

OLD GAFFERS ASSOCIATION
NEWSLETTER 1975/3

DIARY DATES

Saturday Dec. 6th. Solent Area A.G.M., 5.00 p.m., at the Emsworth Slipper Sailing Club.

Friday Jan. 16th 1976 Association A.G.M., 7.30 p.m., at the Cruising Association Rooms, London.

Please note the times of these meetings. The Solent Area meeting is starting early, as it will be just an ordinary club night at the E.S.S.C., and the business part of the evening can be completed before the Club members wish to use their bar.

The Association A.G.M. will be held in the Cruising Association rooms, Ivory House, World Trade Centre, St. Katherine's Dock, London. The slightly later than usual start is to allow members coming straight from work a better chance to get a meal. Light meals can be obtained in the coffee room at the Tower Hotel, or a full meal in the Carvery. Nearest Underground Station to the C.A.Rooms is Tower Hill.

SUBSCRIPTIONS As announced in the last Newsletter, the following proposal from the Committee will be put before the membership at the Annual General Meeting.

CHANGES TO RULE 6

- (i) That the entrance fee be changed from fifty pence to One Pound.
- (ii) That the annual subscription be changed from fifty pence to Three Pounds.
- (iii) That a clause be added to Rule 6 as follows:-

"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."

All parts of the proposed changes to be effective as from January 1st 1976.

It has been pointed out that several members have paid their subscriptions in advance, and the proposed new clause could be interpreted to mean that such advance subscriptions already paid would be lost if the member concerned does not wish to remain a member at the higher rate. As all such payments have been made before the increase (if approved!) becoming effective, the proposed new clause will not apply to existing advance payments. The first Newsletter of 1976 will be accompanied by subscription slips which will advise all members how much they must pay to remain a member at the new rate. Any member who has paid for one or more years in advance will be able to claim a re-fund of his advance payments if he decides not to continue his membership.

Please note that this will NOT be applied to payments by Bankers Orders made on or after Jan 1st. Any member paying by Bankers Order who is uncertain whether he will wish to continue as a member at the higher rate of subscription is advised to cancel his order before the end of the year.

Please note that members who are unable to attend the meeting may send in their vote on these proposals by post, to the Secretary, to reach Galashiels before Thursday, January 15th.

One of our Overseas members, David Keith of Nova Scotia, has sent in the following comment and proposal.

Comment: A raise in rates is definitely in order. While a 600% increase from 50p to £3 may seem to be a bit drastic, it does bring it more in line with other sailing Associations. I also have no doubt that, based on past performance, the O.G.A. executive and members will hold the line at the new rate for many more years until it, in turn, seems pitifully small and inadequate. So I support the motion and vote YES.

Proposal: While the O.G.A. does run a very active programme of races, it is all in the British Isles. Members like myself, who are resident outside the British Isles, miss out on much of the programme. Thus, I propose that for members resident outside the British Isles, the fee be approximately one half the regular subscription fee per year, with the £1 entrance fee unchanged. Precedent for such a proposal would be the regular established practice of the Cruising Association, which charges members from other than Great Britain about one half of the proper annual subscription fee.

David Keith.

In view of Mr. Keith's obvious difficulties in finding a seconder for his proposal, if no other correspondence is received on this proposal, I (as Secretary) will act as seconder so that it can be voted on by the membership. However, I very much hope that we shall hear from other overseas members on this proposal.

APOLOGY Apologies are offered for the lateness of this Newsletter. Following discussions with some Committee members, it was decided to postpone publication to allow time for more contributions to come in. In view of the now very high rates of postage, it was agreed that this would have to be the final Newsletter for 1975.

Once we have agreed upon an increased subscription, it should be possible for us to produce bigger and better Newsletters. BUT - this will be possible ONLY if we get the necessary contributions sent in by the membership. It is hoped to be able to offer a series of articles on the traditional inshore fishing and working craft such as Itchen Ferries, Quay Punts, Prawners, etc.. If such a series is to be a success, we shall need as many accounts as possible of such boats; - how and when they were built, what conversions have been done, and present owners comments on their performance. Not only will such a series provide items of interest to many of our members, it will also form an extremely valuable record.

STOCK The Associations stock of ties, burgees, badges etc. is now held by Bob Munden, 196, Kirby Road, Portsmouth; to whom all orders for stock should be sent. Please note that cheques, postal orders, etc. should be made payable to the Old Gaffers Association.

ADVERTISEMENTS Members are reminded that advertisements for boats, gear, etc. in the Newsletter are FREE to members. Members wishing to advertise a commercial service in the Newsletter are invited to consider 'sponsoring' a cover - if they pay for the printing of a cover for an issue of the Newsletter, the inside of the cover sheet can be used to carry their commercial advertisement. Such covers can be printed here in Galashiels from material sent in, or advertisers can use their own printing facilities and send us a batch of printed covers.

