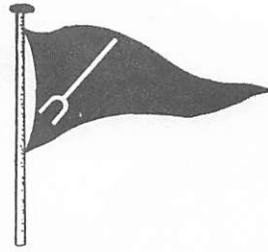


1974/2



Old Gaffers Association



Newsletter

DIARY DATES:

Saturday September 14th

Saturday September 28th

Saturday November 2nd

Solent Area Race

Clyde Area Race

East Coast 'Get Together' at the

Maldon Little Ship Club, The

Hythe, Maldon, at 7.30 p.m.

STOCK: Please note that all burgees, ties, badges, etc., should be ordered from R.A. Daws, The Priory, Horningsea, Cambridge. Cheques etc. should be made payable to the Old Gaffers Association.

COVER PICTURE: The cover picture this issue is the Essex oyster smack KATIE. Built by Aldous at Brightlingsea in 1889, she was used for working Oysters in the Salcott and Tollesbury area until 1930, when she was converted to a yacht by Johnson and Jago of Leigh on Sea. During the 1939 - 1945 war she sank at Pagglesham and after the war she was raised and repaired by Shuttlewood of Pagglesham, who doubled her hull. In 1947 she was bought by E. C. Langford, and in 1950 her decks were doubled by Hall at Walton, all the doubling being five eighths planking laid on tar and horsehair. In 1952 she was acquired by B. Groves, who sold her to E. N. Baxter and K. R. Pallard in 1963. In 1966 she was bought by T. N. Balfour, who removed the windlass and replaced it by a winch and renewed the chainplates and some other bits of rigging. The original tie-beam was removed and replaced by half beams attached to square frames fastened all round to stringers; and in 1970/71 the rudder was renewed. Since 1968 she has been a regular entrant in the East Coast Old Gaffers Race, and in 1973, Mr. Balfour sold her to Mr J. Fidoe of Witham.

Whilst her hull lines and sail plan are typical of Aldous boats, she is one of the smaller Colne smacks, being only 30 feet long, 26 ft. on the waterline, and 9ft. 3ins. beam, with a draft of 3 ft. 6ins. Normal working sail area is 573 square feet, of which 328 is in the main. The hull is planked in inch and a quarter elm on alternate sawn and bent frames, and all her ballast is inside in the form of concrete in the bilges. The fixed bowsprit projects 12 ft. beyond the stem head, and the rigging is simple, with two shrouds each side, looped and siezed at the hounds and secured with lanyards. She has no engine.

Copy date for next issue: All copy for the next issue of the Newsletter should be sent to 'Braeside', 2 Greenbank Street, Galashiels, Selkirkshire, TD1 3BL, Scotland, to arrive by September 29th.

Our usual warm welcome to the following new members:

D. J. Bean, 87 Stanford Road, London SW16 4PP Minda of Kent

J. G. Bibra, Crinnis, Church Knowle, Wareham, Dorset Loon

B. Brown, 18 Alvey Road, Balderston, Newark, Notts Blue Hawk

Copyright: The Old Gaffers Association, Braeside 2, Greenbank St, Galashiels, Selkirkshire

B. Brown, 51 Senrab Street, London E1	Shamwood
A.V. Bruce, S.V. Emily Barratt, Waterside, Brightlingsea, Colchester CO7 OAR, Essex	Emily Barratt
Lt. M.W. Buggy, R.N., H.M.S. Hermes, BFPO Ships., London	Ark of Connemara
P.C. Butler, Old Brickyard, Shotley, Suffolk	Katrine
L.R. Cooley, 6219 Jubilee Rd, Halifax, Nova Scotia B3H 2G3, Canada	Sorceress
K.S. Corke, Pen Clen, Flushing, Falmouth, Devon	Evelyn
J. Fletcher, 105 Etchingam Park Road, Finchley London, N3 2EE	Mowi
Clara E. Flynn, 1815 - 7th Avenue West, Owen Sound Ontario, Canada	Canada
D.J. Godsall, The Crchard House, Brasted Chart, Westerham, Kent	Velsia
C.C. Gould, Snape House, Yarmouth, Isle of Wight	Mayfly
D.A.N. Gray, 37 High Street, Rowhedge, Colchester	Seahaze
R.K. Hardy, Aux. Ktch. Helle Munch, Royal Dock, Grimsby	Helle Munch
K.L. Harris, 102 Bath Road, Hayes, Harlington, Middx	Vigilence
P.A. Heighway, 7 Myrtle Avenue, Eastcote, Ruislip, Middx.	
P.D. Henderson, 15 White House Drive, Tadcaster Td., York & O2 2ED	Phillipa
E. Jackson, Church Wodds, Wonersh, Nr. Guildford	
I.F. Kiloh, Redbraes, Summerhill, Althorne, Essex	
R.J. Kimber, De Brandeman, Castle Reach, Moreton Valence, Gloucestershire	De Brandeman
Jerome N. Kirschenbaum, 11 Clinton Avenue, S. Nyack, New York 10960, U.S.A.	Pilgrim
D.J. Knight, 1 Barrowfield Close, Hove, Sussex	Speedwell
J. McHugh, 20 Holly Hill Lane, Sarisbury Green, Southampton	Janavive
G. Mosey, 186 Ladysmith Road, Enfield, Middlesex	Lady Louise
J.H. Mottershaw, Sea Acres, East Road, West Mersea, Colchester, Essex	Tidebird
B.C. Munden, 196 Kirby Road, Portsmouth, Hants	Rover
R.L. Munro, St. Michaels Cottage, Beaumont, Nr. Thorpe le Soken, Essex	Wendy May
C.J. Pim, 1 Sydenham Terrace, Westbourne, Emsworth	Dolly Varden
R.H. Reid, The Schoolhouse, Isle of Canna, Inverness	Sunbeam
D.J. Reynolds, 168 Clos des Sables, St. Brelade, Jersey	Taguah

A.W. Roberts, 1 Higher Street, Dartmouth, Devon	
B.A. Sussex, Bams Kaya, Hungerford, Old Bursledon Southampton	White Bell
A.G. Taggart, 7 Manse Road, Bearsden, Glasgow G61 3PT	
G. Tedd, Yt. Mena Vaur, c/o Hooe P.O., Lake Road, Hooe, Plymouth	Mena Vaur
M.R. Thomas, Rose Cottage, Pledgdon Green, Henham, Bishops Stortford, Herts.	Fly
Walter T. Tower Jnr. 92 Prince Street, West Newton, Massachusetts, 02165, U.S.A.	Flying Fish
R.I. Walker, Mutley Park House, Mannamead, Plymouth	Alegria
D. Williams, Auldmuir, Monmouth Rd. Pill, Bristol	Flying Pheonix
J.K. Wilson, 10 Chapel Lane, Little Downham, Nr. Ely, Cambridge,	Sea Devil

