(At the time of writing, the covers have not been printed, and it is not certain that the intended picture will reproduce well !)

COMMITTEE NOTES At a Committee Meeting prior to the A.G.M., the question of what constitutes a gaff rigged boat was raised. (the matter of 'When is a Gaffer Old' had a thorough airing last year !). It was agreed that decisions on borderline cases should be left to individual Area Committees to decide, but as a general guideline, the major fore and aft sail on any boat should have a gaff. It was stressed that 'gaff' should be interpreted to include lugsails, lateens, and other such rigs which are clearly well within the spirit of the O.G.A. !

The question of whether spinnakers was also raised, and was also left to individual Area Committees to make such local rules as they felt fit. There was general agreement that the modern full cut spinnakers are not within the spirit of the O.G.A., but that any rules against such sails should not include a ban on setting the more traditional flatter downwind headsails.

Any members who have strong feelings on either of these subjects are invited to air their views in the Newsletter.

1976 ANNUAL GENERAL MEETING

The 1976 Annual General Meeting of the Old Gaffers Association was held on Friday, January 16th in the Cruising Association Rooms, Ivory House, St. Kathrine's Dock, London, at 19.30.

About forty members attended the meeting, at which the President, Maurice Bailey, took the chair.

The President opened the meeting, and extended a very warm welcome to Monsieur Paris, his son, and a friend, who had come over from St. Malo to represent the French section at the meeting.

He continued by saying that it had been a somewhat energetic year for the Association. He extended the thanks of the members to Tom Cook, who had retired as Treasurer after thirteen years, and queried whether it was significant that the year that Tom resigns should be the year that the Association has to raise its subscription for the first time !

In a brief review of the year which had just ended, the President mentioned the adverse effect on our sport of the 25% V.A.T.

He thanked Ian and Colin Edmond, who had resigned as secretary and treasurer of the East Coast Area, for the work they had done, mentioning in particular their work for the Heineken Rally in 1974.

He then went on to mention the great work being done for the Association by Michael Millar, who in addition to trying to get his boat Dawn fitted out (Sec's query - isn't this almost a re-build rather than fitting out ! ?) is also faced with having to fit out new business premises in the South of London.

In mentioning the years races, the President congratulated Chris Waddington and Bob Munden on their magnificent job in organising the Old Gaffers Fastnet, and commiserated with them on the almost total lack of interest which had been shown by the organisers of the main event and by the yachting press. He then suggested that a little bit of good had come out of the ill of the gale which followed the Solent Race, as it is now clear that we have caught the interest of the harbour authorities at Cowes.

The President concluded his opening remarks by pointing out that attendance at the Annual General Meeting represents only around five percent of the membership of the Association, and that the main vehicle of communication within the Association must be through correspondence in the Newsletter

The President's opening remarks were followed by the Secretary's report on 1975. (Draft follows these minutes).

The adoption of the Secretary's report was proposed and seconded, but on being put to the vote, Mr. I Edmond voted against its adoption, claiming that there were errors in the reporting of the East Coast Race. The Secretary quoted approximate numbers of entrants and finishers since 1972; and there was considerable discussion on whether the Race had ended on a fair or foul tide. Other entrants present agreed with the Secretary that the tide had been foul at the finish of the Race. This question was left to be resolved after the meeting (when it was agreed that adding the words 'as a consequence' would clarify the meaning of the disputed sentence).

The Treasurer, Len Warren, presented his report and a draft balance sheet for 1975 (Copy follows these minutes). He stressed that we have £380 tied up in stock of ties, burgees, etc., and urged members to buy burgees. Subscription income for 1975 was well up because the 1974 cheque from San Francisco had got mislaid in the post, so in 1975 many American subscriptions for 1974 had been paid, as well as the 1975 money.

During the discussion on the Treasurer's report, our income from the O.G.A. insurance scheme was mentioned. Some doubts as to whether the scheme would continue were expressed. One Solent Area member stated that the value of the damage caused by the gale following the Solent Race amounted to around £15,000, and he urged all members to support the scheme. The President pointed out that repairs done by a boatyard will carry V.A.T., which will be likely to put up premium rates. The Secretary stated that he intended to 'plug' the scheme in alternate issues of the Newsletter rather than in every issue as he felt that members might ignore a regular advertisement in every issue.

The adoption of the Treasurer's report was proposed by Tom Cook, seconded by Bob Munden, and carried.

The next item was the election of a President, as Maurice Bailey had completed his three year term of office. The Secretary reported that as there had been no nominations for candidates who were able to accept the office, the Committee were proposing that Maurice Bailey be asked to continue in office for a further year. There was some discussion, with Michael Millar being mentioned as a candidate for the Presidency, with the obstacle to his taking office being his present close involvement in Solent Area affairs. It was agreed that it would be better to allow the Solent Area time to find a successor to Michael. Fred Hillier pointed out that he had served as Solent Area Chairman for considerably more than three years, and that Tom Cook had done thirteen years as Treasurer, so he proposed that Maurice Bailey be invited to remain as President for a further two years, and this was agreed.

A vote of thanks to Maurice Bailey for his work over the past three years was carried with acclaim.

The Secretary then introduced the changes to Rule 6 (Subscriptions) proposed by the Committee.

The proposal that the entrance fee be increased to £1 was carried unanimously.

There was considerable discussion on the proposal to increase the subscription to £3. The East Coast Area Secretary, Mr. C.R. Williamson, put forward an amendment from some E.C. members that the increase be to £2 instead of £3.

The Secretary gave brief details of how the costs of running the Association have risen since the Subscription was fixed in 1963.

He said that it appeared that the Association could be run now on a subscription of £2, but since the change would involve a large amount of extra work, and all standing order forms etc. would have to be re-printed, the Committee felt that it was necessary to include some safeguard against inflation. The Committee also felt it would be unwise to rely on sources of income other than the Subscriptions for the long term security of the Association. In their allowance for inflation, the Committee had felt that £2.50 might be a possible figure; but it had been suggested that a further 50p could be added as an extra safeguard and also to ensure the availability of adequate funds to enable the Association to collect and maintain good photographic records of members boats (as had been agreed at the 1975 A.G.M.). Accordingly the figure of £3 had been proposed, with the hope that it would be possible to hold that figure for some number of years.

During discussion, nobody present felt able to suggest what the rate of inflation might be over the next few years, so no firm time could be agreed before the next increase might be due.

The possibility of the Association losing members because of the increase was raised. The Secretary said that whilst we had lost more members than we had gained during 1975, the great bulk of these members had failed to pay their subscription when it was due, and had consequently left before the new rate had been fixed; and since the proposed rate had been settled, he had had about a dozen resignations, but these were from members who did not own gaffers, or from older members who had sold their boats etc. Mr. I. Edmond challenged this, and stated that he knew that three of the members who had written in to resign still owned and sailed gaffers. The Secretary queried this, and Mr. Edmond said he would give details. Mr. Edmond has subsequently written to say that what he meant was that he knew of three people - all boat owners - who had said they would be likely to resign if the sub went to three pounds.

During the discussions, it was pointed out by various members that the proposed increase appeared large only when it is regarded as a percentage against the old rate, which had been held at an incredibly low figure, and the proposed new rate is still low when compared with many similar organisations. At least one member suggested that it is a very low sum when compared with what can be spent on an evenings drinking!

On being put to the vote, the East Coast Area amendment that the increase be to £2 only was lost, with only two votes in favour, and the proposal to increase the subscription to £3 was carried by an overwhelming majority.