With the publication of this issue, our nominal membership has reached 900. However, it seems that not all of this nominal membership have paid their subscriptions, and it is probable that by the time this issue is posted we shall have fallen back below the 900 figure !

Now a welcome to the following new members (who Have paid up !)

D.E.Anderson, s/v Eriskay, 68, Riverside, Brundall, Norwich
NR13 5PT Eriskay 676

P. Bamonte, 81, Plumberow, Basildon, Essex
Ant 861

E. Crossland-Hinchliffe, BU119 Western Motor Marine,
Vicarage Lane, Hoo, Rochester, Kent. Mikel 819

D. Dyson, 74, Cranleigh Rd., Portchester, Hants.
Mary 671

E.W.H.Gifford, Little Pundells, Bartley, Southampton
Wild Goose 669

I.A.Hawick, 2, Henry Ross Place, South Queensferry, W. Lothian
EH30 9NE Brunnhilde 659

A.F.Hill, 54, Maldon Rd., Burnham on Crouch, Essex
Casse Noisette 522

A.E.Hooper, Yt. Boan, c/o Dolphin Inn, Newton Ferrers,
Nr. Plymouth, Devon Boan 675

R.D.Johnson, Smugglers Roost, Sea Lane, Rustington, Sussex
Ione 673

D. Keys, 17, Turnpin Lane, Greenwich, London SE 10
Clythie 239

Miss J. Lukins, 144, Kensington Church St., London W8 4BN
Meridian 678

W. Rene, 14, Whitehorse Yard, Church St., Whitby, Yorks.
Glaciere 672

D. Seatter, 51, Manor Place, Edinburgh EH3 7EG
Elsie 677

P.P.Shears, 1, Essex Court, Middle Temple, London EC 4
Patricia Ellen 668

C.M.Sydenham, 84 Heol Carnau, Ely, Cardiff CF5 5NF
Leonora 661

R.G.Ward, 20, Lesley Avenue, Canterbury, Kent
Dunlin 674

N. Woollett, 12, Orchard Gardens, Aldershot, Hants
Marian 80

L.I.Wort, 63, Waterloo Rd., Southampton
Flutt 670

In clearing out what should have been an empty file, a letter from Len Warren came to light. He comments on a decision of the International Yacht Racing Union taken in London (date unknown).

"With rising consternation, I read that 'rolling', 'pumping' and 'ooching' have all been banned in racing.

All these techniques have been practised for years on the 'Glad Times' in the belief that they were legitimate racing tactics.

'Rolling' the boat downwind, to generate airflow across the sails, naturally follows when the crew have broached the rum and stagger in unison.

'Pumping' the tiller is necessary to hold her on a steady course and keeps the gudgeons from freezing up.

'Ooching' in time to a rollicking sea-shanty is indulged in as a morale-booster.

'None of these actions can be classed as immoral or fattening; but if they are to be made illegal I must ask for a compensating improvement in my handicap, and ask you to bring this matter to the attention of any other Old Gaffers who may be similarly affected.

Hopefully Yours, Len.

For a slightly more serious view of Old Gaffers Racing, Michael Millar has sent the following account of this years Solent Race. Reading this excellent account, it is hard to believe that Michael has an enormous amount of work outstanding on his boat Dawn, that he has been putting in many hours helping the Cruising Association over the Festival of Sail; and that on top of all this work load, he has been arranging for new premises and for the transfer of his business from Baker Street to another part of London.

1975 Solent Area Race.

The week prior to the Race had seen the end of the prolonged summer weather; strong to gale westerlies had prevented Wilful, on passage from the Crouch to Salcombe via the Solent, from getting beyond Dungeness, and was now sheltering in Folkstone. But there was promise of a veer and a pause between two masses of Atlantic weather, and on Friday evening the wind took off a little, enabling a steady procession of Gaffers to converge on Cowes throughout the evening and night.

The morning forecast was offering force 4 to 5 "West, then East". We were actually getting 1 to 2 north west. The start was at 1030, with slack water at about 1100, followed by an east-going tide for the rest of the day. Accordingly, a course was set to the first useful buoy to the west, E. Lepe, to use the last of the ebb, followed by a long leg to the east via S. Bramble and E. Bramble; a short leg to the S.E. Ryde Middle, and back to the line; this to be followed by a second, shorter round of Clipper, N.E. Middle, and back.

The 1000 gun was fired, and the course signals broken out, dutifully repeated on Bries, our faithful Committee Boat, who had taken the precaution of stationing herself outside a substantial Outer Limit Mark this year, as Peter Barrett remembered the indignities of fending off half the fleet at last year's start.