Apologies are offered that we were unable to print the complete list of finishers in order of final placings for the 1973 E. C. Race. For those who like to keep complete records, here is the list:

<u>Elapsed Time</u> <u>(Secs)</u>	<u>Boat</u> <u>-----</u>	<u>Corrected time</u> <u>(Hr. Mn. Sc)</u>
22340	Golden Plover	5 17 36
23529	Badger	5 27 27
24624	Moonshine	5 31 36
21292	Betty II	5 32 09
22840	Tamarisk	5 37 16
22666	Greenshank	5 38 06
21286	Bird of Dawning	5 40 56
21799	Wilful	5 42 58
24257	Deva	5 44 51
21292	Iskra	5 46 42
23526	Fanny of Cowes	5 47 41
21234	Gracie	5 52 08
23418	Sea Pig	5 53 37
25408	Sea Fox	5 54 26
23620	Alando	5 57 27
21684	Hyacinth	5 59 36
25971	Tidebird	6 01 26
26012	May Blossom	6 02 00
25232	Ethelinda	6 02 30
20825	Peace	6 04 26
25864	Shoal Waters	6 08 08
26783	Emma Jane	6 08 16
21757	Lizzie Annie	6 09 09
23460	Campion	6 09 30
23307	Hypatia	6 11 45
21560	Providence	6 11 55
23615	Fly	6 14 18
24678	Star	6 15 66

25459	Vivida	6 16 22
26334	Rose of Paglesham	6 16 35
23030	Katie	6 17 18
26843	Tarka	6 20 17
24303	Jean	6 23 11
24176	Le Voyageur	6 25 32
26170	Zenia	6 26 00
26546	Lindy	6 26 15
26992	Saltair	6 26 53
25720	Jubilee	6 28 22
22224	Stormy Petrel	6 30 46
23407	Amity	6 42 59
25335	Firefly	6 49 10
27817	Saskia van Ryn	6 52 37
25583	L'Atalanta	6 53 36
27864	Glad Times	6 56 34
26104	Joseph T	6 57 40
26946	Prawner	7 02 09
24620	Doy	7 02 39
23684	Shamrock	7 03 33
30136	Pomona	7 10 27
23520	A. D. C.	7 11 59
25307	Chlamys	7 19 30
22394	Rose and Ada	7 20 47
30796	Sea Minx	7 26 33
26200	Band of Hope	7 33 16
32103	Lianthe	7 42 49
30162	De Dobber	7 42 49
26063	Vuilbard	7 52 37
31188	Oberon	7 53 01
29676	William and Emily	8 28 29
29443	Jenny III	8 32 48

Class 3

13978	Red Red Rose	2 50 04
13094	Annie Laurie	2 55 15
13807	Lady Helen	3 13 18
20247	Philip Henman	4 37 43

NOTE: Class 3 sailed the short course.

Retired, non starters, etc. - Prudence

Master Mariners Race 1974 - California

On Sunday , May 26th of this year, the 25th Master Mariner Regatta was held on San Francisco Bay. Many O. G. A. readers are familiar with this event from prior Newsletters, however, for those who are not so familiar, I will review some of the historical aspects of the race.

The first Master Mariner Regatta was held in 1867, making this race the second oldest in the United States, the oldest race on the Pacific Coast. The original races were contests of skill and speed, held by the crews of the working sailing craft of the last century. As far as can be determined, there were no

pleasure craft competing. Each participating vessel flew the house flag of its owner. The last of the Master Mariner Regattas held under the old work boat rules was in 1891. In 1965, the regatta was revived and has been held in May of each succeeding year.

Since there are no longer any 'working' boats on the Bay, the race committee devised four classes of boats to compete in the race.

These classes included: Gaff Rig vessels, above 36 ft. in length (A1); Gaff Rig vessels, under 36 ft. in length, (A 11); Marconi rig vessels, over 36 ft. in length (B1); and under 36 ft. in length (B11). All vessels are required to be gaff rig or of traditional design.

This year, a new class was added to the four traditional classes. Ocean racing vessels of traditional design, built prior to 1940, were allowed to enter. Class (O), as they were designated, was not allowed to compete against the older "slower" vessels, except for fastest elapsed time.

May 26th turned out to be a lovely sailing day, clear bright weather, with the wind at 10 - 20 knots from the west, through the Golden Gate. The starting times corresponded with the minimum tides. Consequently, some of the older and less manoeuvrable boats did not have the problems that they have encountered in the past races. A map of the course is shown for those who are not familiar with the San Francisco Bay. The various marks are shown, as well as other points that will help the reader orient himself.

The regatta starts traditionally off the Saint Francis Yacht Club in San Francisco, and vessels reach across the Bay to Yellow Bluff and return to Crissy Field, then run downwind to the Degaussing Buoy and reach from there to a point east of Angel Island. The races second downwind leg is to Knox Buoy. This year saw several boats becalmed in a "hole" to the southeast of Knox Buoy. The racers proceeded to Blossom Rock and finished with a long reach to the finish off Richmond. The 25th running of the race was without any major mishaps and was enjoyed by all those who participated. After the race, all entrants, sponsors, and crew returned to the Sausalito Yacht Club for a dinner and liquid refreshment.

This year's race had over 50 entrants, with vessels coming from as far north as Portland, Oregon and as far south as Newport Beach, California. Forty-three boats finished the seventeen mile course with the best time of one hour forty-seven minutes, thirtyseven seconds, going to the ocean racing class entrant, Baruna, a 69 ft. yawl owned by the California Maritime Academy and sponsored by Delta Marine.

The Ocean Racing class was won by Bill Vaughan's Evening Star, a 54 ft. yawl sponsored by William H. McGee Company. Second-place in that class went to Barlevento, a 65 ft. schooner owned by Lamont Cochrane and sponsored by Weber and Company. Third was Baruna.

In the Gaff rig classes, the results were as follows:

Class (A1): first place - Billiken, a 39 ft. yawl owned by Mark Peirce and sponsored by St. Paul Insurance Company.

Second Place - Sadie, a 36 ft. schooner owned by Jack Vander Male and sponsored by the Oceanic Scoety.

Third Place - Sea Witch, a 36 ft. ketch owned by Dean Poore and sponsored by W.G. Garvie.

Class (AII) : First place - Kathleen, a 24 ft. cutter owned by Oz Gould and sponsored by Prudential Grace Lines.