One voice from the back of the room suggested voting against the proposal because £3 was still too low for what members received compared with some other organisations.

The third part of the Committee Proposal, to add to Rule 6 a clause - "From the date of any increase in subscription becoming effective, any subscription paid by or on behalf of a member at the old rate and not made up to the new rate within thirteen weeks of notice being given shall be regarded as a donation to Association funds, and the membership affected shall cease." was carried without dissent.

WOULD ALL MEMBERS PLEASE NOTE THAT THE ABOVE CONSTITUTES THE FORMAL NOTICE OF THE INCREASE IN SUBSCRIPTIONS, AND YOU HAVE THREE MONTHS FROM THE DATE OF POSTING THIS NEWSLETTER IN WHICH TO MAKE THE NECESSARY PAYMENTS.

The Secretary then put, on behalf of David Keith of Nova Scotia, a proposal that the subscription rate for overseas members should be half the normal rate. As Mr. Keith is not in direct touch with any members who could second his proposal, the Secretary said that he was standing as seconder to enable the proposal to be discussed and voted on. During the discussion it was pointed out that, unlike many organisations, the main funds of the Association are not normally used to subsidise Races, Rallies, or winter events; all of which are expected to be self supporting or to show a small profit. Thus the overseas members are in no worse situation than many U.K. members who live in more remote areas. Overseas members have the same access to technical advice etc. as U.K. members through correspondence with the Secretary, etc., and it was considered that there was no justification for a reduced rate. Whilst with the new postal rates, Newsletter postage to overseas members is a little less than to U.K. members, the costs of individual letters is much higher, and on being put to the vote, the proposal was defeated.

The Association Newsletter was discussed. A proposal by Chris Waddington and Bob Munden that the Association might offer suitable books as prizes for the best articles was mentioned. John Leather's 'Gaff Rig' was suggested as a suitable prize. This suggestion was left for the Committee to consider further and come up with a suitable scheme.

The Secretary gave approximate deadline dates for the four issues of the Newsletter as - late February; late June; mid September; and end of November.

Elder Gaffer Alec Rangabe reminded the meeting that in past years it had been agreed that Area Committees should send in reports on the activities amongst owners in their areas, but despite these agreements, nothing such had been published. This was noted by the meeting, and various people said they would try and do something.

Mr. I Edmond asked whether it would be possible for the Secretary's and Treasurer's reports to be circulated prior to the A.G.M.. It was agreed this should be done.

Len Warren proposed and Michael Millar seconded that the customary fifty guinea honorarium be paid to the Secretary, and this was agreed.

Ian Edmond reported that the proposed new International Regulations for the prevention of Collisions would not be coming into force in 1976. As of January the 9th., 61.5% of world tonnage had signed the agreement, but the regulations could come into force 12 months after 65% had signed, so it is likely that they will be effective early in 1977. In addition he reported that the Department of Trade and Industry has not found it possible to accept the masthead fittings for yachts tricolour lanterns, although the optical systems appear to meet requirements.

The President then closed the meeting with thanks to the Cruising Association for the use of their rooms; and to the Officers and Committee for their work during the year.

At the close of the meeting, the Solent Area Committee members handed to Len Warren a cheque for £25 as a donation towards main funds; against the supper loss which was written off at the 1975 Annual General Meeting

SECRETARY'S REPORT FOR 1975

This year, for the first time in the history of the Association, it is not possible to report continued steady growth. Only 86 new members joined during the year, and a record number have resigned or failed to pay their subscription even after two reminders, so that we ended the year with 793 members - 48 fewer than we had at the start.

Of the five U.K. Area Races, only the South Western Area seems to have had a really good day. On the East Coast, the number of entries was up on last year, reversing the downward trend of the previous two years, but it was a smaller fleet than usual which battled with light winds and as a consequence mainly foul tide to give one of the smallest finishing lists we have had for many years (apart from the gale year of 1970). The Solent Race had a good entry, and enjoyed what has become to be typical race weather there of insufficient wind; but what sounds to have been a nice enough day was marred by a gale in the evening which badly damaged several boats and which caused serious injury to the wife of one member. The Clyde Race had enough wind, but accompanied by cold rain, and most of the smaller boats decided that conditions were just too unpleasant, and retired. The warmth of the welcome provided by the Neptune Sailing Club somewhat made up for the not very nice weather conditions. In the North East, the valiant efforts of Graham Carr resulted in a race being held, but this event was not well supported, and I hope that in future years more East Coast based members will make the trip up to sample the truly excellent Northumberland hospitality, and help to make the race the success the efforts of its organisers deserve.

The year has been overshadowed by rising costs, and thanks largely to the astronomical rises in postal charges, the time has come when we must increase our subscription rate. I will say more on costs when this matter comes up for discussion. The lateness of some expected contributions for the Newsletter, taken together with the rising costs, caused the third Newsletter to be published late and the fourth issue to be abandoned.

Newsletter production has now returned to its old 'do-it-yourself' method, but using paid labour for collating and packing; which has resulted in overall production times being greatly reduced. Shortage of good technical contributions has been noticeable, and I hope that this year more members will send in technical descriptions, histories, etc. of their boats. The proposed increase in subscriptions should mean that we shall be able to afford to have line drawings, clear photographs, etc. printed in the Newsletter.

1975 saw the realisation of what has been for many years one of my ambitions for the O.G.A. - the establishment of permanent O.G.A. registration and race numbers for all our U.K. Based boats. A high percentage of boats have now been allocated numbers, and by next year we should have covered most boats known to be in existence. Copies of the Register are available from the Secretary at 50p.

Despite severe problems in transferring his business across London, Michael Millar has once again been a tower of strength in the organisation, and this year we have enjoyed stirring assistance from Chris Waddington and Bob Munden. Although much of their time was taken up with the organisation of the O.G. Fastnet Race, and Bob has been faced with real worried over the fate of his boat, Rover, following the Solent Race gale, they have given valuable work, and Bob Munden has taken over our stock of ties, burgees, badges, etc.

In the South West, Trevor Vancett seems well set in, and the growth of the South Western Race shows the value of his work there.

I have saved until last what I feel must be regarded as the highlight of the year - the Old Gaffers Fastnet. This event was thought up by Chris Waddington, and he and Bob Munden undertook the tremendous task of organising the event as well as preparing Moya for a gruelling race.

It is to be regretted that their efforts to support the Race's 50th anniversary year did not meet with the general acclaim they so richly deserved, and the reception accorded to Jolie Brise is best forgotten. The general lack of interest in the projected entry of veteran boats in the Race must be assumed to be a result of the ever increasing commercialisation of modern ocean racing. Let us be thankful that we have people like Chris who do not forget the past, and who have the interest and the guts to tackle such a project.

1975 has seen the retirement from office of one of our keenest founder members; our Treasurer for 12 years, Tom Cook. For the early part of 1975, Tom and the new incumbent, Len Warren, worked together, and so far as I could see, a perfectly smooth changeover was made, and for the latter part of the year, Len was firmly in office.

I have mentioned names of several good helpers through the year. There have, of course, been others - too many to mention them all by name, but I must offer thanks to all those members who have helped through the year, and also to the Officers and Committees of the various local clubs who have helped us so much with the holding of our various events.

J.A.S.

TREASURER'S REPORT FOR 1975

Inflation has caught up with us with a vengeance. During the year £450 had to be drawn out of our Deposit Account to pay bills, but later on £200 was paid back.