By the ten minute gun it was apparent that we had a good turnout, despite the difficulties some entrants had experienced in getting to Cowes. Only 5 out of the 65 had notified that they would not be there, but it was impossible to count the milling throng, so we shall never know how many actually started. Some were easy to spot: the schooners Hoshi and La Goleta; the Brixham Trawlers Provident, Vigilance, and Regard; and Pilot Cutter Margeurite T: but these were all at the top end of Class I. The smaller Class II boats were less distinctive, until one picked out the odd-coloured topsail, the patched jib, the tiny mizzen that looked like a self-steerer. Chris Waddington was there in Moya, as was Bob Munden in Rover, both having hastily dropped their pens and typewriters in favour of their tillers, after completing a magnificent job of organisation, and getting out a beautifully produced programme.

After misfires on both guns at the five minute signal, the Start was signalled correctly, and the fleet slowly bore down on the line. Slowly, because although there was still some favourable tide left, the wind was dying fast. Three or four

boats appeared to be the wrong side of the line, and a recall was fired, but these were probably outside the limit mark; at any rate they all started correctly in due course. Poseidon appeared to be first away, closely followed by Elizabeth Mary and La Goleta; then came a bunch including Iseult, Moya, Onward of Ito, and Paguera, though in what order it was difficult to be sure. Then, as the mass of the fleet converged on the line, the wind died altogether, and they hung there as though posing for the photographers who were buzzing around in small boats. One of these, believed to be largely occupied by TV men, picked up the now slack mooring line of the outer limit mark with his propellor, and kindly moved it eastward, into a better alignment with the Committee Boat, before a skin diver set him free again.

Meanwhile, the leaders, having vanished from view behind the R.Y.S. Castle, had met the new tide, and were gradually re-appearing, backwards. Soon the whole fleet was kedged, except that now and again, someone would get the odd puff, and move up a few places before anchoring again. White Moth was one of these; she had disappeared backwards up the river quite early on, and suddenly came charging down close inshore with a private breeze of her own; she lost it again off the Squadron, but had put herself back into the Race meanwhile.

At 11.50, a faint draught was felt from the N.E., and by 1200 it had filled in. Watersails, bonnets, spinnakers, and assorted laundry broke out all over the place, and the Race started again; some boats crossing the Line for the third time, which made it difficult for the spotters to decide who was going to be eligible for the Anchor Trophy.

The wind continued to pick up from the East, so the long eastward leg was a beat, but with an increasingly fair tide. As the leaders emerged from behind the Squadron, it was interesting to notice the different tide-working tactics. Some favoured the north shore (one or two are believed to have gone, illegally, north-about round the prohibited deep-water channel - but they were too far off to identify positively, and so escaped disqualification); some kept to the deepest water (? strongest tidal stream) in relatively short tacks; others preferred less tacking and longer legs. Skipjack appeared first, followed by La Goleta, Wild Goose, Moya, Elizabeth Mary, Drevva, Pierce Eye, Paguera, Velsia, Marishka, Onward of Ito, and White Moth. After these it was impossible to record, they came so fast and thick, spread all over the Solent.

Having lost two hours at the start, and with the leading boat not approaching the line till after 1500, the Committee decided to shorten the course and cut out the second, short round. So La Goleta was given her gun at 1508, followed by Skipjack ten minutes later with Moya hot on her heels. It took another two hours for all the 47 finishers to get home, with Olive Mary bringing up the tail to get the Laggards Ladle at 1704, which confirmed that the decision to shorten the course had been correct.

It had been decided to hold the prize-giving at 1900, with the Supper afterwards, so that those not booked for the latter need not hand around all evening. It had been intended that the prize-giving should take place on the lawn of the Royal Corinthian Yacht Club, where there would have been plenty of room for everyone. But the wind had veered round to the S.E. and brought the inevitable rain, which was obviously set in for the evening, so plans had to be changed. The Club's big dining room was already laid up for the supper, and it was out of the question

to clear it, so we had to make do with the bar which was already filled to bursting.

Our Guest of Honour, Admiral Sir Patrick Bayly, Chairman of the Maritime Trust, who with Lady Bayly had spent the day aboard Provident (which is owned by the Trust, although operated by the Island Cruising Club), took the crowded circumstances with good humour. Area Vice President Michael Millar opened the proceedings by announcing the gift of a new prize by the Royal Corinthian Yacht Club - a mug to be presented annually for the first boat home built before the turn of the century (which might be changed to 100 years old in the not too far distant future) - this went to Marishka (1895).

Then, just before the Admiral was asked to present the rest of the prizes, a message was received from the Harbour Master to the effect that a severe gale was imminent from the North East, and those that knew Cowes realised the implications; the harbour below the floating bridge becomes untenable. As many members had their boats rafted alongside the marina pontoons, and others were on the trot piles immediately above the marina, there was a general exodus as they departed to make their boats safe. The prize-giving continued, in slightly less of a crush, but several winners were no longer there to receive their awards.

THE AFTERMATH

At the time of the announcement, it had been calm, as the eye of the depression was then overhead. Quite soon afterwards, however, the wind picked up from the north east as promised, and the storm raged all night. Your scribe was safely ashore for the night, and has only snippets of hearsay information of the carnage which was taking place in the harbour. The great tragedy was the sinking of Kirsty, the home of Mr. and Mrs. Flutter, and the horror of Mrs. Flutter having her legs crushed: at the time of writing her condition is not known, nor is the fate of Kirsty, but it could be a total loss. For the time being we can only offer sympathy. Many other boats suffered damage in varying degrees; Hoshi was holed above the waterline, and was leaking badly; Bob Munden's Rover and Ron Francis's Gaivota were others to suffer. Another pen will have to tell the full story of that terrible night.

M.D.M.

Following Michael's shorebound view of the Race, we have Geoff Penn (Michael's original crew on Quiver) to thank for the following account as seen from Bries.

It wasn't Friday the 13th! But the superstitious were still able to take Cassandra's role on the Sunday morning and our principal recollection is of Saturday night's deluge and gale. Our sincere sympathy to all involved in the sad trail of damage in Cowes harbour that night.

Memories are not wholly sombre, however, and perhaps the highspot of humour for those of us who passed the day on the Committee Boat (Peter Barrett's Bries) came five minutes after the start. On reflection "start" is an unfortunate word to use because we were enjoying the spectacle of 20 or more boats failing even to stem the eastgoing tide, let alone cross the line. The T.V. boys in Blue Panther were obviously sharing our fun - so much so that they took the Club's yellow buoy far too close and predictably their power boat fouled its mooring cable. To an accompaniment of outraged howls from sundry Old Gaffers, they managed to shift the starting line through a degree or two before they were brought up all standing amid dense clouds of smoke.

CONTINUED AFTER THE RACE RESULTS.

RESULTS OF THE 1975 SOLENT AREA RACE

13 09 - 75
Start 10-30.

Final OGA Posn.	OGA No.	Name of Boat	Corrected Time	LINE POSN.	Finish Time	Class
1	473	Pierce Eye	4 25 07	10	15 40 05	IIIA
2	541	Skipjack	4 26 43	2	15 18 21	IIA
3	451	Paguera	4 43 14	8	15 37 32	IIB
4	107	Elizabeth Mary	4 47 32	4	15 23 25	IIA
5	361	Betty	4 53 38	11	15 48 05	IIA
6	22	Simba	4 55 20	32	16 21 35	IIB
7	1704	Chough	4 56 55	23	16 14 27	IIB
8	994	Marishka	4 58 35	12	15 53 51	IIA
9	445	Velsia	5 00 20	7	15 36 28	IA
10		Wild Goose	5 00 22	9	15 39 39	IIB
11	699	Dreva	5 01 15	6	15 34 35	IB
12	543	Snippet	5 02 05	24	16 15 15	IIA
13	515	Saga	5 03 15	29	16 17 46	IIB
14	484	Poseidon	5 07 50	38	16 25 57	IIA
15	314	Gaivota	5 09 40	5	15 28 03	IB
16		Onward of Ito	5 09 40	20	16 12 11	IIA
17	2334	Moya	5 13 01	3	15 19 02	IA
18	601	White Bell	5 13 50	33	16 21 50	IIA
19	723	Delphina	5 16 04	36	16 26 44	IIB
20		Luke's Minnie	5 17 25	15	16 06 15	IIB
21	378	Lady Belle	5 18 37	30	16 17 50	IIA
22	204	La Goleta	5 19 09	1	15 08 00	IB+
23		Humming Bird	5 19 15	41	16 34 27	IIB
24	338	Heloise	5 20 20	18	16 10 47	IIA
25	98	Saari	5 24 21	16	16 07 31	IA
26	459	Patsy	5 25 52	39	16 28 53	IIA
27	2286	White Moth	5 26 37	19	16 12 00	IIA
28	521	Scamp	5 27 21	28	16 17 30	IIA
29	555	Sturdy	5 30 15	44	16 51 21	IIA
30		Reprieve	5 40 42	40	16 23 03	IA
31	444	Nuada	5 41 36	14	16 03 55	IA
32	583	Iseult	5 42 54	17	16 08 30	IA
33	127	Peggy-H	5 45 46	27	16 17 09	IA
34		Wildeckat	5 45 57	26	16 15 57	IB
35		Jennie	5 49 25	46	16 55 40	IIB
36	228	Catriona	5 50 24	42	16 36 32	IA
37	566	Wild Duck	5 51 47	35	16 26 25	IA
38	905	Kirsty	5 53 13	37	16 26 47	IA
39		Gweneth	6 01 12	45	16 55 04	IIA
40		Stavanger	6 04 21	25	16 15 21	IA+
41	525	Rover	6 05 13	31	16 19 30	IA
42	454	Olive Mary	6 06 39	47	17 04 15	IIB
43	488	Margeurite T	6 08 44	13	15 59 14	IA+
44	76	Vigilance	7 01 55	21	16 13 18	IA+
45	433	Provident	7 20 55	34	16 23 35	IA+
46	620	Regard	7 21 54	43	16 50 18	IA+
47	1887	Hoshi	7 45 03	22	16 13 58	IA+

DID NOT FINISH (or may not have started)

251 Acushla	Anatilda	221 Appleberry	305 Firefly
39 Foam	52 Gladys	392 Lisa	Manana
194 Mandy	453 Mor Mara	271 Nellie	475 Pierette
682 Rowspar	536 Sea Wigeon	553 Storm	227 Walkabout
530 Wilful	621 Zephyr		

PRIZE LIST See over, on Page 8.

1975 SOLENT AREA RACE - PRIZE LIST.

CHANNEL CUP	Pierce Eye
LE HAVRE PLATE	Velsia
GAFFERS EYE	La Goleta
EMSWORTH CLEAT	Skipjack
CHANNEL PLATE	Paguera
DEAD EYE	La Goleta
EDGAR MARCH MEMORIAL TROPHY	Elizabeth Mary
C.H.PAXTON MEMORIAL TROPHY	Iseult
ANCHOR TROPHY	Gweneth
LAGGARDS LADLE	Olive Mary
PITCHFORK TROPHY	Stavanger (from Norway)
ROYAL CORINTHIAN TROPHY	Marishka
Class I, under 40 ft.	2nd Drevá 3rd Gaivota
Class I, over 40 ft.	2nd Marguerite T
Class II, over 50 years old	2nd Elizabeth Mary, 3rd Betty
Class II, under 50 years old	2nd Simba 3rd Chough

Owing to the fact that the result card of Elizabeth Mary was taken out of the Class placings on the results board, in order to place her apart as winner of the Edgar March Memorial Trophy, the other cards were closed up, and it appeared that Betty was second and Marishka third in Class IIA. These prizes were presented accordingly. In fact, of course, Elizabeth Mary was second and Betty third. Our apologies for the mistake to all three owners. (Please blame the Officer of the Day, and not the poor Hon. Sec. !).

Solent Race as seen from the Committee Boat, continued from P.6

It can't have done their engine or prop much good; and one wonders how they would have fared had one of the TV crew not been able to go over the stern equipped for skin diving ! Another fascinating sight was a Brixham trawler (she had better remain nameless) dragging slowly but inexorably down on to the unfortunate 'Sturdy' (whose kedging technique was evidently a good deal more successful).

To be serious, the Saturday morning weather forecast was scarcely propitious (NW backing through S to NE or N) and events amply justified the Committee's choice of a relatively short 'twice round' course which could be shortened if necessary. Happily, after an agonisingly slow kedging match along the Egypt Point shore, the south easterly breeze picked up and was in time to give the leaders, at least, a brisk fetch from East Lepe to NE Ryde Middle. Certainly the easterly in the afternoon ensured a good run back to the line for most competitors. It was unfortunate that most boats failed to realise during the beat eastwards from East Lepe that they were supposed to leave to port the main channel starboard hand buoys west of the Brambles (i.e to pass south of West Bramble to Calshot Pillar). May be this was partly because no letters were allocated to those buoys in the sailing instructions and none could therefore be signalled as marks of the course. But against this it has to be said that the prohibited area of the shipping fairway is of long standing

and was very clearly mentioned (and illustrated) in the sailing instructions. Solent O.G.s need to watch this much more carefully in future.

Another difficulty for observers and Committee is still the identification of boats and particularly the smaller ones. Permanent Race Numbers helped a lot, especially when stencilled on sails or dodgers and it is to be hoped that this practice will soon be universal.

G.P.

Leslie Bowen of 'Pierce Eye' has sent in an account of the dreadful night at Cowes:-

No account of the 1975 Solent Race would be complete without some reference to the disastrous night that followed when many of our boats were badly damaged, at least one lost, and a crew member seriously injured.

A weak depression to the West, which appeared to offer no immediate threat, suddenly moved East through the Channel, at the same time deepening and the Force 9 North to North East winds which arrived during Saturday night quickly raised waves which swept continuously through Groves and Gutteridges marina, turning it into a battlefield.

Most vulnerable were the boats moored to the outer side of the East pontoons, which included Gaivota, Hoshi, Rover, Kirsty and Provident. Throughout the night crews fought to fend off from the pontoons and their neighbours. By dawn, however, Rover, Hoshi, and Gaivota were badly damaged (Rover possibly beyond economic repair) and, sadly, Kirsty was a total wreck.

It is perhaps unwise to speculate on the events leading up to the loss of Kirsty without knowing all the facts, but it seems clear that Pete Flutter was under considerable pressure by his inside neighbour (not a gaffer) to cast off, and it was when he eventually did so in an attempt to escape up river that she was blown back ashore and wrecked. In a last ditch attempt to save what was not only their boat but also their home, Pete's wife Frances had her legs badly crushed.

We were all too busy through the night saving our own boats to see the whole picture, but there can be no doubt that many more Gaffers owe their survival to the coolness, skill, and sheer persistence of their owners and crews.

It is easy to be wise with hindsight and it is true that warnings were given during the prize giving, but by then the wind was already rising and it was very difficult for boats to be moved in the dark when many of them were hemmed in by later arrivals whose owners could not be found.

Finally the thought persists that whatever their legal Liabilities may or may not be, the marina staff might have felt some moral obligation to turn out and assist with their local knowledge and facilities, having accepted fees from boats moored on these vulnerable pontoons, rather than turn up at 10 o'clock the next morning to survey the carnage.

L.B.

Nothing other than a space for thought and reflection can follow that brief but moving description by Les. Bowen. The Harbour Master at Cowes wrote to Chris Waddington on the Monday following the Race. He wrote as follows:-

Dear Mr. Waddington,

Now we are recovering from the incidents of this past weekend I feel I must write to you to say how extremely distressed we all are with respect to the damage which has occurred to some of the glorious ships belonging to the Old Gaffers Association. Fortunately many heeded the gale warning and proceeded into safe quiet waters up river, but some unfortunately were caught and it was tragic to see the damage sustained. Nevertheless, some rather marvellous things were noted - namely the most competent and level-headed manner in which the owners reacted. I personally assisted the Police Launch and Calshot Lifeboat crews, all of whom did wonderful work in the early hours of the morning and it was heartening to see the excellent seamanship shown by the owners of the craft as we assisted them into calmer waters.

Admittedly, such a situation may not recur for many years to come, but on the other hand it could happen again next week or this time next year. Every experience at sea is a lesson learnt, and from the experience of this weekend, may I suggest that in future I make arrangements for all the Old Gaffers to moor on allocated pile berths up river, irrespective of weather reports. This will ensure cheap moorings - at present rates, maximum 55p per night for the largest vessel - and launches can be arranged for a ferry service for all members attending the Reception, at a very reasonable cost. Hence one could guarantee complete safety and peace of mind to the owners of these wonderful old boats.

I have written a letter to Mr. and Mrs. Flutter of yacht "Kersty" which I have sent via your own address and I should be most grateful if you will forward this on to them.

Lastly, I was sorry that I did not see you personally either before the race weekend or during the weekend itself. Should you be in Cowes please do call as I am sure we have much to discuss. Once again may I express my sincere regret that some of the Old Gaffers were damaged - it is always so wonderful to have such vessels in the Harbour and to see the great pride the owners take in looking after them and indeed pride of possession of such unique vessels.

Yours sincerely,
Henry Wrigley,
Harbour Master.

Another letter received by Chris Waddington:-

Dear Chris,

The East Coast Area Committee of the O.G.A. wish me to write to the organisers of the Solent Race expressing our sincere regret on learning of some of the effects of the gale on the Saturday night following the successful Solent Race.

We realise that there is probably no help that anyone can offer, especially at this late stage, but if your Committee felt that there was anything another Area might be able to do to assist please do not hesitate to let us know.

Yours sincerely,
I.S. Hunter Edmond,
Hon. Sec. Eastern Area O.G.A.

1975 CLYDE AREA RACE

After the news about the gale following the Solent Race, there was some doubt as to what sort of conditions we might get for the Clyde Race - doubt which was re-inforced by the news a couple of days before the race that the Clyde ferry services had been suspended because of the rough weather. However, by the end of the week the weather seemed to be moderating nicely, and when we started out at 5 a.m. to drive over for the day it seemed that we might enjoy a really good days sport. In the Borders the sky was clear, and there was just a nice breeze. However, as we drove west, the sky clouded over, and beyond Glasgow the weather was less pleasant, with intermittent rain.

We met up with O.G.A. member Hamish Wilson and his wife, who had driven over from Edinburgh for the day to help us with the calculations and spotting; transferred them and their gear to our car, and drove down to the Navy base at Faslane some five minutes before our e.t.a., to find the Rev. Thomas waiting at the gate with all necessary passes to get us into the base. There was nice time for a second breakfast in the Neptune S.C. Clubroom, then we went aboard the Committee Boat for the day - a 50ft M.F.V., and sorted out all the necessary starting gear and the essential paper-work.

The race was to start from the Perch Rock Buoy at the mouth of the Gareloch at 10.30, and we had the M.F.V. anchored in position in good time, with guns, flags, etc. all set up.

The Clyde Race is run by the R.N.S.A. Neptune S.C., in conjunction with two other races - a class for Vintage Bermudian yachts, and a class for modern Handicap Yachts of Classes I, II and III. The Old Gaffers were to start first, followed ten minutes later by the Vintage and Handicap Classes II & III; with Handicap Class I starting a further ten minutes later.

As the time for the start approached, the weather had set in for a generally unpleasant day - a N to NE wind of Force 5 to 6, accompanied by light but steady cold rain, so it was no surprise to find that not all the entrants had turned up for the event. However, ten gaffers were in the vicinity of the line at the five minute gun. This year we had a couple of newcomers to the event - Clyde 19/24s Gertrude (sailing under mainsail only) and Lurline. The abundance of wind gave a better start than we have had in previous years on the Clyde, and hardly a second after the gun Gertrude was away at what looked to be near her maximum speed. She was closely followed by Lenore, then came Dr. Armstrong's Tahiti Ketch Rawanah, going beautifully. Next away was T. Abernethy's Beroe; a most beautiful craft. She looks to have been built in the classic style as a flush-decked cutter, but has had a rather high doghouse added later. One might feel tempted to criticise that doghouse on such a boat, but seeing the shelter which it gave the crew on such a day, and imagining what conditions would be like in her cockpit without the shelter provided by the doghouse, one had to accept that it fulfilled a necessary function even if it did not quite blend with the original appearance of the boat! Beroe was followed by R.W. Baillie's modern Loch Fyne Skiff Rose of Argyll, rapidly being overtaken by A.G. Vogt's Burt designed Quay Punt Veryan. John Teye's double ended cutter Moyra crossed next, then Lurline, and T.C. Duggan's very pretty Shetland built slopp Hildasay bringing up the rear of a close group. Jessie came along as a late starter, and the Gaffers passed out of sight by Kilcreggan on their way to a turning mark off Gourock as we on the Committee Boat turned our attention to getting the other classes started.

The course chosen for the day kept the boats in a closer area than has been the case in previous Clyde races - across to Gourrock; up the Clyde towards Tail of the Bank; across to the Kilcreggan shore; back to the Tail of the Bank; and thence up the Gareloch to finish off the Navy Base at Faslane.

By the time we had seen all classes start, and then one latecomer, the gaff yawl Macaria, who crossed the line at 11 15, the first boats were getting round the course nicely, and we motored across to intercept the fleet near the Tail of the Bank. Veryan, Beroe and two other unidentified gaffers were making off towards Kilcreggan at high speed, and we could see two sails, some yellow oilskins, and a flurry of white water. The sail number told us that somewhere in all that flying (and doubtless very cold!) water was Shireen's pretty hull. Gertrude had headed back to the Gareloch after the second mark, and the crew told us afterwards that having no headsail suitable for such weather they were finding it too much under mainsail only. Moyra also decided that enough was enough and peeled off at the second mark.

We were unable to follow the fleet further round, as it was essential that we be back at the base to time them in, and there was some trouble with the cooling of the M.F.Vs 8 cylinder diesel. As it was, on the way back, the cooling water header tank was boiling furiously, and steam and smoke were emerging from the engine room in a manner more reminiscent of a badly maintained Clyde Puffer than an internal combustion engined craft! Still, it made the engine room a nice place to go to warm up a bit on such a cold, wet and miserable day! We got back to the base without the engine siezing up or any other mishap, and prepared to time the boats in from the end of the jetty, and to get the limit mark for the finishing line laid.

It turned out that we had misjudged the speed of the gaffers in the conditions prevailing, as Beroe arrived whilst the mark was being laid, followed four minutes later by Veryan. Beroe was timed in from the whaler laying the mark, and the shore based finishing team were just able to get Veryan's time as they ran along the jetty to the end of the line, but both boats missed their finishing guns! As was expected, the next arrival was Rawanah, nine minutes after Veryan. Fourth boat home was Shireen, 14 minutes after Rawanah, followed after another quarter of an hour by Rose of Argyll. Various Bermudian boats came in, but that appeared to be all the gaffers that had completed the course.

Having seen how Shireen was going out in the Clyde, it was no surprise that the smaller boats had called it a day.

When the results were being worked out, it was found that Veryan had passed on the main channel side of Perch Rock Buoy on her way up to the finish, instead of on the 'wrong' side as the sailing instructions dictated, so Mr. Vogt regretfully retired, leaving Beroe to take both line honours and first place on corrected time.

In some ways it had been a disappointing day, but even those crews who had retired had enjoyed some brisk sailing, and there was some measure of feeling that too much wind might be no worse than the too little wind met with in the preceeding two years!

Once again, the Neptune S.C. had done a magnificent job in putting on the event and in providing facilities, and the thanks of all concerned must go to the Rev. Thomas, and to Joe Lake for their efforts to ensure a good days sport.

1975 CLYDE AREA RACE RESULTS.

27 - 9 - 75
Start 10 30

Final OGA Posn. No.	Name of Boat	Corrected Time	LINE POSN	Finish Time
1 159	Beroe	3 04 55	1	13 39 40
2 19	Shireen	3 08 38	3	14 05 50
3 141	Rawanah	3 17 58	2	13 52 00
4 526	Rose of Argyll	3 40 59	5	14 20 55

Retired -

358	Hildasay	Gertrude	Jessie-Jane
	Lurline	174 Lenore	73 Macaria
51	Moyra	560 Veryan	

Non Starters

802	Astrea	119 Camilla	4 Hatassoo	54 Ulidia
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ADVERTISEMENTS

FOR SALE Ketch Tango, 570. Cornish fishing lugger built at Porthleven in 1905. 35' x 32' x 9' x 4', 30 H.P. Kelvin petrol/paraffin engine; calor gas cooker. 4 berths, easily converted to 5. Mainsail and topsail 3 yrs old terylene; jib, staysail and mizzen canvas. 3 anchors, with 24 Fath. chain. Lying Wicormarine, Portchester, Hants. £2,500
J. Craig, 74, Cranleigh Rd., Portchester, Hants.

For Sale - Wavelet, 593. 28.5' gaff yawl, built as a yacht at Blyth in 1904. Good condition, beautiful lines. 4 Berths; 8 h.p. engine; as new terylene sails. Lying Plymouth. Suggested price £3,700
P.G.F.Seldon, Whitehall, Buckland Monachorum, Devon.

FOR SALE Ferryman 297. Itchen Ferry tyoe cutter, built at Warsash in 1949, pitchpine on oak. Worthamblake Ford conversion, very comprehensive inventory. Full details from A.H.G.Wilson, 15, Dean Terrace, Edinburgh 4.

S. Bradley, of Gioan Maigemo, Old London Rd., Capel St. Mary, Suffolk, would be interested to hear from any member interested in considering a joint venture to purchase an old trading vessel and convert her for an extended holiday probably including some charter work in the Caribbean. Alternatively, he would be interested in crewing for anybody going on a long voyage in the next year.

O.G.A. STOCK House Flags 20" x 16" £5.00 Ties £1.50
Metal Lapel Badges £0.35 Blazer Badges £2.50
Transfers £0.40 per doz. Burgees - 36" £4.50; 24" £3.25
18" £2.75

All available from B.C.Munden, 196, Kirby Rd., Portsmouth, Hants. Please make cheques etc. payable to the Old Gaffers Association.

TAKING THE MICKY

"Do you know that we have a furry fiend aboard?" asked the Cook.
 "You mean friend"
 "I know what I mean, and he has just scampered past me, into the cockpit."

The boat had been afloat for six months, with no direct contact with the shore, apart from a night in a marina, at the end of a busy, well lit gangway. Clumsy feathered predators sometimes dropped small fish on our deck - had our visitor also arrived out of the blue? More likely, he had come aboard wrapped up in a bed roll straight out of winter storage. Either that, or in the rolled up rubber dinghy which had provided his kind with a variation in his diet in the past - there was a good spattering of patches to prove it! Memories of strenuous pumping and hasty, hissing paddling to the shore still blemished our enjoyment of last season.

Knowledge of his presence brought a sense of relief, at least an explanation for the puzzling occasions when, sitting quietly in the cabin, I saw sudden movement out of the corner of my eye, and a sharp swivel of the eye-balls revealed no reason for the phenomena. A reluctant admission that advancing years were reaping their toll could now be dismissed with a light hearted chortle.

His presence also brought back memories of a winter mud berth where an unsuspecting foot, thrust into a squirming mass in the toe of a thigh-boot, located the nest. The resulting gymnastics in a confined cabin still gives me the occasional twinge when I laugh.

or the time when the opening of the hatch started frantic flutterings as fledglings launched themselves from their nest and crash-landed on my bunk. Three lost sailing weekends were spent paddling round in the dinghy, drinking endless cups of tea on friendly boats, while the little blighters learned to go solo. The cabin looked and smelt like a cross between the inside of a hay-stack and a chicken-roost.

In both cases, numerous fibre-glass boats were ignored, and the warmer, cosier environment of an Old Gaffer was chosen - a doubtful compliment.

The discovery of trails of powdered soup and potato wrenched our musings back to reality.

A survey of the cabin showed the makings of an epicurean feast for a hungry mouse - a tasty rubber dinghy, followed by succulent tanned sails with lanoline sauce, and ending with a leather cocktail. The vision of a burping mouse on the rampage among such valuables sent us post-haste to the village stores for re-armaments.

We positioned the mouse trap, well primed with bread and cheese, on a strategic shelf, and retired to headquarters ashore.

For from the noise of battle, I awaited the news like an army commander, and at last the code message came through - "Trap-lines inspected, two mink, one grizzly, and one mouse with a hurt expression."

The trap will become part of the boat's inventory, and armed neutrality will be maintained.

L.J.W.

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