Second Place : Anna Maria, a 32 ft. Brigantine owned by John Osborn, sponsored by Cheveron Shipping Company. Third place : Windspirit, a 32 ft. schooner owned by Jim Norton and sponsored by Marsh and McLennan.

Class (BI) : First Place - Thales, a 36 ft. schooner owned by Lawrence Stewart and sponsored by Talbet-Bird Insurance Company.

Second Place - Landfall II, a 49 ft. schooner owned by Carol Minney and sponsored by Johnson and Joseph.

Third Place - Barlavento, a 65 ft. schooner, also competing the Ocean Racing class.

Class (BII) : First Place - Aida, a 26 ft. sloop owned by Dave Bacon and sponsored by the California Maritime Academy.

Second Place : Coco II, a 35 ft. ketch owned by Lewis Walker and sponsored by Pacific Far East Lines. Third Place : Viator, a 32 ft. schooner owned by Cliff Niedererand and sponsored by State Lines

The above account was sent in by Stephen R. Silen, of 266 Karen Way, Tiburon California 94920, who has kindly offered to act as Western American correspondent for the Newsletters. He (and I) would appreciate technical articles and descriptions of boats for the Newsletter.

NORTH EASTERN OLD GAFFERS RACE

Coquet Yacht Club at Amble in Northumberland organised their first Old Gaffers event on Sunday, May 27th, 1974. Unfortunately this was too early in the season for some owners, and only five boats started.

The race started at 11.30 inside Coquet Island with a force 5-ish North West wind, making the first leg of the course to Newton Buoy a beat.

Rowena from the Royal Northumberland Yacht Club at Blyth jumped into an immediate short lead from Rosemary of Amble, then Margaret from Sunderland Yacht Club, and Chalista Negra of Amble (the only modern gaffer - a Ryton Marine Black Squaw) and finally Goblin of Amble who soon found the going too stiff and retired.

The race order never changed although the wind varied from gusts into force 6 down to almost 3, and the direction changed on the return from N.W. to West, turning a broad reach into a fetch. However, the closeness of the race can be judged from the result. Rowena crossed the start line 10 seconds ahead of Rosemary; some 4 hours 17 minutes and about 25 miles later she crossed the finish line 12 seconds ahead with Margaret some 20 minutes later and the Black Squaw an hour adrift.

Although rather disappointed by the response, C.Y.C. will hold another Gaffers' race next season, possibly on the Summer Bank Holiday, to make it easier for boats to travel. Notice will be given well in advance.

Graham Carr.

SOUTH WESTERN OLD GAFFERS RACE

The South Western Old Gaffers Race was sailed from Dartmouth on June 15th, and was a great success. There were 31 entries, and 25 starters, which included one veteran Bermudian rigged boat (not eligible for any of the prizes) and Peter Crowther's Galway Blazer, the junk rigged schooner. The course set was a run from a starting line at the mouth of the Dart to a mark boat off Slapton Beach; out to the Skerries Buoy; back to the start mark, and then round the Slapton Beach Mark again and back to the finish. The starting line was long, and there were no close call situations in the Force 3 ENE wind. Hoshi, the Island Cruising Club's big schooner arrived just as the ten minute gun was fired, her skipper and crew having made a valiant effort as Saturday is the I. C. C. 'Change-round' day. The start was pretty good, and all the boats were round the first mark before the leading boats were up to the next mark. It was a fantastic sight in hot sunshine with a backdrop of the South Devon coast. There were lots of spectator boats and people watching from the shore, and a television camera team who ran their film on the 'box' the next Tuesday.

The boats were round the first lap in less than two hours, and it looked like being a short race, but this was not to be. The wind gradually began to die, and although the second lap was only about 6 miles, even the first boat home was beginning to slow down. The time limit was 1830, but by then only 9 gaffers, Galway Blazer and the Bmu. rigged boat had finished. The only gaffer to finish without a topsail was Ayesha. Although Agnes did not actually finish in time, she was so close to the line, becalmed and with the tide turning foul that she was deemed to have been second boat to finish in Class B.

There were only two classes; A - boats over fifty years old, and B for boats under fifty because before the race 10 days previously there had been only twelve entrants.

As can be seen from the results, the Falmouth boats Evelyn, Magdalena and Tern cleaned up, helped quite a lot by the use of modern (in one case 'starcut') spinnakers. Dyarchy was the first boat not using a modern spinnaker, with Elizabeth Mary a minute behind her.

Evelyn won the 'Whelker' Trophy for the first boat in Class A on corrected time. As she was also the first boat to finish, the trophy for the first boat to finish in Class A went to Tern who was actually second boat to finish in the Class. She won the Dartmouth Deadeye. Magdalena was the second boat on corrected time in Class A and she won a set of nautical prints.

Dyarchy was the first on corrected time in Class B, and was awarded the Charlotte Rhodes Bell, and the Solent Block for the first Boat in Class B to finish (not winning the C. R. bell) was awarded to Agnes.

Shearwater won the Plodders Pin as the last boat home on corrected time, and the Kingswear Trophy was awarded to Ayesha as the boat who's owner had made the most effort to get to the race. She had been a bare hull three months before the race, and was rigged as a gaffer only the day before the race, after conversion back from Bermudian rig. The owner, a Tasmanian, Dave Tanner, had to jury rig the standing rigging with the usual odd wire strops and bits of chain. It was the first time he had sailed her, and without a topsail whe did very well indeed.

The race was followed by dinner for 100 at the Royal Dart Yacht Club, and the prizes were presented by Captain Penney, who is to retire as harbour master later this year, and who is an Old Gaffer himself. He helped the race organisers greatly by finding temporary berths in the harbour for 25 boats.

Results of the 1974 South Western Old Gaffers Race

Final Posn.	Name of Boat	Corr. Time	Posn. over line	Finish Time	Class
1	Evelyn	3 06 08	1	14 10 08	A
2	Magdalena	3 25 24	4	14 44 00	A
3	Tern	3 30 59	3	14 33 20	A
4	Dyarchy	3 43 15	2	14 19 10	B
5	Elizabeth Mary	3 44 53	5	14 50 11	A
6	Valuna	4 12 48	6	15 23 20	A
7	Ayesha	4 26 09	7	15 41 55	A
8	Shearwater	6 58 36	8	16 48 50	A
9	Mistral	6 15 19	9	18 08 22	A

The success of this race owes much to the energy of Trevor and Eva Vincett, and their helpers Colin Pearce and Andrew Roberts; and to the kind co-operation of the Royal Dart Yacht Club, and the Dartmouth Yacht Club. Membership in the South West is now growing nicely, and it is to be hoped that in future years the event will be even bigger and better.