We finished the year with thirty bob left in the Current Account. A useful profit was made on sales of ties and burgees; but £380 of capital is tied up in stock - how about buying a burgee for your birthday?

Just over £500 came in from Subs., and over £300 from insurance commission. Interest on the Deposit account was £51.

£130 was spent on R.Y.A. Subscription, Secretary's Honorarium, Audit fee, and travelling expenses.

Issues of the Newsletter cost £700, and £144 has been set aside for Corporation Tax, for which the Inland Revenue will be assessing our liability.

Our main expenditure on paper, printing, postage and envelopes has increased over the years by 6 to 8 times in some cases, so an increase in Subscriptions to £3 a year would seem necessary. We will hope to contain future inflation by strict control on expenditure.

Len Warren, still recuperating from his first experience of balancing the books, would like to thank the committee for their constant help and co-operation, especially Tom Cook who guided his faltering steps in the mysterious ways of double-entry book keeping.

L.J.W.

Shortly after the A.G.M. the following letter was received:-

Having attended this year's A.G.M. at St. Katherine's Dock, and having been present at every A.G.M. for the last 10 years, I feel it is about time I spoke out concerning a matter about which a number of people (a) feel very strongly, (b) make perfectly plain during the evening's business but (c) are not prepared to say anything to prevent

Cont. on P. 10

INCOME AND EXPENDITURE ACCOUNTFor the year ended 31st December 1975

R.Y.A. Subscription	14	Subscriptions	490
Printing, Stationery and Postage	695	Entry Fees	26
Audit Fee	15	Insurance Commission	324
Honorarium	52	Sundry Income	1
Travelling Expenses	51	Interest on Deposit Account	51
Sundry Expenses	2	Profit on Sales	33
Corporation Tax	144	Boat Register	3
		Deficit for the year	45
	<u>£ 973</u>		<u>£ 973</u>

BALANCE SHEET31st December 1975

<u>General Fund</u>				<u>Cash at Bank -</u>	
Balance 1st Jan. 1975	537			Current Account	2
Less Deficit for year	45	492		Deposit Account	626
		40		Stock of Badges, etc	382
Sundry Creditors				Sundry Debtor	10
Corporation Tax					
Provision:-					
Brought forward	344				
1975	144	488			
		<u>£ 1,020</u>			<u>£ 1,020</u>

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

10th February 1976

Ensor, Son & Goult.
Chartered Accountants.

AREA FUNDS. RECEIPTS & EXPENDITURE

	<u>East Coast</u>		<u>South West</u>		<u>Solent</u>	
	<u>Inc.</u>	<u>Exp.</u>	<u>Inc.</u>	<u>Exp.</u>	<u>Inc.</u>	<u>Exp.</u>
Balance	163.50		8.97		19.74	
Race Entries/Prizes	147.00	87.50	41.50	.85	175.00	71.46
Race Programmes	26.00			31.62	76.56	100.24
Suppers	260.00	253.00	180.00	147.83	242.50	225.33
Publicity		59.81	25.23	5.86		25.28
Donation	17.48	10.00	2.00		14.50	
Festival of Sail	19.00					
Fastnet Race					125.00	125.00
Social Events					94.00	110.14
Main Fund Transfer	12.00	12.00	3.00	3.00	71.27	71.27
Miscellaneous		11.00			23.05	
Office Expenses		16.70		4.02		31.75
Insurance	11.58					
Balance		206.55		67.52		81.19
Total	656.56	656.56	260.70	260.70	841.62	841.62

10 prevent)

it happening again. At this years meeting one of the subjects giving rise to much discussion was the question of subscriptions. Several people spoke about the possibility of losing members by raising the subscriptions to £3.

I would like it known that I feel that the unpleasant way in which some members from the East Coast seem to be holding a vendetta against our honorary Secretary (who does his very best for the Association), and who regularly disrupt the lighthearted and happy atmosphere with their ideas of how the Association should be run (and points of order, Mr. Chairman), should consider other people for once. There is enough bickering in this world without them adding to it. I appreciate that any Association should be run efficiently but there is a limit regarding the lengths one should go to in order to achieve this. May I therefore suggest that anyone who is that dissatisfied with the way things are, should resign and join some other Association as soon as possible and let those who enjoy a gettogether look forward to, instead of dreading the Annual (Get-together) General Meeting.

Considering that it costs me about twice as much as the subscription to get to the meeting, I would like to feel that I could leave London having had a pleasant evening with fellow lovers of old gaff-rigged boats, and not politicians.

Christopher M. Waddington.

THE OLD GAFFERS FASTNET 1975

The yachts that started on the 7th August, 1975.

- DUET owned by Rev. Christopher Courtauld. 50ft yawl, built in 1912 by Whites of Southampton to a design by Linton Hope. Sailed by Colin Faulkner for the O.Y.C.
- GAIVOTA owned by Ron Francis. 43ft yawl, built in 1926 by Newmans of Poole to a design by A.P.Hart, and formerly named Yarina.
- GLADYS owned by Percy Liddiard. 36ft bawley built in 1905 by Aldous of Brightlingsea.
- ISEULT owned by Joe Lester. 42ft yawl, built in 1909 by Ashton and Kilner at Poole, and formerly named Prudence. Converted from cutter to yawl in 1927, then in 1958 converted to Bmu. rig, but converted back later.
- MELMORE owned by Frank Esson. 46ft ketch built in 1928 by McGruer of Clynder to a design by A. Mylne.
- MOYA owned by Christopher Waddington. 43ft cutter built in 1910 by Crossfield of Arnside.
- SOLWEIG owned by Monsieur Halbert - copy of Pilot cutter (new).
-

The Race started in a flat calm, with some of the boats actually starting backwards. There were many spectator craft out to watch. Moya's crew were seen to be wearing blue T-shirts with a message in Gaelic written across the chest; translated, it asked 'Excuse me, which way to the Fastnet Rock please?'. This caused a lot of laughs. The crews from one or two of the boats decided out of sheer frustration to have a swim. It is surprising how fast yachts of this size can be towed by swimmers !!! Eventually a breeze materialised and gradually strengthened, and off Yarmouth the yachts were tramping into a Westerley. The owner of Pen Duick was out there watching us with interest as his first yacht was also gaff rigged. Duet led the fleet, followed by Solweig, Melmore,

Moya and Gaivota. After the yachts had cleared the Solent, everyone settled down to watches and concentrating on sailing. Moya overtook the French boat, Solweig, and Melmore, but could not catch Duet. At about 10.00 Moya had to kedge. So this was ocean racing! The sail to Ireland was uneventful.

Thick drizzle spoilt visibility and prevented Moya from rounding the Rock at night. However, we rounded the next morning in perfect conditions - a thrilling occasion.

A grand sail back from the Fastnet, becalmed at the Scillies, with all the other ocean racers but, lacking in light spinnakers etc., we were unable to escape the calms. Arrived eventually in Plymouth on the Thursday night at approximately 11.00 and tied up to Duet in Millbay Dock, where we heard that Iseult and Gladys had retired. Next morning we learned that Solweig and Gaivota had also retired. Melmore arrived on Friday to take the race on handicap.

