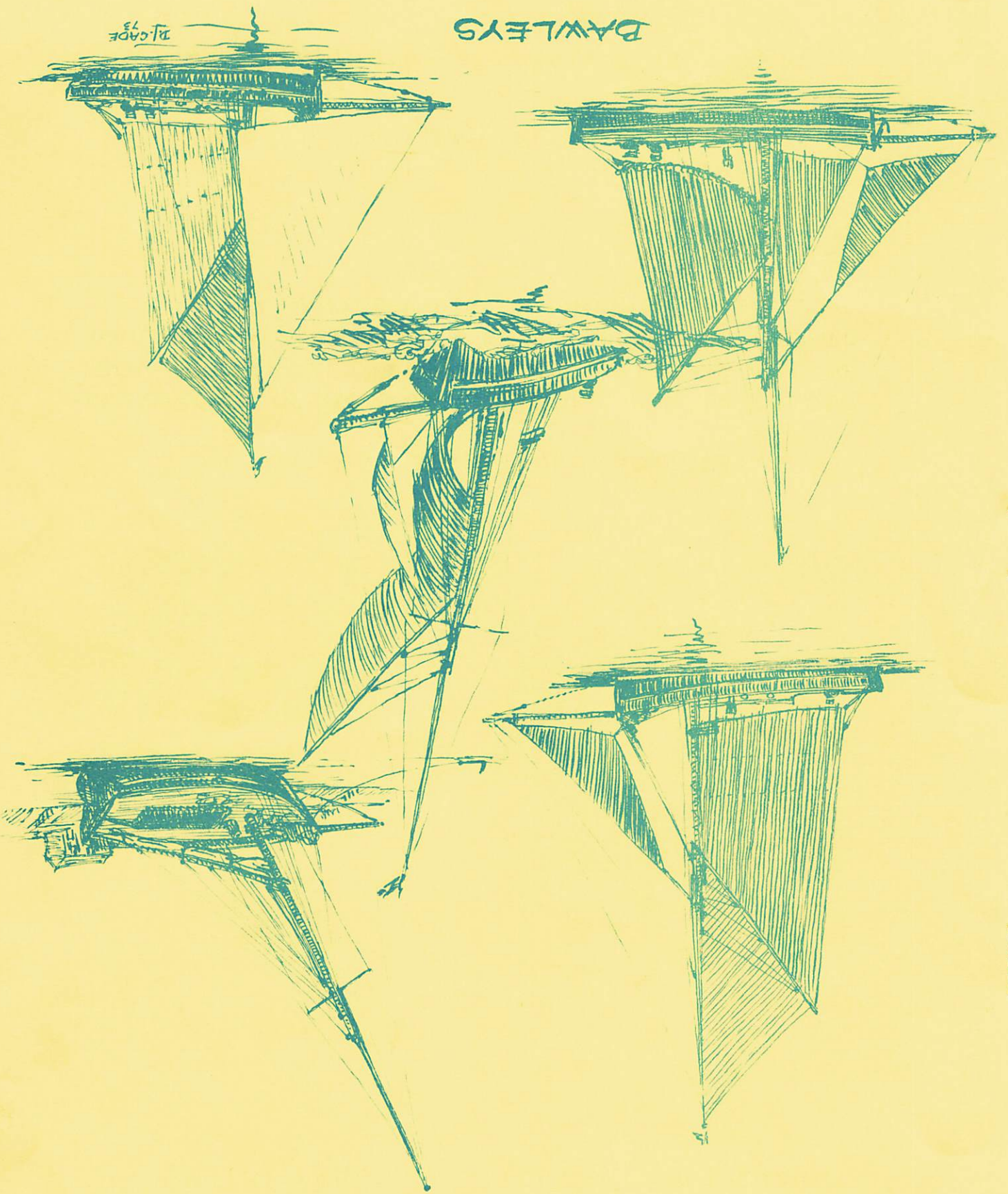


BAYLEYS

21.04.05



Old Gaffers Association



1973/2

FRANCIS LEKE

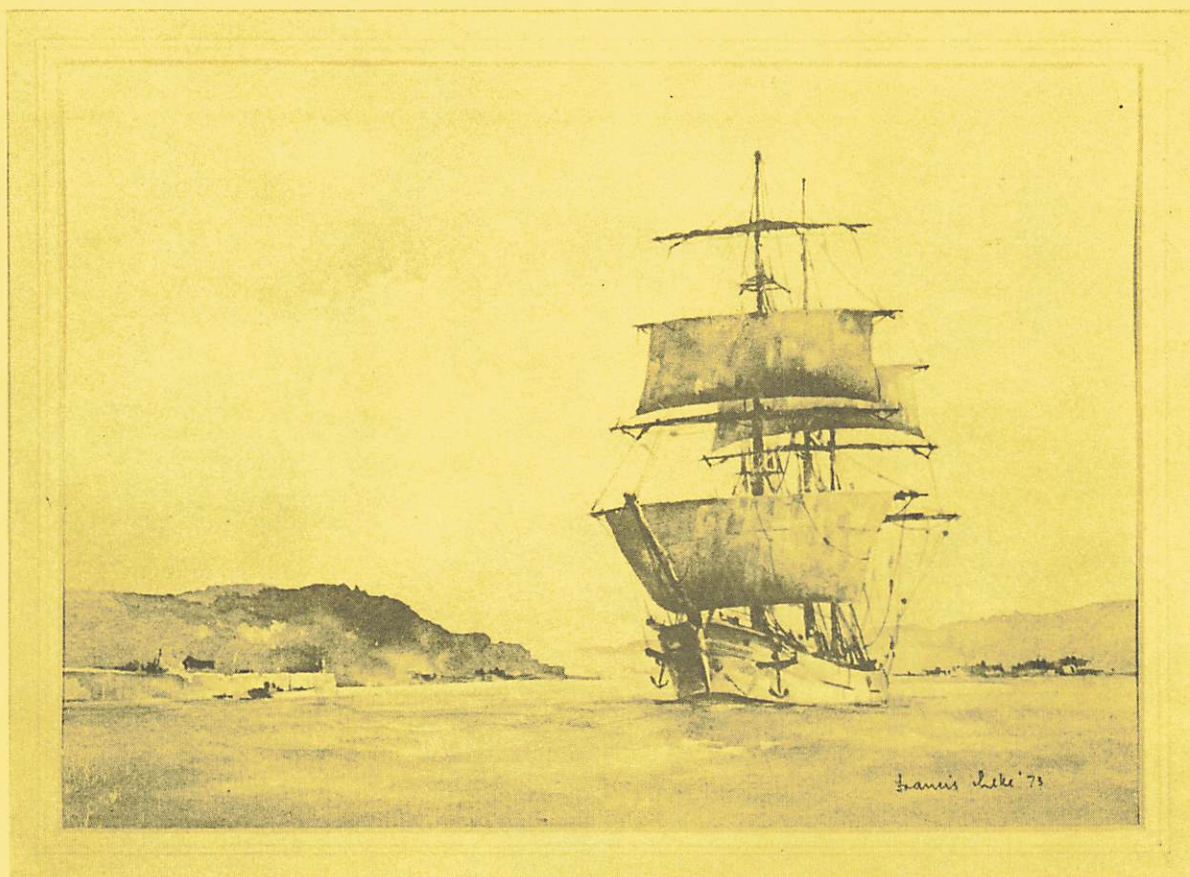
LAKE COTTAGE STUDIO
HAYWARDS HEATH

SLUGWASH LANE
SUSSEX

EXHIBITOR AT THE ROYAL SOCIETY OF MARINE ARTISTS

"ON THE TAGUS"

PUBLISHED BY THE ARTIST



PICTURE 240 x 350 mm MOUNT 405 x 505 mm

AN EDITION OF 250 SIGNED PROOFS IN FULL COLOUR
FROM THE ABOVE WATERCOLOUR DRAWING WILL BE
AVAILABLE IN AUGUST-EACH PROOF SUPERBLY PRESENTED
WITH A HAND BEVELLED WASHLINED MOUNT

£9-EACH-POST PAID WITHIN THE U.K.

£11 STERLING BY AIR MAIL ELSEWHERE

DIARY DATES

Saturday September 22nd	Clyde Area Race
Saturday September 29th	Rally at Cowes Corinthian Yacht Club
Saturday November 3rd	East Coast AGM and party at Maldon Little Ship Club (please make every effort to be there. Starting 7.30 p.m.)
Friday November 9th	Solent Area A.G.M. 8 p.m.
Saturday July 27th 1974	East Coast Race

THE ROYAL YACHTING ASSOCIATION-NEW LOOK

A small working party on membership was set up by the RYA Council. On its recommendations, a membership drive has been launched involving all affiliated organisations in Great Britain.

The message is simple. If it floats, or is near water, RYA is involved in it. All of us, no matter what our special interests, benefit from the work of the National Authority. Relatively few of us give it financial backing. The personal membership, therefore, is subsidizing the sport at large and the programme has in mind to right this situation.

The initial target is a substantial increase in membership and the alteration of Class and Club subscriptions to a more realistic basis. If the expected increase in membership matures, it should be possible to hold the personal subscription rate at its present level for some time to come, with enhanced benefits for clubs, classes and personal members. Incentives are provided to encourage Classes and Clubs to recruit.