EAST COAST OLD GAFFERS RACE

The 1974 East Coast Old Gaffers Race was held on Saturday, July 27th at the usual venue of Stone Sailing Club, on the now traditional course of Knoll; North Buxey; Wallet Spitway; Knoll; Finish. The weather on the day was uncertain - fairly cloudy with intermittent sunshine, but a good brisk westerly breeze, which strengthened slightly in the middle of the day. The usual entrants were re-inforced this year by a goodly contingent round from the Solent Area to enter in the Heineken Rally.

As always, when the starting gun went at 9.30, there were some boats down river of the line, but on the whole it was an orderly start, if somewhat well spread out. Most of the fleet got away to a good run down the Blackwater, but John Morrison in Nightfall found Thirstlet Spit immediately below the line and spent an enforced day ashore, to win the Thirstlet Spittoon (the first winner since we have had this trophy!)

W. James in Bird of Dawning had managed to take the lead as the fleet cleared Bradwell, and held it for some distance, closely followed by Hyacinth and a group of other smacks. With main booms eased well out, and headsails also boomed out, the middle of the fleet found themselves often sailing in almost uncomfortably close quarters, and in the Stone Sailing Club rescue launch we sometimes found ourselves rather pressed for room to keep well clear of all competitors. One Bermudian rigged spectator craft apparently found it even

more difficult and emerged from a melee with a very bent aluminium mast causing some considerable damage to L'Atalanta's bulwarks.

The fleet made good time down to the Wallet Spitway, where Hyacinth had taken the lead, closely followed by the big smack A.D.C., but on the beat back, A.D.C. went into the lead, which she held right to the finish.

On the run down, many craft set water sails, and several were observed with water sails below boomed out headsails, but down at the lower end of the course, some of the smaller boats found just a little too much wind, and some took in reefs.

The beat back to Stone spread the fleet out fairly well, and made it a slightly longer race than in previous years. The Aldous build smack A.D.C. was first boat home in just over six hours, with Frank Mulville's Iskra coming in second some seven minutes later. There were several surprises in the finishing order, as the third boat home was the Class II twenty seven foot racer Mayhi. Next surprise was to see two of the Deben Cherubs coming up to the line almost together - Sea Pig and Jubilee. Despite valiant efforts by Tom and Wendy, Jubilee managed to beat Sea Pig over the line - the first time in the E. C. Races she has been beaten by another Cherub. Several boats which usually do quite well in the races ended up further down the list of finishers than is usual.

However, the results on corrected time showed that some of the regular flyers had put up their usual fine performances.

With the Heineken Rally starting the next morning, Stone Sailing Club was well decorated, and there was an abundance of excellent lager available. After dark, the club house was well lit up (and I have it on good authority that so also were a number of owners and crew members !). Following a special briefing for rally entrants in the marquee on the lawn, Mr. J. Stap of Heineken gave the main speech of the prize-giving and assisted Mrs. Stap in presenting the prizes.

Stone Sailing Club had laid on the usual excellent suppers, and following what all concerned seemed to feel had been an excellent day out on the water, there was the usual convivial evening. Once again, Stone Sailing Club are to be thanked for their magnificent help in putting on the event, and this year in co-operating in the start of the Heineken Rally.

RESULTS OF THE 1974 EAST COAST OLD GAFFERS RACE

Final Posn.	Name of Boat	Corr. Time	Posn over line	Elapsed Time Secs	Class
1	Golden Plover	5 27 19		23023	2
2	Badger	5 42 39		24621	2
3	Gipsy	5 43 10		24223	2
4	Four Sisters	5 47 23		25892	2
5	Lindy	5 52 54		24254	2
6	Mayhi	5 53 05	3	22418	2
7	Greenshank	5 57 29		23965	2
8	Iseult	5 58 04		24694	2

Final Posn.	Name of Boat	Corr. Time	Posn. over line	Elapsed Time Secs	Class
9	Fanny of Cowes	6 00 14		24367	2
10	Tidebird	6 00 44		25921	2
11	Semper Fidelis	6 03 40		25080	2
12	Iskra	6 04 42	2	22398	1
13	Saltair	6 07 24		25633	2
14	Bird of Dawning	6 10 29		23131	2
15	May Blossom	6 10 35		26629	2
16	Emma Jane	6 10 35		26952	2
17	Star	6 16 33		24719	2
18	Gracie	6 16 40		22713	1
19	Wilfull	6 19 46		24138	1
20	Tarka	6 20 56		27049	1
21	Deva	6 21 42		26849	2
22	Dreva	6 25 39		23420	1
23	Hyacinth	6 26 22		23298	1
24	Tamarisk of Maldon	6 26 32		25852	2
25	Zenia	6 27 38		26280	2
26	Calumet	6 27 42		27840	2
27	Amity	6 28 59		22726	1
28	Velsia	6 28 41		23797	1
29	Sea Fox	6 29 13		27901	2
30	Providence	6 32 01		22725	1
31	Hypatia	6 33 24		24665	1
32	Pagan	6 34 31		28312	2
33	Jubilee	6 35 54		26218	2
34	Sea Pig	6 36 49		26279	2
35	Alando	6 37 10		26245	2
36	Rose of Paglesham	6 37 55		27820	2
37	Fly	6 38 59		25172	1
38	Shoal Waters	6 42 35		28284	2
39	A.D.C.	6 43 31	1	21970	1
40	Firefly	6 48 59		25482	2
41	Sula	6 52 01		27527	2
42	Oberon	6 56 12		26997	2
43	Peace	6 58 17		23902	1
44	Margeurite T	7 01 42		22501	1
45	Anjak	7 03 32		26198	2
46	Seagull	7 04 22		26944	2
47	Patience	7 05 00		27838	2
48	Secret	7 06 09		27346	2
49	Prawner	7 07 14		27623	2
50	Gladys	7 08 12		28706	1
51	L'Atalanta	7 09 43		26580	1
52	Pomona	7 13 36		30535	2
53	Amy J	7 14 51		29515	2
54	Dawning Light	7 17 44		31192	2
55	Privateer	7 22 25		28120	1
56	Dorcis	7 23 39		28228	2
57	Saskia van Ryn	7 25 59		30066	1
58	Shamrock	7 28 09		25060	1
59	Vivida	7 29 53		30264	2

60	Doy	7 36 37	26992	1
61	Maintopman	7 52 41	31166	2
62	Boadicea	7 56 19	29611	1
63	Joseph T	8 00 21	30025	1
64	William Emily	8 28 27	27589	1
65	Stormy Petrel	8 51 56	30252	1

Class 3 (Note - Class 3 sailed the short course)

1	Red Red Rose	3 13 38	17555
2	Pauline Elizabeth	4 01 57	17386
3	Prudence	4 19 23	19503
4	Elver	4 25 29	19262
5	White Man	4 39 22	19790

Non-starters and retired: Band of Hope, Cygnet II, Eliza Maude, Theme.