The final placings were :	MELMORE	1st
	MOYA	2nd
	DUET	3rd

Some splendid prizes had been donated and were as follows:-

The Bordon Trophy (first boat home)	DUET
The Chay Blyth Award (First boat on handicap)	MELMORE
The Henri-Lloyd Prize (second boat on handicap)	MOYA
The British Seagull Award (1st around the Fastnet)	DUET
The Bekon Line Award (all contestants who started)	
The Laurent Giles Award (Laggards pot for last home)	MELMORE
The Yachting World Prize (oldest boat to finish)	MOYA
Wicormarine Prize (first Portsmouth boat to finish)	MOYA
Hamble Times (first Hamble boat to finish)	MELMORE
The Blake Pot (first boat pre 1925 to finish)	DUET

The prizes were supposed to have been presented at the Guildhall on the Saturday, but the Old Gaffers were sadly neglected as only two names were called, and then for the wrong prizes. Altogether the R.O.R.C. could not have done less for the Old Gaffers. After all the effort put in by the owners, I had hoped that at least the Commodore might have acknowledged the group at the Press Conference, having enjoyed our hospitality and champagne at Cowes during the pre-race reception.

The reception at Cowes was a great success. The Duke of Edinburgh, Princess Alexandra, and Mr. Edward Heath were invited, but the lack of wind delayed their race, and I understand that they even missed a cocktail party on Britannia. However, we had several V.I.P's attend, and a good time was had by all. Our sincere thanks to DUNHILL who staged the evening for us and sponsored the event. The party was held at the Royal Corinthian Yacht Club, where the main prize was displayed. This was a splendid half model on a board of the original winner of the Fastnet, 'JOLIE BRISE'.

My thoughts of the Race

All very worth while. I found it difficult to sleep when off watch, as the boat had not really had much sailing since I had owned her, as a considerable amount of work had been carried out and I was not sure how much she could take. The noise below was exaggerated, which made me conscious of the fact that Moya was 65 years old. It is quite obvious that to race against Bermudian greyhounds is rather demoralising, but I am

sure we were at least as comfortable as any of the other boats, if not more so.

Moya covered the race in $7\frac{1}{2}$ days, just one day more than Jolie Brise, which was a much newer boat then, and much bigger.

We competed well with Class 2 boats in anything but windward work.

We had a happy crew and the boat emerged unscathed after her trip. I would not do it again, but it was a tremendous experience, enlightening, enjoyable, and totally worthwhile.

C.M.Waddington.

NOW FOR A CREW MEMBERS VIEW OF THE FASTNET

Author's Note - The following are notes taken by me on scraps of paper tucked behind the galley during the cooking operations aboard Moya throughout the race. They bear no resemblance to the ships log and are definitely affected by the state of sobriety at the time of writing.

Usual "Gaffers Start". Wind varying through flatters to Harry Flatters to Fanny Adams. Across the line at 1010. Many visiting boats with various comments. "If you want a nice day start a Gaffers Race" typical.

Pen Duick IV alongside. Eric Tabarley pronounced on our beauty, but his topless beauty on the foredeck left our crew speechless for reply. All hands to bathe and great efforts by C.M.W., B.C.M., and Eric to tow by the bobstay. No apparent effect.

First meal (lunch) started 1240 with trepidation but thanks for a steady surface - wind apparent ahead. Douse water sail and jib top sail. Lunch served at 30° - moving well off Yarmouth. Launch alongside from GB III to deliver trisail on loan, sextant and shark repellent!! Beating out through Hurst. Caught and passed Melmore followed by Iseult off Alum and Solweig off Needles. Solweig re-passed off Fairways buoy using jib topsail. Decided to reset our jib topsail and immediate improvement by $\frac{1}{2}/\frac{3}{4}$ K and pointing better. Repassed Solweig. Duet in sight ahead 2m. Gaivota astern 2m. Wind increased 1600 to 4 and jib topsail doused. 1700 wind dropped $\frac{1}{2}$ K - jib topsail reset and backstay repositioned further aft to ease topmast strain.

1800 still trying to round Anvil tide now foul approximately 1 K over ground. Duet 3m ahead. Solweig astern 2m out. Gaivota on starboard tack off Needles. Happy hour pronounced 1900 and partaken of vigorously which portends well - dinner for 2000 - home made curry and rice. Skipper, in line with 'Gentleman Yachtsman' image, decides to lay to kedge for dinner!! off Anvil light as no progress across the ground. Rice wet - first signs of possible aggravation. Skipper likes his dry - I claim we shouldn't start anchoring when meal was ready, he claims I stirred it - we agree to differ!!

Watches set - Harold (H.C.), self (B.C.M.) and Eric (E) 8 - 12 etc; Chris (C.M.W.), Don (D.B.), and Paul (P.H.) 12 - 4. Skipper allowed Harold to 'work it out', so, in conjunction with self, agreed to the watches which would enable us to eat off watch (little realizing that cooking therefore would be mostly off watch activity). Watch H.C. for future organisation.

H.C. & E. decided to raise kedge at 2230 but apparent speed dropped to zero. Kedge relaid. Definitely sailing at 2246 so kedge raised again. Very strenuous for H.C. & E. but my services definitely necessary on helm so could only commiserate. (H.C. had organised himself so felt somewhat better re future watch organisation). Super sailing at 6 K. Jib topsail now much better with backstay set further aft.

Sleep difficult off watch. Convinced watch on deliberately stamping on my piece of deck. Felt 'race' off Portland from below. Pilot (D.B.) waking duty watch with news that they had produced 23.5m during their watch (conveniently not stating favourable tide rate off Portland) but then we ignorami are not to know these important matters).

First full watch. Wind N $\frac{1}{2}$. Little progress. Tried booming out jib but no success. Set water sail - reversed water sail 10 minutes later (what sort of game is this!!). Wind freshened to N.E.3. Sheet in and away 3-4 K. Sighted Duet 0600 forward of Starboard beam. Lost in mist - 0700. Duet bearing 305 but soon lost again. Midday becalmed off Salcombe 3 hrs. No luck with fishing. Beginning to wonder what ocean racing is all about. This is pure relaxation. Wind steady N.E. and off at 4/5 K. Eddystone sighted at 8.15 p.m. Wind rising. Full sail left too long. Over canvassed - green water. Tried to hide - no luck. Handed J/T/S1. Collapsed reaching jib. Topsail fell off. 'Queeg' rampant. Reefed main by two. Staysail, storm jib set. Succeeded in hiding.

0400 Harold engaged in short course of living death. Don quiet. Paul still. Eric steady and sleeps well. C.M.W. alert and well. Sloppy water - not much progress. Definitely know now what racing is about. No one interested in lunch but soup and sandwiches for Eric, C.M.W. and self. Paul still quiet but sick via diesel fumes. Don quiet and careful. Harold very noisy and very sick but helming.

2000 - further reef in main - staysail reefed. Weather foul - oh! why did we come! Stood into land - sighted Lizard 1930 Sunday and on into Mounts Bay. Committee decided to anchor in lee and ashore for beer. Over-ruled by skipper who decided tide was standing us on the lee shore - so out we go again.

Weather abated during 12 - 4. Sea dropping during our watch (4 - 8). Wolf Rock sighted at 0400 on port bow. Reefs out at 0500. Wolf Rock still on port bow. Set jib and staysail 0730. No sign of Wolf Rock. Tide and wind foul. Stood into Lands End. Visibility poor. Held Tater-Du and set course. Sighted Tater-Du and set course for Fastnet. Wind 2/3. Jib topsail up and down like 'one armed paper hanger' (ref. D. Blewett). Wind 'dead noser'. Morale low, finally rounded Wolf Rock 1330?