A recent letter to the Times suggested that we needed a National Government Registration system for boats. With a strong independent authority, such an arrangement need never overtake us. At no time in the history of sailing and powerboating will there be a greater need for a strong RYA than there is now. Never, in the history of the RYA, has the support of the boating fraternity been so very necessary.

If you are not an R.Y.A. member, carry your share of the cost by joining.

With our next Newsletter we shall be sending out RYA membership cards with an O.G.A. overprint on them. Please, if you are not already a member of the RYA, then join, using one of these marked cards. We shall receive from the RYA what amounts to an 'agents fee' out of your initial RYA subscription. So by thus joining you will benefit the sport of sailing as a whole, the R.Y.A., and also the OGA.

On looking through the membership card index, it is quite gratifying to see just how many of our members are already members of the RYA, but the percentage could be still -higher.

SUBSCRIPTIONS

A few members sent in subscriptions after our appeal in the last issue. But by no means all of the outstanding subs are in. If your Newsletters cease after this issue, it may be because you have not paid. If you are in any doubt, then please write in and ask whether you still owe. Whilst our Treasurer might feel that we have a fair sum of money in hand, this does not mean that we are going to carry non paying members as passengers.

CHANGES OF ADDRESS

Please notify the Association Secretary directly if you change your address. Having moved myself, I know just how difficult it is to ensure that every person or body concerned is notified, but it ought to be possible for all our members to remember that they are members! Also, a word of warning - the Post Office undertake, for a fee, to re-direct mail for a year. I paid such a fee, but last month I had to request a refund as I found that all my mail was not being re-directed. So don't rely on somebody else to look after your mail if you move - let us know, and we will see that you get your Newsletters properly.