PrizeWinners

E. C. Old Gaffers Trophy	Golden Plover	G. B. Ling	
Tom Bolton Cup	A. D. C.	R. E. Harman	
Sheave Trophy	Iskra	F. Mulville	
Stone Trophy	Badger	J. Welsh	
Boat World Trophy	Mayhi	T. E. J. Solley	
Zetland Trophy	Red Red Rose	I. Logan	
Neva Trophy	Gracie	D. Green	
Old Harry Trophy	Dawing Light	R. F. Peck	
Thirstlet Spittoon	Nightfall	J. Morrison	
Seamanship Prize	Firefly	J. Clay	
Cup for Trying	Sea Minx	B. R. Woods	
	1	2	3
Class 1	Wilfull	Dreva	Hyacinth
Class 2	Gipsy	Four Sisters	Lindy

Solent Race: Please get your entries in at once if you have not already done so.

Clyde Race: Details from, and entries to: The Sailing Secretary, R. N. S. A. Neptune S. C., Sailing Centre, H. M. S. Neptune, Faslane, Helensburgh, Dunbartonshire.

SOLENT AREA MEETING AT LYMINGTON 29th JUNE 1974

This meeting was the first effort by Peter Barrett (Social Secretary) and his Committee. It was all arranged in a great hurry because as usual, time was flying by and we realised that we had to arrange something for June so as to continue as in previous years.

Yachts arrived at all times during the day, the weather became blustery from the west, and those of us sailing from the east arrived a little late and had a foul tide, so had to resort to our 'iron topsails' to punch wind and tide.

We berthed in the Yacht Haven Marina which had been organised by Peter and each boat was helped into its berth by friends and fellow members which showed the usual camaraderie of the O.G.A. By early evening, the following boats had arrived:

SEA FEVER
SAARI
BUNNY
ZINGARO
CHOUGH

MOYA
BRIES
LISTANG
SOPHIE

and the occupants were preparing for the expedition ashore, some to eat then drink and yarn, and others to just drink and yarn. By 9.30 almost everybody had arrived at the Lymington Town Sailing Club who were our hosts for the evening. Everybody sat together and a lot of lamp swinging and drinking took place. We soon realised that there was dancing in the rooms above and those energetic enough disappeared for a little exercise. We were all delighted to hear that some local lads had just completed a sponsored row around the Isle of Wight. They managed to raise £1200 for the R.N.L.I. (many congratulations). At 10.30 we realised that, as "Rover" had not arrived, Bob Munden (new owner) who was trying for line honours !! in the annual Round the Island Race, had either achieved his aim or was still fighting a fould tide and, therefore, we should not expect to see him that night. We were well looked after at the Yacht Club and our thanks must go to the Commodore, his Committee and staff for making us feel so much at home. We did not arrange food for this meeting as it seemed to be the opinion of some members that it could get a little expensive for those with large crews. We are sure that our new policy of having a couple of meetings with supper and a couple without will please all. It was great to see those such as Peter and Jean Clampett, David Cade, Joe and Linda Craig (new owners of "Tango") also Clive Ellis (who I beleive was the previous owner of "Bries") who had taken the trouble to come by road. It really is worth the effort of organising an event when so many people attend. We have decided, however, that, as the cost of mailing for this particular evening was so expensive, and really rather pointless as the majority of those written to have either lost interest in the Association or have no intention of coming to the meetings, in the future a mailing list will be created by those attending rallies, and names put up to the Social Secretary or his Committee. Eventually we will have all the names of people really interested and not a selection of the overall association mailing list which contains a lot of "dead heads". So, if any reader wants informing of the Solent Area Activities, please contact Peter Barrett, Yacht Bries, c/o Lymington Yacht Haven, Lymington, Hants.

When the Bar closed we just had to leave and wend our way back to the marina. On our way back we saw Ron Pidduck crawling on his hands and knees in the dark back towards the Clubhouse. We could not understand his antics and it was only later that we found out that he had mislaid his wallet; fortunately it was found. Many people descended on "Moya" where all stocks of alcoholic beverage were soon finished followed by coffee for all. Inevitably, singing continued till the small hours and a new member, Tom Cuncliffe (the new owner of "Saari") kept us enthralled by singing many salty songs. He promised that next time he would bring his guitar. Sunday morning dawned, it was miserable weather caused by fine drizzle and we soon realised that, for those going east, the wind had turned against us. Oh well! that's boating ! The week-end was a great success and fun was had by all.

The Gaffers certainly looked very fine amongst all the expensive glass fibre and were a credit to their owners. If this is an example of future rallies, then we are in for a lot of enjoyment. Thanks go to Peter Barrett.

cont...

Future dates are Saturday the 17th August, at the Folly
5th October at Cowes Corinthian, to be confirmed.

We look forward to seeing as many as can make it.

WHAT CONSTITUTES AN OLD GAFFER ?

Since the last Newsletter there has been further correspondence on this subject; all of it on the same lines, - that the O.G.A. should continue (as it always has done) for ALL gaff rigged boats. In particular, two of our founder members have written in. Fiona Beale mentions the races, and the spirit in which they are held:- "The first three were fun, the object being an enjoyable day out with a good party in the evening. It was the fourth or fifth race when the competitive spirit reared its ugly head with backbiting and objections. Since then it degenerated like ocean racing and dinghy racing to a near professional business where winning means all. Does it? Surely the majority O.G.A. entrants are just happy to compete, knowing they can never win, but seeing their boat acquit itself reasonably well against others of similar size and type". Later in her letter, Miss Beale asks "What is it? (Traditional) - the rigs of old boats were as varied as their hulls. Mr. Holmes mentions a modern gaff rig as being high peaked. But the height of the gaff and angle of the peak varied considerably". Then picking up Tony Purnell's mention of the Fal oyster boats:-

"It is true that some new G.R.P. ones have joined the fleet, but not that many. The old boats are not being replaced by G.R.P., but the upsurge of oyster dredging over the past few years has increased the working fleet to near record numbers and there were not enough old boats available, so the new G.R.P. ones have joined them, NOT replaced them. It is of interest that the older boats are more efficient and win the races. Maybe that is due to the crews. The clouds of canvas they carry for racing is quite a sight. Many have no engines and have large racing crews to use as shifting ballast. Most of their sails are Terylene and they certainly improve their rig to the utmost for efficient racing, no handicap and no holds barred. Many have two complete rigs, one for winter fishing and one for summer racing, even different spars".