Three days to complete less than $\frac{1}{4}$ of course. H.C. suggests aborting if wind not free by p.m.

0830 wind free and off like proverbial 'herd of turtles'. Glass rising. Morale likewise. All day with full suit up. Wind to 5/6 during 4 - 8 (Monday p.m.). Concern felt for poor visibility. E.T.A. 0200. Committee felt at 0000 changeover that - as standing on to lee shore at 5 K, vis. 1 mile, prudent to stand off until dawn. Long swell with short sea. Wind still free. Visibility now poor. All in lifejackets on deck. Watch below restless. Deck watch necessary as number of yachts 'coming through'.

Twenty fathom line passed. No sign of standing off. D.F. on Mizzen head useless. E.T.A. 0330. Visibility decreasing. Morale sinking with vis. Skipper finally agrees 0430 to tack 4 miles and return to Rhumb line approximately 0530 and dawn.

Yacht sighted passing from starboard to port with spinnaker set. H.C. decides she is homeward but gone before bearing taken. Return on port tack. 4 yachts sighted port to starboard - all spinnaker. H.C. decided they are steering 120 for Scillies so back on 300 for the rock. Disaster! Cannot lay better than 340 - wind heading us. Wind now definitely 'down the line'! Approx. 10m to rock - heavy sea and swell - wind 5/6, morale desperate. Discussion

on returning not met with consideration it deserved!!! Skipper seen to disappear to the foredeck muttering 'where's me strawberries'.

Munden morale booster of hot porridge even worse when discovered to be hot Alpen - definite silence abounds. E.T.A. now 1030. Progress poor. Lumpy sea knocking head off course consistently. E.T.A. 1200. Stand into coast (at least scenery good) for lee. E.T.A. 1400. Rock clearly visible.

Set final tack for rock at 1245. Boat badly pressed in long swell but determined to round in style. Sun shining - sea blue - boat really storming along. Irish boats advised Duet 22 hr. in front. Champagne cork strikes gaff end - free off and away for home.

485 miles covered to date - 362 over ground. Dead run 7/8 K preventer on boom. All hands to dry ship and gear. Grand sail all afternoon. Breeze gradually diminishes but steady 5 K through night.

Glorious dawn forecast NW 1-3 so still 'up the chuff'. E.T.A. Bishop Rock 1400. Wind dropping now only 3/4 K. Menus reorganised to accommodate shortages. Bread (mould), eggs (storm damage). O.K. on present standard for three full days water on basic tanks.

Bishop Rock finally rounded in light breeze at 2000. Harry Flatters and Fanny Adams. Set towards western rocks so 'bucket kedge' bow round to catch anything to set off short.

Artillery boat signalled by Eric but reply unreadable (perhaps just as well). Boat moving at 2 K but no wind apparent!!! Wind rose at 0200 and steady 4/5 K. Engine charge necessary at 0300 to 0400. Guess whose watch off!

During watch on wind increased speed to 8 K and grossly over-canvassed with jib ghoster up. Unable to hand due to strop having been fitted to put sail higher up. Eric in bowsprit lets fly from jib traveller and sail lowered by halliard in horizontal position. Thanks given for a tired skipper at that moment.

Breakfast - scrambled eggs and cracker biscuits. Water finally gives out and reserves brought out. Heavy rain but wind with it. E.T.A. Lizard 1030. Dare we hazard Plymouth 2130 in time for the pubs?

Wind veers and heading dropping to 2/3. All day tacking into N.E. Wind free at 2030 but too late. Crossed the line at 2300 'all flying' just as pubs close.

Bob Munden.

A 25th ANNIVERSARY CRUISE ROUND THE ROCK

Ignominy is probably the best word to describe the feelings of a crew that starts a major race facing the wrong way. Specially when the race is the Gaffer's Fastnet for the 25th anniversary of that event and the boat is Ron Francis' Gaivota with a keen O.G.A. racing tradition.

But then again, normal Solent O.G.A. racing conditions applied. No wind, adverse tide, the sun shone, there was plenty of booze on board and all the other boats were, well, in the same boat.

There were other compensations. The deck of a large modern catamaran with a French flag was pleasantly decorated by a topless girl. Only John, of the eight of us whose eyes were glued to this entrancing sight, was hit on the head by the boom as it swung, but that was not because any body else had seen it coming.

The "race" then picked up a little. Dorged by light winds to the Start we were then hit by a bit of a blow that necessitated reefing at midnight. Not the right hour.

From Start Point to rounding the Lizard took us virtually 48 hours. Combinations of tiredness, defects to engine (used only for charging, honest) and cooker and unhelpful winds were the cause. Stubby saw the only oil rig in the race, well lit up, he said.

The fourth morning saw us becalmed NNW of Cape Cornwall, all very depressed. But then the wind came. Free enough to fly a spinnaker and still point straight at the Rock; strong enough to keep the speedo over six knots (well, it does read a little high sometimes) for the next eighteen hours.

But then it veered and dropped and morning saw us bobbing around off Klonakilty Bay in company with La Goleta. Just south of west was our target and the wind came from the South West.

It was a glorious day, but was it racing? We tried hard to keep the end in mind, to tack cleverly and when necessary, to make the most of wind and tide. But there was the land of whiskey (with an e) basking in the sunshine close by. Gaivota hadn't been to Ireland with Ron and we were just going to sail away. Several of the crew plotted darkly in the focsle.

Midnight saw us about to round the Rock. There was now a fair wind which would be in our favour and that at least was a consolation. So up the big genny, spinnaker and mizzen staysail for a roar home. It is near enough 250 miles from the Rock to Plymouth but we felt we were nearly there.

Dawn was beautiful with the Irish coast just in sight and the wind aft and adequate. But was it dropping?

By 1000 Hr. we were becalmed. The zephyr from the stern kept the knotmeter needle off the stops - just.

We drank beer, we read, we sunbathed, we talked about the race. We teased Mark about dropping the salt water soap in the Irish Sea when he had bathed naked that morning, so excited to see it again after six days was he!

The day wore on. A bermudian sloop to starboard did no better than us. We tried more light weather sails. We even had two spinnakers hung from the main mast in a sprt of "B cup" formation. Biggest pair in the Irish Sea!

The forecast that evening said that we were in the middle of an anticyclone which was very slow moving. We were 70 miles from the Scillies and it was Wednesday night. Sadly we took a vote. Only John, proving himself the keenest, voted to carry on.

Down sails, on engine, Course 120, speed 5. We were no longer racing, not even sailing. At no time during our "motor" home to Plymouth was there enough wind to sail. So maybe we did the right thing.

John Stansell.

NORTH EASTERN OLD GAFFERS RACE 1975

The second race of the North East Area of the O.G.A. took place on the Sunday of the August Bank Holiday from the picturesque setting of Lindisfarne to a few miles south of Berwick on Tweed. Unfortunately, possibly because of the distance from their home ports, or because of the anchorage at 'The Island' having something of a reputation for rolling the beer around the bilges, only 8 gaffers turned up and only four actually started, possibly due to the setting of a fairly difficult course

The wind at the start was a moderate 4 to 5 N.W., but this rapidly dropped to 2 or 3 as the boats ran South towards Staple Sound, a rocky narrow gap in the Farne Islands. Rosemary crossed the start well in advance of Rowena, Ailsa and Choleta Negra, but

16.

as spinnakers, topsails, watersails, etc. appeared the gap closed until entering Staple Sound with the last of the ebb against the wind giving an approximate force 4 and Rowena, Choleta Negra and Rosemary were very nearly in contact. From this point the wind gradually petered out and the beat back through Farne Channel with the tide, the force of the flood got slower and slower with the rounding of Goldstone Buoy against the tide defeating Choleta Negra and Ailsa leaving Rowena to beat into Lindisfarne harbour and cross the line 7 minutes ahead of Rosemary and win the Gaffers Pot for the second year.