Our usual warm welcome to the following new members:-

- ✓ S.G.G. Ambrose, 49 Nightingale Lane, Clapham South, London SW 12
Dorothea
- J.G. Ansell, Start Farm, Start Point, Nr. Kingsbridge, S. Devon
- J.C. Baker, 366 Wokingham Road, Reading, Berkshire
Garuda
- L.P. Carver, 48/7 North Gyle Grove, Edinburgh, EH12 8 LF
Venti
- J. Fidoe, 21 Byron Drive, Wickham Bishops, Witham, Essex
Katie
- H.F.P. Flanders, 80 Carisbrooke Rd., Newport, Isle of Wight
Manana
- G. A. de V. Harvest, Lower Combe, Lustleigh, Newton Abbot, S. Devon
Prawle
- J.P. Harvest, Lower Combe, Lustleigh, Newton Abbot, S. Devon
Mascotte
- J. Hill, Allport House, Allport Road, Cannock, Staffordshire
Jewel
- S.J. Holmes, 4 Agbrigg Road, Sandal Magna, Wakefield, Yorkshire
Dulcibella
- C.G. Hunter, 193, The Gateway, Dover, Kent
Louiso
- R.E. Lidgate, 46 Gerrard Road, Whitley Bay, Northumberland, NE26 4NL
Rowena
- ✓ Mrs. C.J. List, Yt. Windhover, c/o Deacons Boatyard, Bursledon, Southampton
Windhover
- P.T. Markham, Chanticleer, Hammersmith Pier, London W6
Chanticleer
- ✓ S.C. Mooney, Lady Belle, Crableck Yard, Crableck Lane, Sarisbury Green, Southampton.
Lady Belle

- L.W. Morrish, Irene, Victoria Steps, High Street, Brentford, Middlesex
Irene
- D.G. Pamplin, 11 Bramley Close, Whitton, Twickenham, Middlesex
Colne
- Miss H.N. Pinniger, 110 Bouverie Avenue, Salisbury, Wiltshire
Gulliver Girl
- T.G. Richards, 91 Medina Leisure Park, Folly Lane, Whippingham, I.O.W.
Lazybird
- ✓ C.A. Rushworth-Lund, 2 The Bank, Fyfield, Nr. Andover, Hants
Kelpie
- P.E. F. Seldon, Whitehall, Buckland Monachorum, Devon
Wavelet
- E.M. Shaw, Cliffside, Downderry, Torpoint, Cornwall PL11 3SA
Martlett
- ✓ B.W. Sibley, 19 Woodbourne Close, Catisfield, Fareham, Hants
Maureen of Leigh
- L.J.A. Soence, Clifton Farm, Landulph, Saltash, E. Cornwall
Certa
- ✓ A.R. Walker, 10 Ambleside, Sarisbury Green, Southampton.
Ardia
- B.J. Ware, Coareswell Farm, Ugborough, Ivybridge, S. Devon
Venturer
- ✓ P. Wenborn, The Middle House Hotel, Mayfield, Sussex
Elele

MEMBERS ADVERTISEMENTS

WANTED Mainmast for Gaffer - 30 ft. LOA, 6" dia. Also gaff saddle for same. B.W. Sibley, 19 Woodbourne Close, Catisfield, Fareham, Hants. PO 15 5QC. Tel. Titchfield 41834

FOR SALE "Undine", 32 ft. O.A. traditional old gaffer with clipper bow, built about 1889 at Menai Straits, larch on oak, 6 canvas sails, 8 h.p. Stuart with reverse, 3 - 4 berths, W.C., new Calor gas cooker. In commission and lying at Pill near Avonmouth, and must regrettably be sold due to house purchase. Offers around £1800 to: I. Spicer, 54 Bund Street, Bristol BS1 3L2. Tel: Bristol 28426 (day)

FOR SALE "Olive Mary" - Maurice Griffiths designed 7 ton cutter, built 1931 by Harry King at Pin Mill. Pitch pine on oak, copper fastened. 4 berths, separate toilet, Taylor cooker, full inventory, echo sounder, new standing and running rigging. Registered. Surveyed 1970. New Sabb 10 h.p. diesel or electric or hand start, installed 1972. Mooring available at Plymouth (£30 pa) if required. Now lying at Moody's, Hamble River. A very beautiful craft offered for sale with the greatest reluctance, due to unavoidable circumstances, at £3000 o.n.o. A.J. Yeatman, "Inshore", Hamble River Boatyard, Lower Swanwick, Southampton SO3 7EB

FOR SALE "Bandera", ex Blackwater sloop, 18'6" O.A., 2 berths, Seagull outboard, Terylene mainsail, 2 foresails, good condition, recently fitted out. Lying St. Osyth Boatyard, £350. o.n.o. P.J. Renshaw, 14 Brendon Avenue London, N.W.10. Tel: 01-450-4480.

FOR SALE "Faraway" - 32' Gaff C.B. ketch - ex Admiralty Cutter, 36 ft. O.A., 32 ft. W.L., 9 ft. beam, 2 ft. 6 in. draft ex C.B. (4 ft. 6ins. down). 4 berths, Blake W.C., New Calor gas cooker with oven, solid fuel stove, 1972 terylene sails by Cranfield incl. mizzen, main, staysail, genoa and 3 jibs. New Yanmar diesel with flexible mounts and coupling. Echo sounder, Sumlog, compass, 12 ft. Avon inflatable dinghy, all usual gear. This is a fully equipped yacht which has been used as a home for the past 18 months. She has lots of character and is a good seaworthy vessel. The hull was completely checked over by Ian Browns Ltd., of Rowhedge, and all necessary work carried out in 1973. Will deliver Clyde or same distance. £2,500. Apply Clive MacLeod Wallace, Yacht "Faraway", Lybster Harbour, Lybster, Caithness, Scotland.

FOR SALE "Rosabel", Gaff cutter, built by Hillyard in 1927, length 21 ft. Stuart Turner 4 h.p. £1100. Apply J.A. Stephenson, 43 Shalbourne Road, Gosport.

FOR SALE Stuart Turner 4 h.p. engine with reverse gearbox, 9" two-bladed prop, shaft, silencer, etc. Removed from "Paguera" and in excellent condition. Ideal auxiliary engine for small gaffer. Also available separately three bladed 12" x 8" L.H. prop and 55½" x 1" shaft from Stuart 8 h.p. engine. Apply David Ettling, 155 Grand Avenue, Surbiton, Surrey. KT5 9HZ Tel: 01-399-4777.

SOLENT AREA RALLY . LYMINGTON . 30th JUNE 1973

A new venue was chosen this year for the June Rally. It was the Lymington Town Sailing Club, on the Lymington River.