As we now have fewer than forty founder members left in the O.G.A. it is probably that most members will not know Fiona Beale. At the risk of incurring her wrath, I will just say that she was one of the keenest supporters of the original Old Gaffers Race in the Solent, where her 1914 build Devon Maid put up some very creditable performances. It was in many ways unfortunate that she moved to Falmouth very soon after the Association was formed. However, I was delighted to read in her letter that she hopes to be able to take a more active part in O.G.A. affairs in the future. Her views on gaff rig and the Association deserve respect and careful consideration.

East Coast founder member Robert Simper has also written to support the 'all types of gaffers' concept:-

"There is no doubt, the bermudian rig has no business to be in these races or Association. The whole idea of starting the O.G.A. was to have just one organisation in the world which was devoted to the welfare of gaff rig. Just one organisation free of the monotonous Bermudian rig; is that too much to ask for! Most of the yachts built prior to 1939 were gaff, and surely a little missionary

work would not be out of place to bring them back into the gaff fold. Yes, it does cost money, but at some time or another the sails and gear will have to be renewed anyway. Obviously there was some grounds for the Clyde and North West area races letting a few Bermudian yachts in, in order to get their races started. Best of luck to them, but once the bermudian rot sets in they will find it awfully hard to stop.

"Going back to the original O. G. A. conception, the ideal was to encourage the preservation of traditional gaff and lug craft and equally encourage any new developments in gaff rig. Both of these it has done successfully and of course, it had to come that fibre glass gaffers should appear. It is all part of the development of the gaff theme and they should (and already appear to have been) be allowed in the races. Personally I am not sure whether I would accept a plastic yacht as a gift but as most people accept terylene sails, (it hurts me just to speak the word terylene - ah!) then plastic hulls can not be so unacceptable. Although perhaps they should have a special class in the races".

"Jeremy Russell hit on another important point when he said that most O. G. A. members did not want a lot of rules and regulations. Keep it simple, that has been the reason for the O. G. A.'s steady growth in membership. Obviously O. G. A. members have sympathy with overlapping interests, like steamboats, veteran bermudian, sailing barges and the whole glorious host which makes up the vintage scene. But surely our success and continual survival is to keep the whole thing simple, but very definitely gaff."

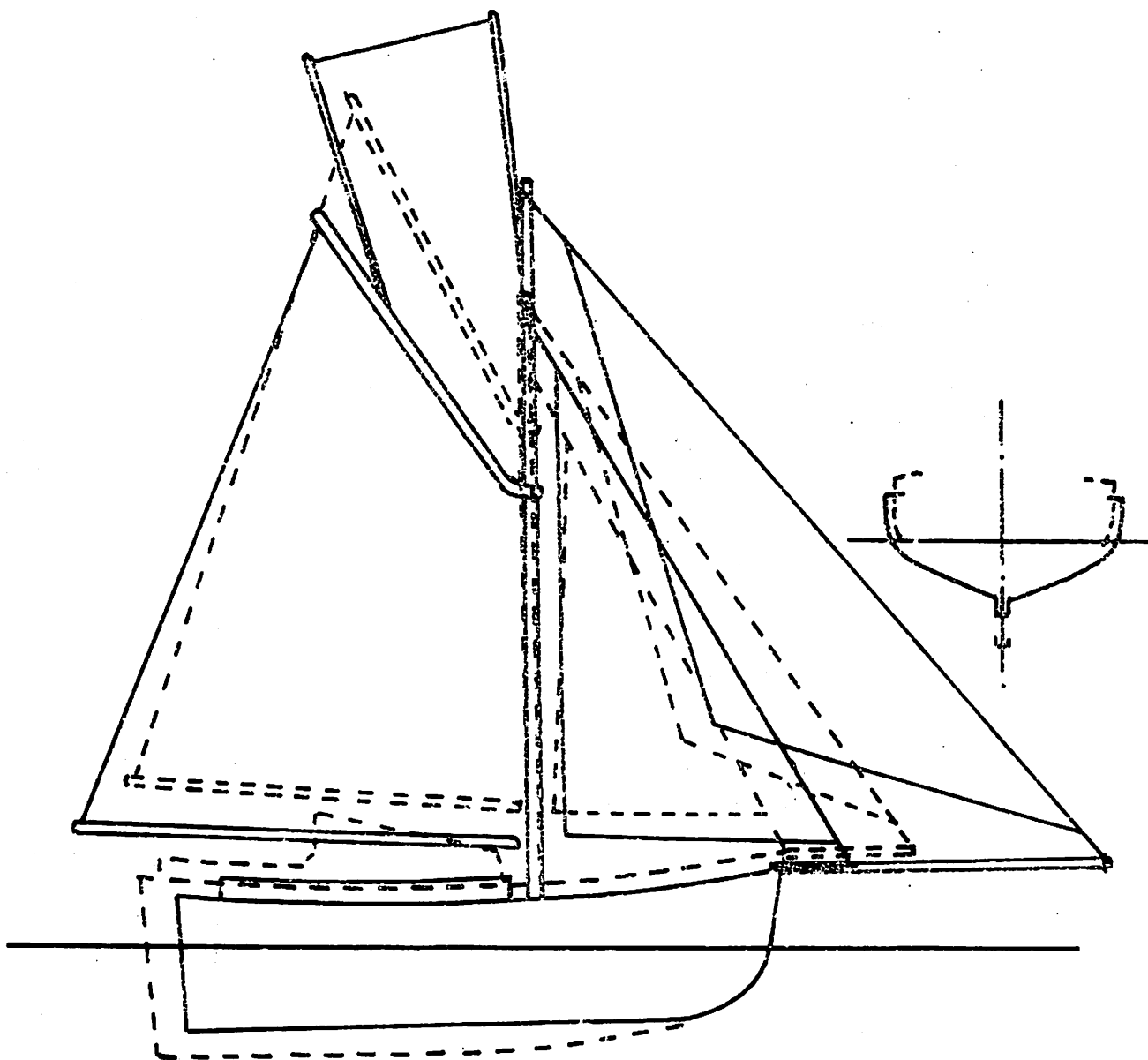
"One point of interest that it might be useful to know is whether terylene really is better than flax and cotton. Terylene, so I am told, can be safely stowed away damp, but does it really last longer than traditional materials?"

Since it was in the mid 1960s that Steve Keefe discovered that the working sails on his Sirius, under which he and his family had crossed the Atlantic, were of flax and hand sewn in 1893, we shall all have quite a long wait before we really know the answer to Robert's final question!

A new member, David Keith of Nova Scotia, also wrote in, raising the very interesting point that for many of the modern shoal draft, broad beamed, hard bilged small cruisers, gaff rig would be very much better than the "narrow, high spire" of Bermudian rig they usually carry. A most interesting point, over which members might ponder. I am keeping David's letter on file to publish in a future issue.

There is another aspect which I had hoped some other member might raise, but since nobody has, I'll stick my neck out. I can see no objection whatsoever to copies of old designs being built in any good, durable material which can be used - stainless steel, ferro-cement, good quality G. R. P., anything an owner wants. Also, I can see no objection whatsoever to developments in gear and fittings, especially those developments which are made possible by the introduction of new materials such as Tufnol.

But I do join Sam Poole in objecting very loudly indeed when what is obviously rubbish is foisted upon the public as 'Replicas of Old Gaffers'. Here let us be quite clear - the Tamarisk design is specifically stated as NOT being a replica, but a new design loosely based on the old Itchen Ferry type. But there have been others which have been passed off as replicas, see sketch of profile of a typical Itchen Ferry of the turn of the century (average of all designs covered by our Boat Register, verified from other standard reference sources).



PROFILE OF ITCHEN FERRY TYPE

(See Text pages 14 and 16)

Superimposed on this profile is that of what has been offered to the public as a replica of an Itchen Ferry. Both Boats are gaff rigged. And that is just about the sum of any real resemblance. The 'replica' is longer, narrower and very much deeper in the hull. Mainsail areas are similar, although the shape is quite different, but the headsail areas are totally different. One might not object to this 'replica' if the designer was honest and stated that it was an entirely new design, - but as Sam Poole said, this is the commercial boys trying to cash in on the success of the O.G.A. - and not only of the O.G.A. but of specific boats such as Fanny and Quiver which have achieved a certain measure of publicity for their performances.

People like John Leather have shown clearly that excellent new gaffers can be designed, based loosely on the older types, and we now have a significant number of quite new 'old Gaffers' in boats like White Maa, Prudence, Red Red Rose, Annie Laurie etc., all boats which might have been built at any time in the last eighty years. To encourage such building has always been one of the objects of the O.G.A., and I hope it will remain so. But I do not want to see many of the types of pseudo gaffer such as one specimen I saw earlier this year - rigged with halliards which were at most 3/8" string, and bobstay and forestay fittings bent up from sixteenth stainless sheet - obviously quite incapable of taking any working load.

J.A.S.

Now to get rid of the nasty, modern, commercial taste, a word or two from John Leather on Mike Frost's book:-

The recently published book BOADICEA C.K. 213 by Michael Frost, was briefly reviewed by John Scarlett in the last issue of the newsletter, but John requested my appreciation of it as an Essexman who has sailed in her.

I found it refreshingly different from most present sailing books, with a sincerity welcome in a sailing world increasingly bedevilled by artificial values and now threatened by interference from petty officials, "do-gooders", and organisation men who don't know a mainsail from a bell tent.

The cutter rigged smack Boadicea, also affectionately known locally as the "Bo-Dasher" or the "Bodie", has become a sailing institution of the Essex coast. She is the oldest vessel still sailing under her original rig, having been built at Maldon in 1808 and being subsequently owned at Tollesbury and West Mersea, lower down the Blackwater river, which for 166 years has been her home waters. Michael Frost, always fascinated by sailing working craft, has owned her since 1938 and records the association and the events leading to his almost casual acquisition of the Boadicea. His direct style, detailed observation, clarity of writing and period covered (1925 - 1939), the last days of working sail in the Blackwater smacks, make it a book of considerable interest to those who know the Blackwater and Colne, and will charm those who are unfamiliar with this part of the Essex coast by its analysis of sailing a small cutter smack by an amateur, always aspiring and finally attaining professional competence. It is interesting and encouraging to all who sail gaff rigged craft.

A shrewd observer of events and people, he records and muses on many subjects from the changing topography of the Blackwater shores, qualities of the sailing fraternity and their craft, to the magic of the creeks, the humping of tons of rusty iron ballast, disappointments, triumphs, and near

disasters; all faithfully recounted to strengthen the narrative, in which one can feel the ardent thrust of the powerful cutter rig, and the lurching roll of an overdriven hull running hard downwind in a gale.

Michael Frost's style resembles that of R. C. Leslie, whose sailing tastes were similar eighty years ago, and like him he has the gift of observing details in craft, people and particularly the methods of doing things, and of interesting the reader in them.

In this estuary idyll, which also encompasses North Sea passagemaking and adventures with the smack in Belgium and Holland in the shadow of war, he captures the spirit of the Blackwater oystermen; a mellowed gentle form of seafaring. Those who have paused on Hove Hill, just beyond Mersea church on a spring morning with a light easterly air wrinkling the creeks and setting sun dapple dancing on the broad Blackwater beyond the Nass, will readily share Michael Frost's fascination with these waters, craft and people; others will sense it from his careful prose which recreates the now almost vanished placid Mersea of the Mussetts, Hewes, Stokers, D'Witts, Cooks, Frenchs and many other Island families of fishermen, boatbuilders, sailmakers and watermen; a waterside in the indian summer of working sail.

However, the book's clear style is not nostalgic, but is written as experienced, and the better for it. His description of his first acquaintance with the Boadicea has the vividly descriptive qualities of a page from Richard Jefferies:

" The smack I looked at now was certainly not threadbare. As I had expected the formal stowing of her gear was meticulous but beyond that there was something about her which put me in mind of a freshly minted coin.

She had four dredges spaced down her deck, with their riggings draped outboard of the rail. Every other smack in Mersea carried her dredges in the same way but somehow without the same effect. I realised that the four dredges were new. One of them was beside me and I looked at it closely. The galvanising on the wire riggings was bright and even the cut ends of the wire rings were not yet tarnished. I counted the rings of the rigging. Fourteen across and seven deep, and, unruined as they were, they still tinkled softly as I moved them. The cotton netting of the dredge - back still had an unused whiteness and I counted the meshes, fourteen across and fourteen deep. The rawhide thongs were neatly cut to an even width and each was rove with the twists in it following through exactly as they should be. The set of the dredge was perfect, whoever had rigged it most certainly knew his trade

Beside each dredge a new bass warp was coiled, with its buoy attached to it. I realised that everything was new. The spuryard serving of the standing rigging was not yet discoloured and above the servings the wire was still brightly galvanised.

I was more than just intrigued by now. Newness in itself has no great appeal, but here newness was combined with motive, and none of the things I looked at had been merely bought. Each had been made with a kind regard to detail. I glanced at the rigging lanyards knowing what I sought, and was not disappointed.

The deadeyes had flowing convex curves and no flat surfaces. The lanyards were freshly dressed with Stockholm tar and the colour of the Italian hemp was richly alive. Each of the lanyards was set up as though intended as an object lesson on how rigging should properly be done. There was no question of finding

fault. Each was a perfection in itself. Almost without thinking I stepped on board. I had occasionally boarded laid-up boats to look at them and this was almost permissible, but boarding a boat without good reason while she is in commission is next to piracy. I had never done this before and have never done it since. I do not fully understand what came over me to do it then.

She was lying wind-rod and was lifting to a slight swell. Without realising I gauged her motion and approved of it. I crossed her deck and felt her answer to the shift of weight and again assessed her movement and approved. I went aft and sat on her quarter and studied her from this position.

She was elusively familiar, but I could find no reason for it. She was short and her decks were very wide. They were well cambered and both fore and aft they ran up in a good bold sheer. She was nearly as round as an apple.

Her spars and blocks were bright varnished and all her rope was honey-coloured new. At her mast-head she flaunted a small golden chariot and a scarlet streamer. It was almost vainglorious, yet somehow it suited her exactly.

After a time, I began to realise that I had no right to be sitting there where I was, and, as this fact dawned on me, I quickly recrossed her deck and dropped into the dinghy. For a few moments I stayed alongside, but then let the boat drift aft, and as I reached the smack's stern I read her name and port of registry. She was the Boadicea, but for a moment I was hardly able to believe it.

Having raced on board the Boadicea in the Blackwater smack races twenty years ago and lifted the lines from her chubby hull during refitting in the early 1960s, I can understand the affection Mike Frost has for this oldest survivor of the Essex smacks. To stand in the Boadicea's weather shrouds, bearing out the clew of the big jib as she sweeps downwind, hull and rig vibrating to the frothy rumble of the bow wave is sheer joy, besides being very arm-aching.

After one West Mersea regatta of strong winds, the chariot wheel wind vane was blown from her masthead to be lost overboard, resulting in all hands being summarily despatched in borrowed smack-boats to search the creeks and tidelines for this precious item of Boadicea's equipment. Michael, looking like the loser of £500, sculled grimly along the muds and hours later, after the hubbub of the watersports had died away, it was found, and peace was restored.

The author has also drawn many of the chapter headings. The frontispiece and those on pages 76, 122 and 165 are expressive and that on page 138 has an almost Keith Shackleton quality. Two are line drawings for Fid Harnack, the Mersea marine artist who understands and expresses better than any other painter, the subtleties of colouring of the Essex coast and the unique qualities of light on its muds and waters.

The only criticism which could be fairly made of the book is that half a dozen photographs of the Boadicea and some of the people and places mentioned would have enhanced it.

I hope Michael Frost will write the sequel, telling of his subsequent ownership and sailing of the Boadicea; of her shipwreck and salvage, the fun of the Mersea smack races, his complete rebuilding of her ... but that would spoil the yarn.

ODD JOTTINGS: Heard from one of our American members. A group of sailors in Bridgeport, Connecticut, have re-formed the Long Island Sound Iceberg Patrol Squadron. Their function is to keep Long Island Sound free of 'bergs'. When an iceberg is sighted in the Sound, members sail out to it with their boats loaded with empty glasses, ice picks, and a good supply of alcoholic beverages. They then attack the berg, converting it into ice cubes for their drinks. This sounds like an excellent winter pursuit for O.G.A. members.

I rather liked the new member who on filling out his membership application, put as the designer of his boat:

"Noah"(?) - very traditional ! "

ADVERTISEMENTS

FOR SALE: Tessa - Gaff cutter built 1910 of pitch pine of oak. 25 ft. long, 4'6" draft. Fitted with 2 berths and pipe cot; gas cooker; oil lights; two anchors, warp, chain. All running rigging new. All sails canvas. Survey in 1971. Lying Emsworth Yacht Harbour. Price range around £1,200. Phone Mrs. Colley, East Marden 206.

FOR SALE: Arcadia - gaff ketch 31'8" x 9' x 6'2" below decks, built by Chislett and Lewis at Poole in 1896. Has all original oil lamps, water pumps, fittings, etc., but also fitted with modern electrics. Recently fitted B.M.C. Sealord Diesel. Has recently undergone major overhaul by East Kent Marine. Value in the region of £5,250. Offers to Captain R. J. Atkinson, C.P.P., Dolphin Quay, Strand Street, Sandwich, Kent.

FOR SALE: East Coast smack's working mainsail. 19' on gaff and luff, 27' on boom. Loose footed. £100.
R.M. MacGregor, 116 New Street, Brightlingsea, Essex. Tel. 2462.

FOR SALE: Lovely old three quarter decked dayboat - one of the T.E.C.D. class designed by Morgan Giles. Gunter rig, new tan terylene mainsail. Twin of boat that won Solent Old Gaffers Race two or three years ago. These are fast but stable boats, 18 ft. long, with only 18" draft with centreplate raised, hence ideal for Chichester Harbour and Solent, where Dawn is now moored. Only £395 from I.A. McIntyre, Broome Cottage, Rushmoor, Tilford, Surrey. Tel: Frensham 2783. Incidentally, I'm looking for a slightly larger boat with cabin - gaff rigged!

FOR SALE: Gaff cutter "Golden Arrow", 22 ft. Itchen Ferry, built about 1873, pitch pine on oak; new suit of terylene sails, 10 h.p. Ford/Perkins engine; four berths, galley, marine toilet, large cockpit (sleeps 2). Sailed all over Solent by owners family with four children. New survey last year. £1,200. A. Rouse, 5 Tyrrel Road, Chandlers Ford, Hants.

FOR SALE: Racing type gaff cutter 'Undine'; 32'6" x 25'6" x 7'6" x 5'6" Designed by Cousins and built Edwards in 1899 of larch on oak. H.P. Stuart Turner; 2 anchors, chain and warp. 3/5 berths in 2 cabins. G.R.P. dinghy. Lying Bathurst Basin, Bristol. Offered at £1,800. Stormy's Services, Briar Wood, Twyncyn, Dinas Powis, Glam. Tel: Dinas Powis 2579.

WANTED: Sound wooden boat approx. 50' to 65', with beam of around 15', draft 6'9" to 9'.

T. Gillett, Luton Farm, Northwood, Cowes , Isle of Wight. Tel: Cowes 3259.

An appeal: Mr J.I. Hill of Allport House, Allport Street, Cannock, Staffs, would be very pleased to hear from anyone who can offer him any information about his boat Jewel, believed to have been built around 1913; Similar to the Rivers Class, but has rounded cockpit.