Next year's event will be held from Amble in the hope that a safe harbour may tempt more visitors and entrants on August 15th 1976 starting at 9.30. For those who do not know the North East coast and believe it's all rocks and pit heaps - come and pay us a visit. You will get a surprise as we have some of the best cruising scenery anywhere and it's not crowded.

Graham Carr.

EAST COAST NOTES

Rally at Walton Backwaters. There will be a Rally to the Walton Backwaters on the weekend of June 19th/20th. It is hoped that there will be a fire and picnic on the Stone Point, and that people who attend will bring their own food, and some fire wood, just in case it has all been used during the Spring Bank Holiday.

The object of the Rally is to enable people to get to know each other and to see over each others boats, something which is not always possible during the Race weekend. It will be low water about mid day, and so tides will be of maximum help both up and down the coast for both Saturday and Sunday.

Anthea Phelps hopes to hold her Bradwell Rally sometime. It is as vague as that at this time, because she plans to get married this year, and although she is a true O.G., she would not be able to give her full attention to the rally if it fell on her wedding day.

Those interested should keep ears and eyes open for a date later in the season.

C.R.W.

Notes from the Upper Crouch Time was when there would be forty boats in their winter mud-berths in the saltings at Brandy Hole (8 miles up river from Burnham). Now there are a bare half dozen braving the gales and winter weather. Needless to say, Old Gaffers are well represented, while the others are cheek by jowl in the boat park.

In the shed, an old Southend Beach Boat is having a new set of ribs fitted, the centre-board removed, and the keel deepened. Each week-end her owner appears with a clip-board full of sketches, and plywood templates. He is trying to work out how to fit two stem-head rollers (with pawls), a bowsprit, forestay eye, hawse-pipe, and mooring post at the stem and still have room to pull up the anchor.

Concrete boats are spawning like mushrooms. Mick the Brick is fitting bulkheads and bunks in his Colin Archer and the wraps have come off a 40 foot Maurice Griffiths. News has filtered through from Burnham that concrete fishing bawleys are being launched, so there should be a few more tanned gaff sails on the river this season.

The newly-formed Crouch Harbour Authority is hopefully sending out requests to send their statutory charges to the Harbour Master; but endemic mutiny is rife on the river, and the eventual check on licence discs promises to be a lengthy business.

Following the lead set by the local Gaffers, several boats are throwing out their natty charcoal and gas stoves and fitting coal stoves. Hedge-trimming has supplied some useful fuel, and the smell of wood smoke blends in well with the marshland scene.

L.J.W.

SOLENT AREA NOTES

The Solent Area Committee are worried about the poor turn out for some of their local events last year. Accordingly, they have decided to circulate details of each event directly to members likely to wish to attend. If you wish to be included in their mailing list, and have not already heard from Bob Munden, please contact him at: 196 Kirby Road,
Portsmouth, Hants.

The Solent Area have been fortunate in co-opting Mr. John Stansell as Press Representative for the area. He really did not have a lot of choice! At the A.G.M. in London he allowed his last train to leave on the promise of a lift to Winchester from other members of the Committee. Needless to say it was then a question of 'volunteer or walk'. John is a professional journalist but can only work on material offered, so please do help with your bits and pieces of information. His address is: 4 School Road,
Twyford, Hants.
(Home) Twyford 712671
(Office) 01-261-8773.

The mid-winter get together again took the form of a Verders Supper at the Foresters Restaurant at Lymington. This is becoming a regular event and is well supported and enjoyed by all. Some 40 odd souls took over the ground floor and, whilst not exactly 'setting the town alight', enjoyed a very pleasant evening renewing Summer acquaintances and forming new ones.

Peter and Frances Flutter (Kirsty) made their first public appearance since the unfortunate mishap after the race in September, and we were all pleased to see that, whilst there is obviously some way to go yet, Frances is wielding her crutches in no mean manner. 'Kirsty', by the way, is being rebuilt by Peter and as soon as the yard have finished the initial hull repairs to enable her to travel back to Hamble, he will commence fitting her out. The object is to be living aboard by next Winter and sailing by Spring 1977 - no mean objective as all those present at the time of the race will agree.

Very conspicuous by their absence were the majority of the Hamble residents, with the exception of Mr. and Mrs. Goodhand of 'Gwenneth', who came round by road, a great pity as we always enjoy their company. However, no doubt we shall see them all after their winter hibernation at the Hardway Supper (March 6th - but more of this later). A very brave effort was made by two members, Mr. Keith Mosedale and Mr. Clive Ellis, of 'Walkabout', who came round by water - hardy souls that they are!

Les Bowen, this year's Commodore, honoured us with his presence, but only just! Whilst out sailing during the afternoon and creeping in alongside the Hayling shore to miss the worst of a spring ebb, he 'touched' and lost his rudder. The Hayling ferry saw his plight and, for once, 'Pierce Eye' came an ignominious second!

The very hard working folksingers gave us a good account, although perhaps a brush up of the songs we all seem to know would have helped. The old favourites such as 'Liverpool Lil' and 'I'm a Rover' however were given full consideration.

Solent Area Fitting Out Supper.

At Hardway Sailing Club, 6th March.

This normally very popular evening was this year a great success and well enjoyed by all. An excellent dinner was followed by a session of songs by Mr. Les Windley accompanied by his guitar, harmonica etc. and very quickly joined by his very receptive audience. During a well earned rest, the film taken by the members of the crew of 'Moya' during the Fastnet, which had been suitably edited was shown. Also during the break, Mrs. Rangabe, wife of our venerable elder Gaffer, kindly assisted with the draw, which consisted of odds and ends of chandlery, sprinkled with the odd bottle. Les then got under way again with an old favourite 'mime' song which, with all by this time well loosened up, broke any reserve that may have remained. The evening continued in this vein until well after the extended closing time, finally breaking up with a marked reluctance. From the response to this evening which was attended by the maximum allowed of seventy heads, all seems set for a very happy year at the Solent social functions.

B.M.