At the time the booking was made, the Club was having a major refit, the whole of the inside being altered and extensions to the upper rooms. It was envisaged that this would be finished by the time of our visit. Needless to say, when I visited the Club about a fortnight before, it was in a shambles. The bar was finished in the lower part, but the galley and lounge consisted of piles of bricks.

The Saturday of the Rally was beautiful. A slight breeze, calm sea, and plenty of sun. Arrangements had been made to berth at Lymington Marina and the following vessels turned up:- ROMILDA, TIGEROO, LISTANG, of COVENHAM, ZINGARA, MORALE, PISKIE, WENDY MAY, GOLDEN SEAL, CREBEWETHEN, (This is probably spelt wrong, but Ian will understand), and BUNNY. Skippers, mates and crews numbered about 40 bodies. Several others turned up by road.

A meal was had at the Club, thanks to the assistance of Peter Barrett, his wife and friends. We stood amongst bricks and mortar but the food was excellent and was enjoyed by all. Afterwards the bar was in great demand and a lot of talking was done.

The return journeys to our respective harbours was a good one, the weather being similar to the previous day. I look forward to our next visit to this Club when I am sure all the building will be finished.

EAST COAST RACE 1973

The evening prior to the race found members of the Race Committee at Stone Sailing Club taking care of last minute details and late entries.

As darkness fell, the moorings and anchorage were filling with gaffers, the rain intermittent and the wind increasing. In the bar all was calm except for concern over the weather forecast predicting a S.W. gale with rain for the next morning. Was this to be another 1970? The Stone S.C. launch very kindly went round the anchorage warning of the forecast and everyone hoped the Met Office was wrong.

Saturday morning dawned bright and clear with no sign of the gale and at 0600 the O.G.A. bridge crew set off on land passage from Maldon to Stone S.C. clutching their "trannies" to hear the shipping forecast. Much better prospects - relief ! It was decided that although still very little wind at the Stone, Class III should sail the short course in view of the forecast, for the remainder Course A with West-East start to Bench Head buoy leaving it to Port, Knoll to Starboard, North Buxey and Wallet Spitway to Port, Knoll again this time to Port, and finish Westerly across the Start line.

Stone S.C. O.O.D. was their Commodore, Mr. Atkins, and starter Mr. Douglas. The splendid digital clock which also automatically sets off the 30 min., 10 min., 5 min. and start klaxon was set in motion, giving time to look at the activity afloat with eight or so boats making sail and under way.

With the wind S.W. force 2 - 3 and a fierce ebb, all boats were making sure they were well above the line ready for the start on a broad reach. At the 10 min. gun most of the fleet were close-hauled facing upstream while several of the bigger boats were starting to run down to the line from about half-a-mile above it. The five minute gun saw Doy and Deva hove to and fore-reaching gently across to the North just above the line and above them the fleet was turning to start their run in.

On the gun, Deva appeared to be first over followed in seconds by Sea Pig, Shoal Waters, Jubilee and Hypatia, and the remainder unidentifiable individually. Away they all went with the ebb under the pleasant light topsail breeze, which gradually freshened to give some good sailing, filling the river until out of sight round Bradwell. The usual late starters appeared and gyrated to do their obligatory 360 degree turn after dropping tows or switching off engines. Noteable among these was Golden Plover, 20 minutes late across the line. Noteable? Well, see the results !

At Bradwell the leader of the fleet was the little Class III Shetland Skiff, Annie Laurie, and moving up the fleet fast, remarkably so in view of her relatively small effective sail area, was the big ketch rigged tjalk, 'Vuilbaard', a genuine Dutchman visitor and a very welcome one. Noticeable at the front at this stage were the smacks, Hyacinth, Peace and Gracie and the Deben Cherut, "Jubilee". "A.D.C." was there also, setting clouds of sail.

Out at sea the orders changed with conditions, the several Dutch barge yachts tended to fall back while the smacks moved up and so did the yacht Betty II and Bird of Dawning.

Meanwhile, back at the Stone at 10.00 the first Class III boat Annie Laurie was spotted tacking up on the Stone shore to cross the line first, but she did not save her time on Red Red Rose with her dipping lug who finished third behind Lady Helen after a ding dong finish. At this stage it was learned that the other Class III boat, Philip Henman, a watermans skiff owned and entered by the Dolphin Sailing Barge Museum Trust, had decided to sail the full course.

By now the tide had turned and the question in the clubhouse was - who would be first to finish. There was not long to wait, however, and at about 13.20 it was the lovely smack, Peace, seen to be well in the lead making the long Port tack up to the line to take the gun and the Tom Bolton Memorial Cup.

Not long after Peace came the oyster smack Gracie built at Wivenhoe in 1897, the younder smack yacht Bird of Dawning built on smack lines by Shuttlewood of Pagglesham, the cutter yacht Betty II and the Hillyard built cutter, Iskra. These were followed by the remainder of the fleet in the next three hours.

62 boats were timed in and a number of known retirements telephoned in, all of which were caused by insufficient wind. All those taking part seem to have had a good day's sailing and no unpleasant incidents were reported or protests registered. Only one owner admitted to going aground and then only momentarily.

The cup for seamanship presented by the Liferaff Hire Co. Ltd., was awarded to the very smart black hulled cutter "Providence" who lost a man overboard during the race. He was thrown a lifebuoy and Providence was rounded up and the crewman recovered in five minutes. A good effort.

A glass fibre boat took part this year, "Tamarisk", which is 22 ft. O.A. and is moulded from a Solent smack hull with traditional rig above. She sailed well and gained 3rd place in her class.

Wilful, looking much younger than her years (she was built by Sibbick of Cowes in 1899), was always in contention, and justly gained first place in Class I. Her owner, however, would prefer to see her sailing in Class II as he thinks she is under 28 ft. W.L.

Apart from those already mentioned, other visitors we were pleased to see were the German owners and crew of the brigantine rigged Duenna who had entered the race but finding they would not make it in time came on by car and ferry.

After the race, the Stone Sailing Club catered for everyone with a fine supper and with the additional aid of friendly imbibing, a jolly good party was had by all.

Grateful thanks are due to Stone Sailing Club for their usual considerable hospitality, and for once again allowing us the use of their Club and equipment for our race.

A special thanks to Mrs. Dorothea Woodward-Fisher who very kindly came and presented the prizes, and congratulations to the Race Committee headed by Colin Edmond for a very successful event.

The winners of the Trophies and the final placings of the remainder are as follows:-

The East Coast Old Gaffers Trophy	Golden Plover
The Tom Bolton Trophy	Peace
The Sheave Trophy	Gracie
The Zetland Trophy	Red Red Rose
The Dulcibella Trophy	Chalmys
The Stane Trophy	Badger
The Neva Trophy	Lizzie Annie
The Boat World Rose Bowl	Bird of Dawning
The Lifteraft Hire Co. Seamanship Cup	Providence
The Cup for Trying	Rose of Fagglesham
The Old Harry Trophy	Lianthe
The Flying Dutchman Trophy	Saskia van Ryn

Final Order on corrected times :

<u>Class I</u>	<u>Class II</u>	<u>Class III</u>
Wilful	Moonshine	Red Red Rose
Iskra	Betty II	Annie Laurie
Hyacinth	Tamarisk	Lady Helen
Campion	Greenshank	Philip Henman
Hypatia	Deva	
Fly	Fanny of Cowes	
Le Voyageur	Sea Pig	
Stormy Petrel	Sea Fox	
Amity	Alando	
ADC	Tidebird	
Saskia Van Ryn	May Blossom	
L'Atalanta	Ethelinda	
Joseph T	Shoal Waters	
Prawner	Emma Jane	
Doy	Star	
Shamrock	Vivida	
Pomona	Katien	
Band of Hope	Tarka	
de Dobber	Jean	
Oberon	Zenia	
Vuilbaard	Lindy	
William Emily	Saltair	
Jenny III	Jubilee	
	Firefly	
	Glad Times	
	Sea Minx	

SOUTH WEST AREA RACE

The first Race of the newly formed South West Area nearly took place on Saturday 23rd June, at Salcombe. The fact that it was not a Race was no fault of the organisers or the entrants, but simply that the Good Lord failed to provide any wind.

The Area Committee, Patrick Smith, (Hon. Sec.) Fran Gillingham (Hon. Treas.), Chris Ansell (Handicapper and Race Co-Ordinator), and his brother Jonathan, had done a fine job rounding up entrants, handicapping them, publishing Sailing Instructions and a Programme, arranging for a Committee Boat and a Race Officer, and, not least, laying on a Party for the evening. They could not be blamed for the fact that the day dawned on a flat calm.

Fifteen boats had been cajoled into entering, of which nine came to the starting line. A tenth, Dyarchy, was seen to round Prawle Point with time enough to take part; a launch was despatched to her, and her skipper was persuaded to enter, though he had really only come round to join a R. C. C. gin-up in the evening.

The Race Committee, ably headed by Frank Jose as Race Officer, was aided and abetted by Fred Hillier and Michael Millar who had motored to Devon from the Solent for the day. They were established in Dick Baylay's fishing boat, which proved to be ideal both as a Committee Boat and as a Mark laying, shifting and recovering vessel; Dick himself being a valuable source of local knowledge on tides and depths, as well as being an efficient, co-operative and amiable boatman; what more could any Race Committee require, apart from beer which was there in plenty! The Committee decided, while laying the marks for the starting line and for the course, that in view of the very light airs, it was desirable to keep the fleet within the Range (that bay bounded by Prawle Point in the east, and Bolt Head in the west); so a course was set of four laps round a triangle, starting off Starhole Bay, to Chapel Rocks, to Gammon Head, and back to the line; only about five miles round, and with the light Northerlies offered, a proper Old Gaffers reaching course.

However, the sea-breeze, which started up very early, soon put paid to the northerly, but itself only occasionally actually entered the Range, resulting in very fitful light airs, mainly from the south and south-west. A half-hour postponement of the start enabled the breeze to pick up a bit (to the extent that the Area Hon. Sec. sailed up to the Committee Boat demanding that the course be changed to go out to E. Rutts buoy - he would still be there if the change had been made!); it also enabled the fleet to get used to the conditions, and for Dyarchy to join them, so that when the gun went at 1100, two groups of five boats, with a three minute gap between the groups, had all cleared the line within six minutes, and with sufficient quartering breeze to keep them going nicely; but this was the best of the day. During the first leg, Dyarchy and Morvoren moved up from the rear to such an extent that at the first mark they were in a commanding position, and Sandpiper, Tern, Ripple and Venturer had to stand on to the N.E. to clear their wind and give the others room at the mark; but this was their undoing, for the extra 100 yards was enough to drop them into a hole in the wind from which they were unable to extract themselves all day. Thereafter, only Dyarchy, Kelpie and Morvoren were in the running, and these three rounded the second

mark at 11.45, 12.12, and 12.14 respectively; but it took each of them well over another hour to get back to the line for the first time round. Meanwhile, the rest of the fleet were lying inshore with sails flapping, mostly pointing in different directions, each getting a different puff now and again, but none making any real progress, except that Roma managed gradually to creep along towards Gammon Head.

By mid-afternoon Ripple and Venturer had had enough inaction and motored into harbour, shortly followed by Dyarchy; Stormalong did not stand it much longer. This left Kelpie, sensibly standing well out to look for the sea-breeze, trying and ultimately succeeding, to round the second mark for the second time; Morvoren well on her way to it for the second time; Roma getting within striking distance of it for the first time; and the rest, Tern Sandpiper and Nell, still stuck inshore near the first mark. Finally, when it became obvious that they could not even complete one lap within the time limit, these last three gave it best and went home. Kelpie completed her second lap, and Roma her first, leaving Morvoren having at last rounded that elusive second mark, and valiantly trying to complete her second lap. Some furious arithmetic in the Committee Boat proved that she could no longer save her (2-lap) time on Kelpie, and on speeds hitherto demonstrated could not reach the line within the time-limit, so she was told to pack it in, and the Committee went round gathering in the marks.

The previous evening, the Committee, members and entrants had foregathered in the Island Cruising Club; but as that establishment was unable to offer catering facilities, the organisers of the Race had obtained equally generous hospitality for the Party after the Race at the Salcombe Yacht Club. Both Clubs merit thanks for making such an influx of Old Gaffers so welcome. After an excellent Supper, Miss Dorothy Cottey, Members' Secretary of the I. C. C. very kindly presented the prizes which comprised:

The Solent Block, a trophy presented by Fred Hillier on behalf of the Association, was awarded to Kelpie as the first boat on corrected time; to this was added, for first boat home, one of two magnums of Champagne called the Pig's Nose, presented by John Ireland. Morvoren, next on corrected time completing one lap, got the Yard of Ale, presented by Frank Jose; and Roma, the only other boat to complete one lap, got John Ireland's other magnum called the Sunnyclyffe Prize. The times, for what they are worth, were:-

	<u>Time end 1st lap</u>	<u>Corrected</u>	<u>Time end 2nd lap</u>	<u>Corrected</u>
Kelpie	13 - 20 - 19	2-44-10	16 - 44 - 20	6-42-52
Morvoren	14 - 44 - 34	3-43-54		
Roma	17 - 01 - 54	5-16-40		

Retired

(In order of Retiring) Ripple, Venturer, Dyarchy, Stormalong, Tern, Sandpiper, Nell.

MDM

RESULTS OF THE 1973 SOLENT OLD GAFFERS RACE

Time of Start: 1030

Final Position	Corrected Time	T(H)CF	Posn. over line	Finish Time	After 1st Round Posn. Time	Class
1	PAGUERA	4 16 36 .921	1	15 08 36	1 13 07 32	IIB
2	PISKIE	4 21 43 .862	9	15 56 49	9 13 42 34	IIA
3	WENDY MAY	4 27 18 .905	4	15 25 31	4 13 21 44	IIB
4	FANCY	4 29 26 .915	3	15 24 58	2 13 17 13	IIA
5	BETTY	4 29 59 .920	2	15 23 58	3 13 19 24	IIA
6	ISEULT (small)	4 37 10 .870	7	15 48 35	8 13 41 04	IIB
7	ALAN	4 30 06 .887	6	15 43 32	7 13 38 00	IIIA
8	SISKIN	4 42 35 .850	11	16 02 27	11 13 54 24	IIIB
9	LADY BELLE	4 56 47 .916	8	15 54 00	6 13 35 09	IIA
10	CHOUGH	5 10 20 .852	18	16 34 15	18 14 23 48	IIIB
11	WHITE MOTH	5 15 16 .955	10	16 00 07	12 13 55 28	IIA
12	TAMARISK	5 19 59 .886	17	16 31 10	16 14 21 52	IIB
13	ACUSHLA	5 23 27 .915	15	16 23 30	15 14 20 42	IIA
14	SCAMP	5 34 27 .942	16	16 27 10	14 14 18 27	IIA
15	LITTLE APPLE	5 39 01 .927	19	16 35 43	19 14 24 57	IIA
16	MARIE ANN	5 41 08 .903	20	16 47 47	21 14 29 23	IIA
17	DREVA	5 44 20 .988	14	16 18 31	20 14 27 28	IB
18	GAIVOTA	5 54 23 1.039	13	16 11 03	17 14 22 32	IB
19	WILFUL	6 02 16 .944	21	16 53 45	24 14 46 58	IA
20	SIMBA	6 02 37 .840	28	17 41 41	28 15 03 27	IIB
21	ORINETTE	6 05 15 .945	33	18 00 00	30 15 05 35	I.B
22	EQUINOXE	6 14 54 1.110	12	16 07 45	13 14 10 30	I.B
23	DUET	6 27 17 1.275	5	15 33 45	10 13 44 40	IA
24	STORM	6 28 35 .910	25	17 36 58	27 15 02 32	IIA
25	PATSY	6 29 46 .905	27	17 40 28	33 15 13 40	IIA
26	LISA	6 38 58 .903	31	17 51 49	36 15 17 33	IIA
27	VELSIA	6 41 14 .980	23	17 19 25	26 15 02 21	IA
28	MARISHKA	6 43 44 .922	29	17 47 53	32 15 12 43	IIA
29	SOPHIE	6 59 59 .957	30	17 48 42	34 15 14 29	IA
30	PEGGY H	7 03 54 .976	32	17 54 20	29 15 04 47	IA
31	ISEULT (large)	7 06 21 1.105	22	16 55 50	23 14 44 33	IA
32	PROVIDENT	8 52 40 1.247	26	17 37 00	25 15 00 45	IB
33	HOSHI	9 21 58 1.352	24	17 25 13	31 15 10 43	IA
<u>AFTER TIME LIMIT</u>						
	ROSABEL		34	18 03 43	35 15 16 37	
	ROMA		35	18 19 00	39 15 24 40	
	CYNARA		36	18 27 20	38 15 22 36	

The following failed to complete the second round, finishing the first round in the order given: KELPIE (lying 5th), MARGUERITE T (lying 22nd) WINDHOVER (37th), CUTLASS (40th), then: SEA BREEZE, EAGLET, HELOISE, REGARD, KIRSTY, STURDY, CATRIONA, MARIAN, SALI, ROMILDA, DUSKY MAID, SANDPIPER, DABCHICK, DAUDLER, GOLDEN VANITY, SEAWAY, BUNNY, BAMBI, PIERRETTE.

The following failed to start or failed to complete the first round: ARK OF CONNEMARA CATRIONA, ELIZABETH MARY, JOHN DORY, REDSHANK, SANDERLING, TERN, DOROTHEA, HARMONY.