FOR THOSE MEMBERS who are contemplating a cruise through the Black Forest this year, Chris Waddington offers the following useful GLOSSARY:

Der Oberfuhrer der Tag mit Kap und Shoutentube	Officer of the Day
Die funf minuten Bangen	Five minute signal
Die vaserhellvasdas earschplitten Bangen ...	General recall signal
Die grosseboot mit lotza Phlags und Bangenwerks	Committee boat
Der neinkaltwasseringangen Clobber	Oilskins
Die puschenpuller Schtik fur vichvay gangen ..	Tiller
Der Dumkopf mit puschenpuller Schtik vas ist alles schouten under schreamen	Helmsman
Das Grosserflapper	Mainsail
Der Grosserflapper bonzschplitten Schtik	Boom
Der Boot is kaput under alles Dumkopfs gangen schwimmin	Capsize
Wasser bitter	I have an overlap
Getderhell ausser der Strasse	Starboard
Das Boot ingangen in Wasser Wagen	Launching trolley
Die Schingleschraper und Bottumpinscher	Dagger board
Der nein Unterseebootwerks	Buoyancy tanks
Der spitzenpoppen Seebootpuscher	Outboard engine
Fablonschticken mit Hopinundprayen	Emergency repairs
Der Herrparten und Earrippen Kord	Kicking strap
Eine Tikundtok für Hund	First dog watch
Donner und Blitzen ver vas der Wasser gangen .	I am aground

ADVERTISEMENTS

AQUILA (O.G.A. No. 167) 32ft. 7½ ton gaff cutter. Beam 9ft, L.W.L. 28 ft. Built 1899, teak on oak, carvel. Stuart Turner 8 h.p. with Dynastart. Fully equipped galley w. Taylor Paraffin stove. 2 Henderson pumps in cockpit. Main cabin - Pither stove, 2 bunks & mattresses, fore cabin - 2 berths, chainlocker. New 35 lb. CQR, 30 fathom $\frac{3}{8}$ galvanised chain. 8 ft. pram dinghy fits coach roof. Running rigging terylene & nylon, good cond. Sails: terylene main, roller reefing; 2 terylene topsails; 2 staysails; 2 jibs. Needs new bowsprit (spar available). Topmast poss. needs attention, otherwise v. seaworthy. Echo sounder, etc £3,000, o.n.o. Miss Penny Paterson, 3 Layer Road, Abberton, Nr. Colchester, Essex. or, leave message, tel: 0206-35-355.

CHARISMA Gaff Ketch, 1903. Ex-R.N.L.I. lifeboat - on 519. 35' x 8'6" x 4'. LOA 43'. Double diag. mahog. Sleeps 6. 3 cabins & cockpit. Recently updated survey. Overhauled slipped 1974. 1947 Petters Diesel engine. Clinker tender. New standing rigging. Henderson, 183 Wooteys Way, Alton, Hants. Tel: Alton 85987.

GRATITUDE 50' x 53' x 15' x 6'6". 38 T. Built 1890, St. Ives. Completely rebuilt by present owner, 1974. Original frames & planking oak, new frames & planking pine. Restoration for top survey. Aux. diesel, 1974, Mercedes-Benz 100h.p. 12v. lighting, Honda generator. Main, topsail, mizzen sails of handsewn canvas. Staysail linen flax. Terylene jib. 100lb. CQR; 35 lb. Danforth, 40 lb. Danforth. Wheel steering. Echo sounder, Walker Cherub log, Avon liferaft. Galley: 4 burner Taylor paraffin, w. oven, large icebox. Blake W.C. Shower compartment. Paraffin water heater. Bed linen & covers for all cabins. Charcoal space heater. 3 double cabins inc. double bed in aft stateroom. Large saloon w. dining for 7, large table. Sep. engine room. Exceptionally seaworthy, ready for round-world cruising, also beautiful home. Privacy & sound-proofing designed with chartering in mind. Full headroom under flush deck layout. \$39,000 U.S., or equivalent. R.W. Harris, Lista de Correos, Puerto Andraitx, Isla Mallorca, Spain.

ITCHEN FERRY Aux. Cutter, 1924. 22' x 8' 4" x 4.5'. Bermudan cutter rig (converted just after war for R.O.R.C. racing). 2 mains, 3 jibs, 2 staysails, 1 trysail, 1 spinnaker. Roller reefing main, roller furling jib. Gunmetal keel-bolts & fittings. Stuart 4 h.p. petrol w. reverse gearbox & sailing clutch. Baby Blake. 6' pram. Wide inventory. Hull pitch pine on oak, pine laid decks. Coach roof & cockpit solid mahogany, brass ports. Lying Gosport. £1,000. D.A. Nicholas, The Lodge, Milton Damerel, Devon. Milton Damerel 208.

VENTURE 35' x 4.75' x 10.5'. Aux gaff cutter - Morecambe Bay Prawner type. Slightly heavier than most prawners, excellent seaboat. Built 1920. Pitch pine on Oak. Petters Diesel about 900 hours (Aug. overhaul). Shaft to starboard. No electrics - oil throughout. Calor cooker. Blake toilet. Full survey Aug. 1974, & licensing checks 1975. Lying Troon. Haggling starts at £6,000. J. Cresswell, Venture, c/o Harbourmaster, Troon, Ayrshire.

SEVERN (509) 23' x 7' x 3'. Rivers Class Morecambe Bay Prawner. Built Crossfield of Arnside 1912, sister to Deva. Stuart P5, 2 sets sails, 2 berths, cooker, loo, rotary bilge pump, seafarer, carvel, pine on oak. Fast boat in good condition. Survey 1974. £1,100 o.n.o.

J. Gayner, 20 Leigh Park Road, Leigh on Sea, Essex. 072 78169.

THYRA 80 - years old East Coast smack. 16 tons TM. In good sailing order. Further details from: Cdr. A.H. Godwin, Bolberry Veian, Bolberry, Kingsbridge, Devon.

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MERIDIAN Spend your holiday or a weekend helping to sail this 70' sailing ketch. Follow the Old Gaffers Race. Enjoy a week's trip along the East Coast, or two weeks to Denmark. Send for details: Meridian, 144 Kensington Church St., London W8 4BN.

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House Flags 20" x 16"	£5.00	Metal Lapel Badges	£0.35
Burgees 36"	£4.50	Blazer Badges	£2.50
" 24"	£3.25	Ties	£1.50
" 18"	£2.75		

Transfers, per dozen £0.40

All available from: B.C. Munden,
196 Kirby Rd., Portsmouth, Hants.

Please make cheques, etc. payable to the Old Gaffers Association.

IN CASE OF DISASTER - ARE YOU INSURED?

Join the Old Gaffers Insurance Scheme without delay. Application form from the Secretary, Old Gaffers Association, 2 Greenbank Street, Galashiels, Selkirkshire.

ADDITIONS TO BOAT REGISTER

37	Jewel	Now renamed	Carriad	
126	Northseaman	" "	Rhoda Gostelow	
446	Oberon	" "	Shy Talk	
669	Wild Goose	Ketch	27' Gifford	.970
670	Flutt	Cutter	18'	
671	Mary	Cutter	30' Pl. Hooker	
672	Glaciere	Galease	95'	
673	Ione	Ketch	48'	
674	Dunlin	Cutter	28' Nicholson	
675	Boan	Cutter	35'	
676	Eriskay	Cutter		
677	Elsie	Cutter	Crossfield	
678	Meridian	Ketch	74' Holms	
679	Jo-Ann	Ketch	35' London Ironworks	
680	Martha	Cutter	24' Westerly Boats	
681	Canto	Cutter	32'	
685	Dunlin	Cutter	37' Newman	
686	Reprieve	Cutter	33' Newman	.965
687	Humming Bird	Cutter	26' La Borde	.876
688	Myrtle	Cutter	26' Thomas	
690	Cweneth	Yawl	31' Fife	.938
691	Anatilda	Cutter	18'	.832
693	Stavanger	Ketch	47' C. Archer	1.055
703 OC3M	Wildekatt	Cutter	36'	1.000
769	Jennie of Paglesham	Cutter	25' Shuttlewood	.906
819 BU119	Eikel	Botter	44'	
860	Luke's Minnie	Cutter	31' Luke	.944
919	Onward of Ito	Cutter	24' Mollett	.905

Copies of the Boat Register may be obtained from the Secretary,
Priced 50p.