Summary: Total entrants: 68. Completed the Course: 33. Completed 1 lap only: 26.

1973 SOLENT OLD GAFFERS RACE :
PRIZEWINNERS

THE CHANNEL CUP	PISKIE	G. Jelley
THE LE HAVRE PLATE	DREVA	J.B. Pot
2nd Class I	GAIVOTA	R. Francis
3rd Class I	WILFUL	M. Willett
4th Class I	ORIENTTE	G. Symons
Special Over 40 ft.	EQUINOXE	O.Y.C.
THE EMSWORTH CLEAT	FANCY	D.J. Wright
2nd Class IIA	BETTY	J. Richardson
3rd Class IIA	LADY BELLE	S.G. Mooney
4th Class IIA	WHITE MOTH	R.B. Brewer
THE CHANNEL PLATE	PAGUERA	D. Ettling
2nd Class IIB	WENDY MAY	M. Challis
3rd Class IIB	ISEULT	R. Wallace
THE QUIVER TROPHY	ALAN	R.N. Lane
2nd Class III	SISKIN	J.B. Slocombe
THE DEAD EYE TROPHY	PAGUERA	D. Ettling
THE EDGAR MARCH MEMORIAL TROPHY	LITTLE APPLE	P.D. Boyce
THE C.H. PAXTON MEMORIAL TROPHY	EQUINOXE	O.Y.C.
THE ANCHOR TROPHY	HOSHI	I.C.C.
THE LAGGARDS LADLE	ORIENTTE	G. Symons
THE PITCHFORK	WILFUL	M. Willett.

TOPSY-TURVY TOPSAIL

By Len Warren

"We are not last," we shouted to our friends, "there is another boat behind us"; but we were careful not to mention that it was aground. We had made a disastrous start in the East Coast Old Gaffers Race, and the fleet was rapidly disappearing over the horizon ahead of us.

The boats made a grand sight as they surged along under full sail, well-festooned with topsails, water sails and flying jibs. As the wind steadied, crews rummaged through lockers for spare bolts of canvas and covers to lash to boat hooks and hoist as square sails. One proclaimed:-

B. Goldst
Pork Butc.

another:- L.N.E.R. GOODS.

We unearthed a small cockpit cover and hung it up in the rigging; but it was a poor substitute, and we vowed to improve our wardrobe of sails before we raced again.

The opportunity came some time later, at the end of a day's trawling, when the total catch was a netful of rocks and holes. Lashing a small jib to the trawl beam, we used the topping lift to hoist it, topsy-turvy to the mast-top. A small block at the end of the gaff, took a clew-line to spread the sail.

Although it was too long and narrow, the make-shift topsail nearly equalled the length of the mainsail luff, and its effect was dramatic. The staid, matronly old fishing boat became skittish and high-spirited, with a useful turn of speed.

The sailmaker looked askance at the jib spread out on his loft floor, as we worked out the size of a new topsail - "Shorten the luff by five foot three and lengthen the mitre by two foot six".

A new cheek block and halliard was fitted by the mast truck, and a twelve foot bamboo spar, long-forgotten in the spar shed, was re-furbished. Delving back into our stock of old yachting magazines, we unearthed an article on topsails, and found that we needed a "Timminoggy". Further research revealed that this was an endless line rove through a bulls-eye by the gaff jaws, to bowse the bottom of the bamboo yard in tight.

With the new topsail laced to the spar, and extra ballast stowed away in the bilge, we were ready for the count-down. Once the mainsail was hoisted, we were faced with the problem of setting the topsail. The halliard was lashed to the middle of the yard, the timminoggy to the bottom, and the clew line clipped on.

Our first attempts were fraught with snags - the yard fouled the shrouds and canted over, the timminoggy jammed in the gaff jaws and the clew line twisted round behind the gaff. Finally, with the three crew juggling with a rope end each, and the boat patiently sailing herself, the sail was manoeuvred into position. In the steady breeze, the old matron picked up her skirts and danced merrily along.

But our troubles were far from over. Came the time to send the sail down, and we found that a topsail yard flaying about uncontrolled in a sea-way, can inflict some nasty wounds. Later we found that if the spring shackle on the timminoggy jams in the bulls-eye, main and topsail must be brought down unceremoniously together. It must look most effective; but it takes about half an hour to sort out the mess on deck.

Slowly we learnt our lessons and improved our technique; but we still eye that sail with respect and proceed with caution.

Of course, there are compensations, apart from the extra surge in speed - the satisfaction of watching a well-set sail catching every breath of clean wind, admiring glances and compliments from passing boats; but most of all, the far-away look of pleasure in an old man's eyes as he recalls his youth.

Francis B. Cooke sums it up well in his article:-

"Men looked aloft, swore at them, gloried in them, fiddled with them, vowed to be rid of them, and then ordered bigger ones. Topsails, the glory of the gaff rig..."

LETTER TO THE EDITOR:

Dear Sir,

Having recently taken on a rather sad and forsaken 'Moya', I have had to set myself various target dates so as to keep up with the most enormous amount of work to be done aboard her before she is up to scratch. The culminating date is a rather ambitious idea; that is, to enter her in the 1975 Fastnet Race. Readers may be interested to know that 1975 marks the 50th Anniversary of this particular race, which has often been called one of the three greatest races in the world.

Obviously, in the early days, the yachts taking part were gaff-rigged, and what a sight that must have been. I believe that the owner of La Goleta, a yacht that was built for the 1927 Fastnet, and the winner that year, is prepared to convert her back to gaff-rig with the intention of entering the 1975 race. Other owners have shown interest. The purpose of this letter is to find out whether any members are in fact keen to swell the number, and the writer would be pleased to hear from anybody who is.

Back to the subject of Moya, readers may be interested to learn that I have replaced Saari with this fine old yacht, built by Crossfield Brothers of Arnside, in 1910, on the lines of a Morecombe Bay Prawner. She was completely gutted for work that was carried out several years ago, and since then has lain without any care or attention. I have temporarily removed the engine and she has been burnt off and repainted below from stem to stern. We are now in the process of making new furniture and fitting her out with as much care as a boat of this dignity deserves. I have ordered a new mainsail as I intend to convert her back to full cutter rig, as when I purchased her, she only carried a cut down mainsail, suitable for her previous yawl rig.

I hope to have her in reasonable racing trim for the 1974 Old Gaffers' Race, and hope to do as well as one of her previous owners as I believe she in fact won.

Will anybody with any bright ideas or suggestions for the 1975 Fastnet please contact me, Christopher Waddington, at Wicormarine Ltd., Cranleigh Road, Portchester, telephone Cosham 71826.

HALCYON DAYS

By A.E. Braithwaite of "Nightfall"

By and large, cruising is an impulsive thing. The movement of boat and body to different surroundings can rest on as little as a short stretch of good weather and a half serious suggestion in the homely surroundings of a pleasant pub. The idea is taken up eagerly and enlarged upon with visions of delightful anchorages and perfections of wind and weather all according to a yachtsman's heart's desire. All too often the same rain and Force 7 wind dispel the dreams on arrival at the new venue: however, for the blessed, the dream can and does come true. One such cruise was from our home port of Brightlingsea to the Broads; a fair run by any standards to be attempted in one day.

The crew, consisting of four good friends and I, had made a late rendezvous in the local pub ashore on a Friday evening. The plan was to get aboard quickly and have four hours sleep before the first of the flood at 0500 hours. The promise of a fine day was apparent in the sunset and a few pints of bitter swiftly confirmed this. Needless to say we got aboard a little later and noisier than expected, and the ensuing melee of sleeping bags versus 'one from the drinks locker before retiring' made an innocent wholesome shambles of the cabin.

Our yacht was a thing of joy to all who entered below, the carved beams of grown oak, long red mahogany coamings, all this constructed as boats should be by craftsmen who had an eye for size and proportion, a quality somewhat missing in most things today. She was seaworthy, having recently been refitted, and all was ready for the morrow. Or was it? A wise head suggested that the narrow bar to be negotiated just outside the harbour might, in the circumstances of early light and young flood, need a punch on the engine. "Just to check, how about a quick start up now?"

All agreed and the tumble to remove the engine hatch and prime was a continuation of the evenings mood.

The ensuing spurt of cooling water into the bilge made the point - all was not well! The string had not held and a new bolt was required.

A quick glance around the anchorage from the cockpit hatch revealed distant lights, the clink of good cheer, and all from a yacht nearby. Here was our prey.

Two hours later, plus much more hospitality than was good for us did the trick. Luck was with us all the way and the exact spare was found in the other yachts junk locker and kindly donated with many good wishes.

The first light of a glorious day broke just as the repair was completed. Sleep? Never mind, we would take our next as it came. Cast off and away on the shimmering golden flood rippling eagerly past us as we crossed the bar to hoist a sail that caught the many coloured glories of the morn. The bar was passed and we seized the day with the confidence of life and vigour.

The slow sunny morning drifted away as Clacton Pier slipped behind and the breakfast was accompanied by remarks of the first sightings of the Naze Tower and Harwich beyond. The Medusa Buoy we lost, and I had the queasy feeling of knowing, but denying that we were over the Cork Sand. The day continued as gloriously as the promise of morning and we soon had our shirts off and sunbathed whilst a Force 1 or 2 pushed us gently on a soldiers wind towards Southwold. The

tanned sails stretched away to the blue sky, lazily etching the small gusts of wind and surging the counter towards the waves.

Gray had been despatched below to make the inevitable pot of tea, whilst the others and I attended to the craft's progress when suddenly a loud "boom" was heard from the direction of the shore. An explosion of sorts, controlled no doubt, and quite legitimate. The subsequent gust of wind which nearly landed us on our beam ends could have been the blast. What a panic - what chaos ! " Reef the main" "Lower the jib", "What's up!" from Gray down below. It soon passed and we continued our way much as before.

The sighting of the entrance to Lowestoft could not have been surpassed by Columbus and his crew. Our journey's end had been reached and we looked forward to a weeks preening among the hireling craft. We made the entrance in our usual manner - all shouting and lots of luck, and what a thrill it was to sail past the crowded moles with 'kiss me quick' heads in view, and to guess what their thoughts were.

The sail through Lake Lothing was magical. The setting sun played a myriad of rainbbw colours on the oily water and we saw with excitement the birthplace of so many find East Coast craft. Nothing really disappears completely. That evening was a night to be remembered. Triumph set its seal on our harmless merriment and the 'swagger in gumboots' must have seemed, on reflection, ostentatious, but we had earned our laurels and wore them with pride.

NOTICE is hereby given that the SOLENT AREA ANNUAL GENERAL MEETING will be held at the Emsworth Slipper Sailing Club, The Anchor, South Street, Emsworth, on Friday 9th November, at 8 p.m. The Club bar will be open to O.G.A. members before and after the Meeting. Fred Hillier will provide the usual soup and bangers.

Members are reminded that the Meeting will elect the Area Vice-President and the Area Committee, and that Fred Hillier and Michael Miller have announced that they do not wish to stand for re-election. Attention is drawn to the Rules of the Association, which lay down that the Area- Vice-President is elected by the Meeting, but the Hon. Secretary is appointed from its members by the Committee, who are themselves elected by the Meeting. It is therefore necessary for members to put forward nominations (a) for the Area Vice-President, and (b) for the membership of the Committee, the latter to include someone who will be willing and able to become Area Hon. Secretary. Such nominations, and notice of any other business of substance, should if possible be notified to the present Hon. Secretary at least a week in advance of the meeting. Nominees should have signified their assent.

Copyright. Old Gaffers Association. Sec; J.A.Scarlett. 2 Greenbank Street, Galashiels, Selkirkshire, TD1 3BL SCOTLAND.