Please PRINT all
details in
BLOCK CAPITALS

OLD GAFFERS ASSOCIATION

RACE ENTRY FORM

(DELETE alternatives NOT applicable)

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

NAME of OWNER

or ENTRANT

ADDRESS

Tel. (DAY _____

Nos: (EVGs _____

ADDRESS FOR

SAILING

INSTRUCTIONS

if different

IDENTIFICATION
DETAILS

NAME OF
BOAT

SAIL

No: _____

COLOUR of
TOPSIDES

RACING FLAG

(Compulsory)

COLOUR {
of {
SAILS {

MAIN _____

MIZZEN _____

JIB _____

TOPSL _____

TOPSL _____

STAYSL _____

HANDICAP
DETAILS

If NO CHANGE from previous Races, leave detail below BLANK and put "X" here

If there are ANY CHANGES, or if this a NEW ENTRY, ALL detail MUST be completed,
but FIRST CHECK WITH DIAGRAM OVERLEAF. Please give ALL detail to the NEAREST INCH.

MAINSL: b _____ h _____ g _____

TOPSL: h _____ i _____

MIZZEN: b _____ h _____ g _____

TOPSL: h _____ i _____

FORE TRIANGLE: i _____ j _____

(NB - actual head-sails are NOT measured)

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

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

PROPELLER: Fixed/Folding/None CENTREPLATE: With/Without DRAFT _____

HISTORY OF BOAT FOR PROGRAMME We like to publish brief histories of all competing boats.
If the story of your boat has not appeared before, or if previously published versions were
inaccurate, please put overleaf:- where built, when, by whom; where cruised and when;
any former commercial use; any major alterations; noteworthy previous owners; etc., etc.

I would like _____ tickets for the Old Gaffers Supper after the Race, at _____ each,
and I enclose remittance made up as follows:-

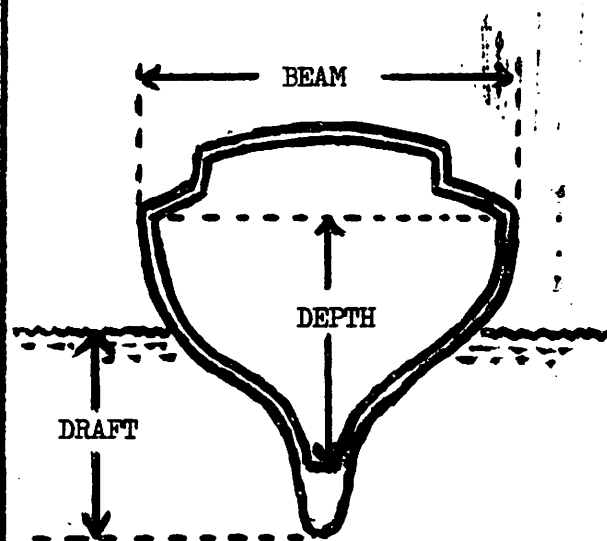
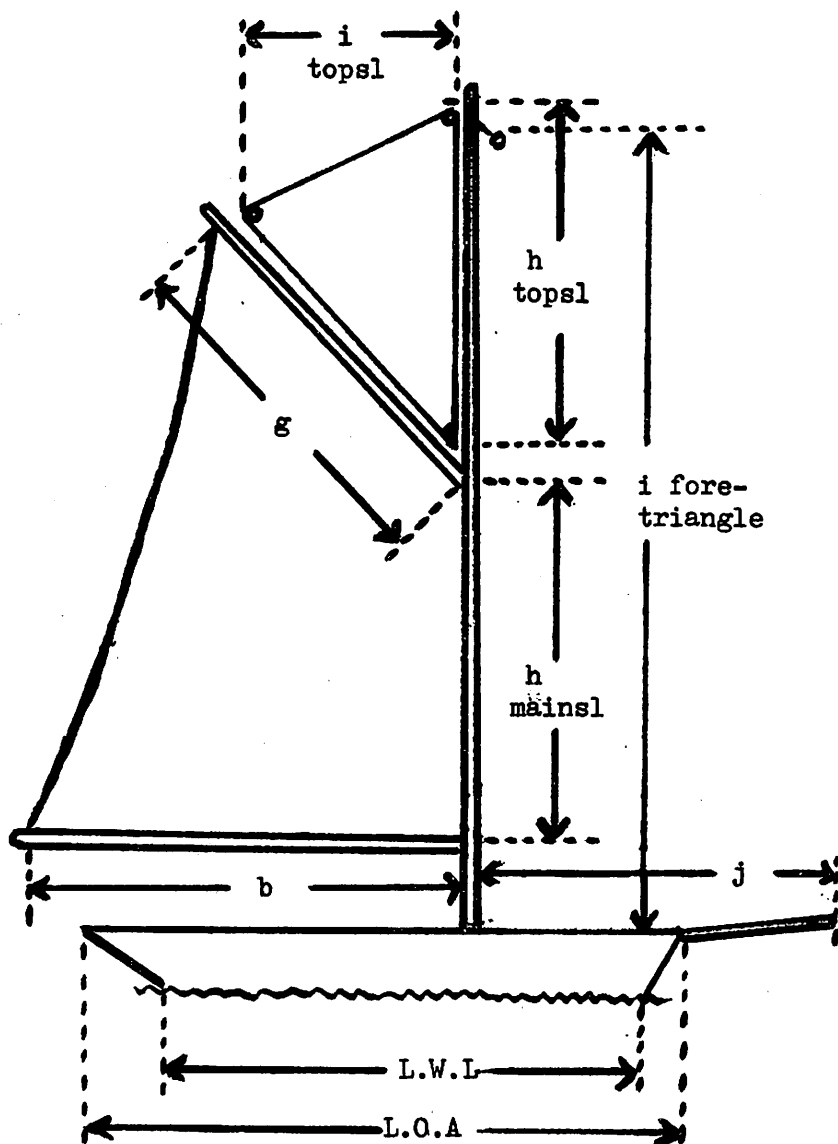
RACE ENTRY FEE	£ 1 - 00	
LATE ENTRY SURCHARGE	-	
* NON-MEMBER SURCHARGE	-	(50p, but see note below)
* O.G.A. ANNUAL SUBSCRIPTION	-	(50p, if not already paid)
SUPPER TICKETS (as above).	-	
O.G.A. INSURANCE RACING PREMIUM.	-	(if insured with Bowring's)
DONATION	-	

TOTAL REMITTANCE £ - _____ Cheque / P.O. / Cash

I agree to accept the Race Committee's decision as final on all points of
handicapping and conduct of the Race, which I understand will be sailed under
current R.Y.A. and I.Y.R.U. Rules.

(signed) _____

* NOTE: The Surcharge of 50p for Non-Members of the O.G.A. will be accepted as Entry Fee
to Association Membership if application is received before 31st December this year.
This is separate and distinct from the Annual Subscription, also of 50p, which is
due from all members on joining, and thereafter on 1st January each year.



NOTES

g , b , j , & i fore-triangle, are measured to the swallow of the sheaves of the outhaul, halyard, etc.

h mainsl, h topsl & i topsl, are measured on the sails themselves.

Mizzen and mizzen topsl as for main.

It is the foretriangle which is measured; no account is taken of the sails which are hoisted in it.

DEPTH is the vertical height amidships from the top of the wood keel to a line joining the underside of the deck at the sides. It is NOT the same as DRAFT.

HISTORY OF BOAT FOR PROGRAMME: