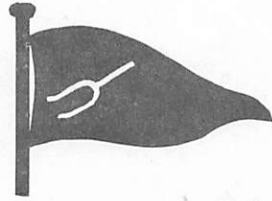
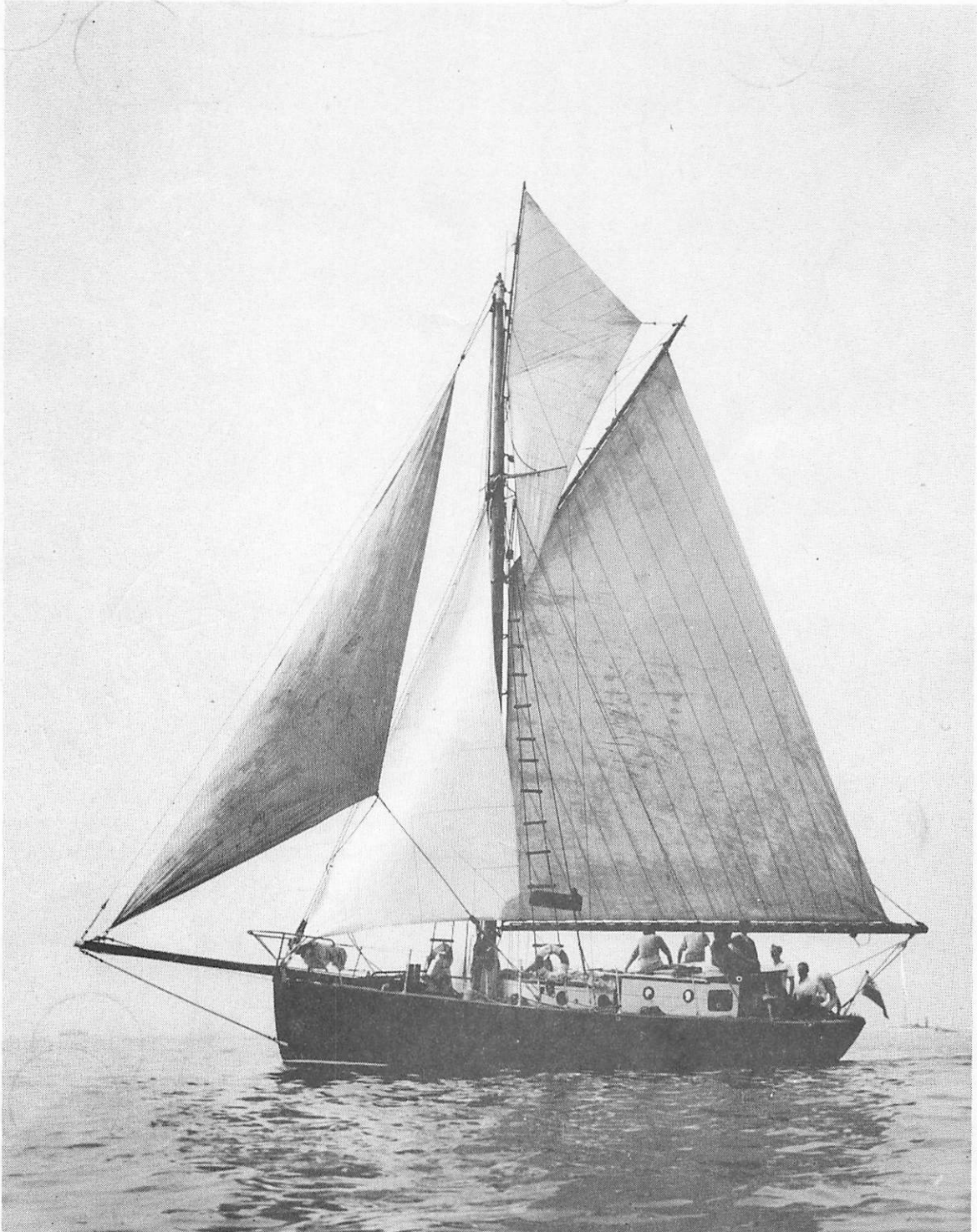


1975/2



Old Gaffers Association Newsletter



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

NEWSLETTER 1975/2

DIARY DATES

Saturday Sept. 12th Solent Race
Saturday Sept. 27th Clyde Race
Saturday Oct. 4th Rally at Cowes Corinthian S.C. (Provisional)
Saturday Nov. 1st E.C.Area A.G.M. at Maldon L.S.C., 7.30 p.m.
Friday Jan. 16th Annual General Meeting (London).

SUBSCRIPTIONS

Inflation, especially in postal charges, has now caught us, and after twelve years without change to our annual subscription rate, we have to face the fact that it is no longer possible to continue with our present rate of 50p if we are to send out four Newsletters to every member each year.

The Committee met recently in London, and after considering the costs of printing and circulating Newsletters; other unavoidable costs; the possibilities of future inflation; and the importance of acquiring and maintaining adequate records of our old boats, it was decided to recommend an increase in the rate of subscription to £3 per annum, in the hope that we shall be able to run at that figure for several years to come.

Accordingly, the following changes to our Rules will be put before the Annual General Meeting on January 16th, to be effective as from January 1st 1976.

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".

Any member who will be unable to attend the A.G.M., but who wishes his views on these changes to be considered can express his opinions in the Newsletter due to be published at the end of September.

Members are reminded that if they are unable to attend the A.G.M., they may send in their vote on any published proposal by post. Any such postal votes must reach the Secretary by the day before the meeting (in this case, Thursday January 15th - and allow ample time for post to Galashiels !).

REGISTER OF O.G.A. RACE NUMBERS. Copies of the O.G.A. Register of race and record numbers, which lists boats (in numerical order) giving name, number, rig, length, designer or builder; and T(H)CF when known, are available, price 50p from the Secretary. If there is sufficient demand to justify the costs involved, a more full register listing information similar to that in Lloyds could be prepared in years to come. Updating information for the present register will be published in the Newsletters, and as it is necessary to print new pages, these will be posted to subscribers with their Newsletters.

STOP PRESS. OLD GAFFERS FASTNET. Duet, Moya and Melmore finished. Places on handicap in reverse order. Good time reported, but lack of wind and, in one case, sunstroke forced retirements.

PRESIDENT Our President, Maurice Bailey, is in his third year of office, so under our Rules the office of President will have to come up for election at the A.G.M.. Members are invited to submit their nominations (which must be seconded by a member, and accompanied by a letter from the nominee accepting nomination) for the office of President. Last date for nominations to reach the Secretary is September 27th, for publication in the next Newsletter.

INSURANCE It was pointed out at the last A.G.M. that our insurance scheme has not so far attracted the number of boats covered which the organisers had hoped. We have a significant number of members who had been unable to find any cover other than under the scheme, and if the scheme has to be withdrawn through lack of support, they will be in a very difficult position.

Please help to ensure the continuance of this scheme by having YOUR boat covered by it. A proposal form (and being pessimistic, a claim form) is attached to this Newsletter.

I know that some of our owners sail uninsured, or with third party cover only. Maybe you can accept the loss of your boat if you lose her through your own carelessness - but how will you feel if she is run into by another boat, also uninsured; or if she is damaged or even sunk whilst you are not aboard and (as does happen) you never discover the culprit? Can you afford to lose the money you have invested in your boat? Insurance is like a fire extinguisher or a lifejacket - you hope you will never need it, but it is hardly wise to be without.

COVER PICTURE This issue shows one of the better known boats from the Solent Area; ROMILDA, ex Pom Pom, from a photograph by the late Harold Hayles.

Romilda has been owned for the past sixteen years by Fred Hillier of Emsworth; one of our founder members and former chairman of the Solent Area Committee and Vice President of the Association.

For many years it was thought that Romilda was a Channel Islands Pilot Cutter, built by James McKane of Guernsey, but in 1970, Fred visited the Islands to try to find her origins, and he found that it is more likely that she was originally a stone carrier, sailing between the Islands and the French coast.

Built just before the turn of the century, she was first registered in Poole in 1908, and again in 1921. In 1928, she was registered at Brixham, where her name was removed from the register as she was sold to be broken up for scrap. However, in 1948 she was registered at Southampton by a Mr. Brooks under the name Romilda. Between Mr. Brooks and Fred Hillier she had five other owners in the eleven years.

She has had a chequered career. It seems fairly certain that she lay sunk for two years; at some time her original fantail stern was removed to the rudder post, shortening her by some six feet; and both mast and bowsprit have been shortened.

Fred has used her for many years to take the Southbourne Sea Scouts sailing, so she must have given a lot of pleasure (and possibly some hard work and worrying moments!) to a very large number of people. One of Fred's regular ports of call has been Le Havre - so much so that there is a very nice colour picture of her lying in the inner basin there!

Her normal rig is 704 sq. ft., but when used for racing, she has set up to 2,000 sq.ft., including spinnaker.

L.O.A. 34'6"; Beam 12' 5"; Draft 5' 4".

Our usual welcome to the following new members:-

Goran Aberg, Bergslunden 1, S-45046 Hunnebostrand, Sweden
Rudolf

D. Barrett, 9, Sycamore Avenue, Hatfield, Herts.
Pelican Jee 643

C.B.Born, Oversteps, South Sands, Salcombe, Devon
Mascotte W 303

P. Brand, Merley Hall Farm House, Willett Rd., Wimborne, Dorset
BH21 3DH Veronique Dee 651

A.E.Bugden, 16, Park Rd., Cowes, Isle of Wight

T.A.Collins, 1, The Orchard, Pont Hir, Newport, Gwent
Dolphin 654

N.E.Curtis, 4, The Thorns, Ongar Rd., Kelvedon Hatch, Essex
Fleetwing 641

F.J.M.Esson, The Staff College, Camberley, Surrey
Melmore 233 Viking 588

D.C.Hilton, The Rectory, Wimborne St. Giles, Wimborne, Dorset
BH21 5LZ Dilkusha 270

H.S.Hoggins, 12, Broomfield Drive, Bodmin, Cornwall PL31 1QT
Mahronda 649

Mrs. O. Ingham, 17, Winchester Rd., Blaby, Leicester
Sallie 839

D.N.Kay, 166, Queen Alexandra Mansions, Judd St., London WC 1
Maranatha 653

J.B.Lamb, 56, Maldon Rd., Burnham on Crouch, Essex

B.G.Lester, Yt. Pauchel, c/o Ilfracombe Y.C., The Quay, Ilfracombe,
N. Devon

H.L.Llewellyn, Longdown, Sunnydale Rd., Swanage, Dorset
Auk 645

W.C.MacDonald, Flat 2, 67 West Hill, Putney, London SW15 2UL
Vanessa 663

R. MacPherson, Gowanbrae, Kilcreggan, Dunbartonshire
Astrea 802

N. Matson, c/o Mary Matson, Box 602, Belvedere, California,
U.S.A. Tyrone

H. Matthews, 12, Coquet Rd., Amble, Morpeth, Northumberland
Grebe 640

G.A.Percival, 2, Woodlands, Ulgham, Northumberland

E.W.Rawlings, 55, Richmond Rd., Freemantle, Bouthampton
Bramble 657

J.A.E.Rennie, The Ha'en, 11, St. Andrews Rd., Renfrew
Dunvegan 830

A.D.Sharpe, 17, Barnfield Rd., Torquay, Devon
Aceituna 656

B. Sheffield, The L^Imes, Stoneham St., Coggeshall, Essex
Norma 650

M. Townsend, Old Castle Inn, North St., Maldon, Essex
Alive & Florrie 413

J. Ward-Hayne, Donhead, St. Dunstons Rd., Salcombe, Devon
Wilful 530

M. Williams, 10, Dark Lane, Stoke Heath, Bromsgrove, Worcs.
Luey Gray 644

M.J.Wright, Walnut Cottage, Castle St., P^Ortchester, Fareham,
Hants

M. Young, The Old Quay, Newton Ferrers, Plymouth, Devon
Girl Margaret 642

The last Newsletter mailing duly brought the usual sad crop of returned envelopes marked 'Gone away - address unknown'. If YOU move, PLEASE let us know.

CENTENARIAN GAFFERS

We call ourselves the Old Gaffers Association. How many of our boats are REALLY old? The answer is 'A surprisingly large number' Provided there are no nasty mishaps, from now onwards, we should average at least one more centenarian gaffer each year.

So far as we know, the centenarians we have now are;-

Boadicea (1808); Morning Star (1857); Wonder (1860); Nellie (1865); Fly, (1860's); Fanny of Cowes (1872) - the boat which through the 1960s seemed almost unbeatable; Sea Breeze (1873) - probably unique as the only boat ever to have been sawn through HORIZONTALLY and extended; Golden Arrow (1874); and now J.B.Burfields cutter Madcap (1875).

I am sure that other members would be as interested as I am to hear from the owners of these boats as to how well the boats have survived, how they perform, etc. etc..

SOUTH WESTERN RACE

The weather was beautiful with completely clear skies on Sunday, 6th July, with a Force 2 to 4 ESE breeze. There was a good turnout with 39 of the 42 entrants starting at 1100 on a close reach down to the Skerries buoy three miles off. It was port tack, and the start was made a little interesting by 'Boan' and one or two others trying to go the opposite way through the start line and roaring along on a broad starboard reach through the fleet. Otherwise there were no irregularities.

The Falmouth boats took the lead on the first leg, but the field was close until Elizabeth Mary, trying to gain overlap on Lily, failed to lay the mark, helped by the lee going tide, and had to tack. Suddenly, people realised that they would end up in similar straits, and in the ensuing manoeuvres with the boats still bunched closely together it was amazing, and attributable to the skill of the crews, that there was only one minor incident of boats touching, and then only lightly. When this melee had sorted itself out the fleet was in two distinct sections. The Falmouth workboats, Mildred, Evelyn and Magdalena, along with Tern, Dyarchy, Moya, Kelpie, Gaivota, Lily and Ripple in the first bunch, and most everybody else between ten and twenty minutes behind.

From the Skerries Buoy to the next mark, again about three miles, it was a run, and very hot. By the time the middle field boats were round the second mark the wind had fallen light and it was thought that the race would suffer from the usual O.G.A. calm, but half way up the beat back to the committee boat for the first lap the breeze started to freshen.

The last two legs were close and broad reaches, and in the increasing wind were spectacular sails. As can be seen from the result times there were some very close races, and with 33 finishers, everyone had someone close to spar with.

The evening prize giving and supper went off very well, and Eric Newby, well known author of 'The Last Grain Race' dished out the prizes. He seemed to enjoy the whole day, and the organisers are very grateful to him and to Vanda, his wife, for coming.

The organisers would also like to record their thanks to the Royal Dart and Dartmouth Yacht Clubs for all their assistance and for the use of their Clubhouses. Also to everyone else who helped make it all work, especially 'Barney' Barnfield for the use of his motor yacht as committee boat both this year and last, and to the Royal Navy, Sam Poole in particular, for the use of one of their vessels as a mark of the course. Thanks a lot !

T.E.V.

1975 South Western Race

Results on Corrected time

Posn.	Boat	Time	Class
1	Tern	3.17.14	2
2	Evelyn	3.19.41	2
3	Magdalena	3.26.32	2
4	Mildred	3.33.20	2
5	Ripple	3.35.56	2
6	Dyarchy	3.37.28	1
7	Moya	3.37.41	1
8	Gaivota	3.49.16	1
9	Valuna	3.51.50	2
10	Elizabeth Mary	3.57.46	2
11	Christine	4.00.16	2
12	Kelpie	4.08.01	1
13	Semper Fidelis	4.09.20	2
14	Boan	4.16.37	1
15	Alando	4.18.20	2
16	Aceituna	4.23.50	2
17	Carn Dhu	4.27.54	2
18	Poseidon	4.31.12	2
19	Stormalong	4.35.39	2
20	Wild Swan	4.36.24	2
21	Odd Times	4.43.05	1
22	Martlet	4.46.26	2
23	Sea Wigeon	4.52.12	2
24	Certa	4.57.06	1
25	Girl Margaret	4.59.55	1
26	Sand Piper	5.03.54	2
27	Devon Maid	5.05.47	2
28	Mistral	5.06.27	2
29	Ripple	5.09.17	2
30	Vigilance	5.29.14	1
31	Nell	5.29.14	1
32	Provident	6.37.31	1
33	Tectona	6.46.48	1

Retired;- Dolphin, Girl Eva, Katie, Lily,
Mor Mara, Northseaman.

Prize List

Line Honours

Class 1	Large Nautical Book	Kelpie
Class 2	Brass Anchor Lamp	Tern

Corrected Time Prizes

Class 1	Charlotte Rhodes Bell	Dyarchy
	Solent Block	Moya
	Tyrone Trophy	Gaivota
	Bottle of Wine	Kelpie
Class 2	The Whelker Trophy	Tern
	The Dartmouth Deadeye	Evelyn
	The Pinrail Trophy	Magdalena
	Bottle of Wine	Mildred
Class 3	Bottle of Wine	Christine

The Plodders Pin (Last boat overall) Tectona

The Kingswear Trophy (Most effort to make the Race) Provident

The Oyster Ring (Boat travelling furthest to Race) Moya

Overall Winner & Commodore for the following year Tern, G. Ellison.

Secretary's Comment - Trust the Solent Area - give a prize & then
send the Area Sec. down to get it back !!

Congratulations to all !

EAST COAST RACE Held at Stone Sailing Club, on July 26th 1975

Stone Sailing Club, it is a clear quiet Friday night, obviously for some of the boats trying to creep into the anchorage over the tide it is too quiet. One or two are drifting backwards but there are already about 40 boats in the anchorage. The committee stands on the Clubhouse veranda practising its spotting for the following day and realising they will have a few late entries. The large white ketch Katrine handsomely stands guard outside the smaller boats and two class three boats are grounded for a last acreen. As usual with O.G.A. events the bar begins to fill as gaffers from far afield arrive to quench their thirsts. Many talk to the committee trying to get tips about the start and the possible course, but the committee are waiting for the mornings forecast and leave to catch a few hours shut eye before returning to start the race at 0730 the next morning.

Saturday arrives with the wind from the forecast direction but only a quarter of the forecast strength. Before the start the breeze begins to pick up and assuming it will continue to strengthen during the day the longer course is chosen except for Class 3 who are set a short course to the Knoll buoy and back.

Boats cling to their kedge anchors till the last minute avoiding being carried off too early by the fierce ebb tide. The gun goes, the fleet is swept towards the line except for three, Ida, Greenshank and Secret, who were already over the line. With amazing efficiency, Greenshank winds, returns and restarts, still crossing the line in seventh place. Secret on the South shore in the harder ebb takes 15 minutes to return and restart. Ida returns to return but seeing 70 gaffers drifting towards her decides that discretion is the better part of valour tuns and flees.

With the very light westerlies, class 2 boats are well up in the fleet and two class 3 boats in fact lead the fleet all the way to the Bench Head Buoy. These two are closely followed by Mayhi, Sea Pig, and Shoal Waters, the heavy smacks are making little impression on these early leaders. A few little puffs of wind from the west assist during mid morning to push the smacks up to the front and at the Wallet Spitway A.D.C., George and Alice, and Stormy Petrel have taken 2nd, 3rd, and 4th places, but they are still unable to catch the slippery little Mayhi. The two leading Class 3 boats are now homeward bound from the Knoll, and several other boats have already retired. A complete calm while the leaders were nearing the Wallet and the bulk of the fleet was at the North Buxey enabled many to enjoy lunch while kedged in the Swire Hole.

At 1415 Annie Laurie led Class 3 home, followed by Thomasina and Pelican Jee, an order which the handicapping did not alter. Two of the three winkle brigs had already retired although Sea Lavender carried gamely on to finish with the bulk of Classes 1 & 2.

Meanwhile at Stone Sailing Club a certain race officer was apprehensively looking westward for wind, eastward for the sign of the first boat to complete the long course and downwards calculating how to change '75 into '76 on the trophies.

A finisher was required by 1700 hrs. and A.D.C. seemed to be our only chance. At 1612 she crossed the finishing line, but outside the limit mark, she must have re-read the sailing instructions. Blue air rose from the decks as she winded and came for the limit mark, but the 'Ol'Gal' would have none of this and she crabbed her way to half a mile below the line before wisely kedging again. Oh dear ! Still no finisher.

Then someone said "Who's this right inshore ? Oh!, another Class 3, I expect". But no, it was Mayhi. Could she make it by 1700 Hrs? Well we hoped and prayed. She did, she crept inshore so far that everyone thought she was berthing in the dinghy park but at 1630 she finished and gave everyone else another three and a half hours in which to get home.

A very patient bridge team then waited 53 minutes for the next boat to finish (George and Alice) but during this time a spinnaker had been sighted down river and very slowly a gentle breeze filled in from the east. Gentle that breeze may have been but it was sufficient and the extremely patient crews were rewarded as they crept home over the tide in groups of three and four to finish what was for many a very tiring day. Maurice Bailey in Band of Hope called in by radio to say he didn't think he would make the time limit, but his crew seemed determined to sail the course. They duly completed the course but it had taken 13½ hours, pity there's no prize for perseverance. Last to finish was last years Thirstlet Spittoon winner a slight step up in the world to the Old Harry Trophy, well done, Nightfall !

Finally, thank you to all who completed the course I know we at Stone were patient waiting for you but I'm sure you must have been more patient waiting for the wind, after all Stone Sailing Club graced us with an afternoon licence.

Results of the 1975 East Coast Race

Final Posn.	Boat	Corr. Time	Posn. over Line	Elapsed Time	Class
1	Mayhi	8.30.18	1	32400	2
2	Badger	8.38.38	4	37267	2
3	Tarka	9.02.07	14	38494	2
4	Shoal Waters	9.07.58	15	38500	2
5	Rowena	9.13.31	12	38394	2
6	Lindy	9.23.22	16	38119	2
7	Fanny of Cowes	9.24.55	9	38213	2
8	Kernyas	9.25.06	29	41142	2
9	Alan	9.27.23	13	38380	2
10	Rainbow	9.33.48	22	38902	2
11	Sea Pig	9.35.10	7	38090	2
12	Greenshank	9.37.41	18	38727	2
13	Simba	9.41.56	35	41567	2
14	Deva	9.48.39	34	41406	2
15	Tessa	9.51.41	28	40950	2
16	Wilfull	9.59.43	8	38118	1
17	Amy J	10.01.34	26	40830	2
18	Eliza Maude	10.04.44	31	41232	2
19	Fly	10.13.46	17	38723	1
20	Hyacinth	10.18.16	5	37280	1
21	Gracie	10.20.07	6	37394	1
22	Casse Noisette	10.24.44	20	38803	1
23	Kate	10.28.43	10	38456	1
24	Iskra	10.30.43	19	38734	1
25	Nightfall	10.33.36	38	43447	1
26	George and Alice	10.37.25	2	35610	1
27	Tamarisk	10.40.36	37	43381	2
28	Secret	10.42.35	30	41235	2
29	Mary	10.44.44	21	38878	2
30	Enterprise	10.49.17	25	40750	2
31	Stormy Petrel	10.55.00	3	37251	1
32	Anjak	10.58.05	24	40706	2

(Continued.)

East Coast Race Results, Cont.

33	L'Atalanta	11.13.16	36	41645	1
34	Peace	11.13.49	11	38504	1
35	Kim H	11.15.10	27	40837	1
36	Providence	11.34.13	23	40244	1
37	Katrine	12.14.36	33	41347	1
38	Ida	12.22.16	32	41340	1

Class 3 - Shorter Course

1	Annie Laurie	5.24.31	1	24248
2	Thomasina	5.56.08	2	25683
3	Pelican Jee	6.03.36	3	27720
4	Red Red Rose	7.52.35	4	28843
5	Sea Lavender	8.44.25	5	28655

Non Starters; Dawning Light, Dawn Priscilla, Eagle, Four Sisters, Gladimaris, Lianthe, Pagan, Philip Henman, Privateer, Sea Robin, Swift, White Maa, Wren.

Retired and outside time limit;- A.D.C., Ant, Band of Hope, Boadicea, Campion, Cygnet II, Earthy Mangold, Glad Times, Golden Plover, Jubilee, Louiso, Maintopman, Manxman, May Blossom, Patience, Patricia Ellen, Pomona, Prawner, Prudence, Quest, Rose of Paglesham, Saltair, Saskia Van Ryn, Sea Minx, Storm Plover, Theme, Tidebird, Violet, Vivette II, Vivida, William & Emily, Winnie.

Prize List

The E.C.Old Gaffers Trophy	Mayhi	J. Solley
Tom Bolton Memorial Cup	George & Alice	R.M.McGregor
The Sheave Trophy	Stormy Petrel	R.E.Norris
The Stone Trophy	Tarka	C.R.Williamson
The Boat World Trophy	Badger	J.M.Welch
The Dulcibella Trophy	Amy J	T. Carter
The Neva Trophy	Fly	M. Thomas
The Zetland Trophy	Annie Laurie	J.M.Baird-Murray
Seamanship Cup	Greenshank	D.J.Hunt
The Old Harry Trophy	Nightfall	J.M.Morrison
Cup for Trying	Jubilee	C.G.Evans
1st Class 1	Wilfull	J. Ward-Hayne
2nd Class 1	Hyacinth	Mrs. M. Kennell
3rd Class 1	Gracie	D.J.Green
1st Class 2	Shoal Waters	A.C.Stock
2nd Class 2	Rowena	R.E.Lidgate
3rd Class 2	Lindy	J. Beale
2nd Class 3	Thomasina	P.A.Crofts
3rd Class 3	Pelican Jee	D. Barrett.

Overall winner and Commodore for the year Mayhi J. Solley.

C.E.

OFFICIAL NOTICES ARISING FROM THE EAST COAST RACE

Firstly from the committee, for many years we have pleaded with owners for better identification. Owners requested some form of permanent numbering system, our secretary must have worked hard to achieve such an easy system for owners to adopt because the response at this years race was nearly all boats displaying the correct number. Thank you John and the Owners who adopted the idea, from the East Coast Race Officers.

Secondly at the prize giving I announced that the East Coast Secretary and Treasurer were retiring at the Area A.G.M. in November. Unfortunately by Sunday this had been changed to resigning. This is not the case! Retirement is the correct

expressing as one of the committee has bought a boat. See you all on the water next year.

C.E.

SLIPPING AND REPAIR FACILITIES.

Our President, Maurice Bailey, has had some discussions and correspondence with Mr. C.W. Devas of William King (Burnham on Crouch) Ltd. on the subject of members of the O.G.A. being offered the use of King's slipway on the South bank of the Crouch. To quote from Maurice's last letter to me on the subject;-

"I think basically, the contents of his (Mr. Devas') letter are self explanatory, and I have already made it clear to them that any contract would be between Wm. King and an individual member of the O.G.A., and not the Association.

The facilities offered comprise a slip on the South side of the river at Burnham-on-Crouch, and therefore away from all road access or running water, but comprising a slipway with carriage capable of taking a boat of up to 70' by 14' beam by 7' draft, and an all up weight of 25 tons. Adjacent to the slip is a large workshop fitted with benches and vices, and it is sufficiently large to hold a 70' long boat, and has housed on a number of occasions a 12 metre. There is available on site, as stated in the letter, a 110 Volt D.C. generator to provide light and power if required. "

From Mr. Devas' letter referred to above;-

- "1 We have a slip which is very suitable for older type boats that cannot be lifted out of the water by alternative methods.
- 2 At the moment there is not a great deal of pressure on the space so a long stay would be possible.
- 3 As you know the snags are lack of road access and normal facilities such as mains electricity and water. The slip is labour intensive, the minimum requirement for hauling out and launching is four men.
- 4 I feel that an enthusiastic organisation such as the O.G.A. might want to make use of the slipway or would be prepared to supply some labour to help keep costs down.
- 5 We would be pleased to let members do as much of their own work as required, and we would provide skilled shipwrights and a rigger if necessary. However, any work done by us, and this includes hauling out and launching, would have to be at the going rate which is currently at £2.50 per hour.
- 6 FACILITIES The sheds could be made good to provide a covered working area. There is a generator for electric light at 110 Volts. If there was sufficient interest we would provide the materials to repair the shed and supply some power tools for hire. Alternatively members might like to club together to buy their own tools.
- 7 COSTS Time on the slip would be at 5p per foot per week. Use of generator and other tools £1 per day and cost of fuel. Slipping ought to work out at about £50. with the help of O.G.A. labour. This could possibly be reduced.
- 8 ACCESS We would help with transporting of major items to the slip. The clearing of our ground on the North side ought to facilitate unloading of cars etc.

(Summary of points made) These are our thoughts at the moment. They are entirely flexible and we would be very pleased to listen to suggestions from the members.

I am sure that we must have a number of East Coast members who will be interested in this offer. Members who are interested are invited to write to Mr. Devas, at Wm. King (B on C) Ltd., The Quay, Burnham-on-Crouch, Essex, CMO 8HE. Would all members who do write, please send a copy of their letter to Maurice Bailey, at 14, Merton Rd., Slough, Bucks, SL1 1QW.

VALUE ADDED TAX Members of the O.G.A. might not be aware of the effect V.A.T. could have on them. Our member, Mr. D.J.Godsal has written the following letter:-

"In my capacity as vice-chairman of the Marine Trades Association I was invited to meet senior officials of the Customs and Excise along with the Secretary General of the Ship and Boat Builders National Federation, to discuss the implications of Section 18 of the new Finance Bill. Briefly this section, in laymans terms, says that as soon as the Bill receives Royal Assent, anyone having a commercial craft of over 15 gross tons converted to pleasure use will pay 25% V.A.T. not only on the cost of the conversion but also on the value of the boat (presumably the purchase price, if recently purchased). There is an analogy here in the case of commercial vans, which under the old Purchase Tax rules, were caught for purchase tax on the value of the van when someone put in windows behind the driver's seat.

This section of the Finance Bill is designed to prevent a boat builder offering a new so called 'fishing' or 'commercial' craft of say 16 tons which would only bear tax at 8% and then immediately offering a conversion deal to turn the craft into a yacht for a fairly nominal charge, on which the tax would be 15%. As soon as the Bill becomes law (early in August ?) this will be illegal and the whole transaction will bear tax at 25%.

From the point of view of O.G.A. members who frequently convert old fishing boats and barges into pleasure craft, the situation is crazy. Apart from anything else, who is going to be able to assess the value of a 50 year old smack, which is being converted whilst remaining in the same ownership.

My main reason for writing to you is to ask you to pass on the news to any members who are thinking of buying an old commercial craft for conversion. More important still, if you know of anyone who is at present having a conversion carried out by a V.A.T. registered trader, please warn them that unless the conversion is completed before the Royal Assent to the Bill, or if it is not possible they must make sure that all the work done to date has been invoiced. If this does not happen, the 'point of sale' will occur after Royal Assent and the owner will have to pay 25% tax on the value of the craft as well. I can envisage that this will come as a very nasty shock to any members who find themselves in this position.

A further anomaly which may cause a few wry smiles is that there is no corresponding legislation applying to craft under 15 gross tons. Thus, if in October you buy an old 10 ton fishing boat from a private owner and have it converted to a yacht, you will only be liable for 25% V.A.T. on the cost of the conversion, and there will be no V.A.T. chargeable on the value of the craft. If, however, you buy the commercial craft from a V.A.T. registered trader, he will have to charge 25% V.A.T. on his selling price as the higher rate applies to all craft under 15 tons whether pleasure or commercial.

- - - I feel I cannot just sit and watch members being stung without doing something about it.

D.J.Godsal.

I am sure that all members will join me in thanking Mr. Godsall for sending in this letter.

The Secretary-General of the S.B.B.N.F. has sent me a copy of his circular to all members (of the S.B.B.N.F.). I will not quote this document in full, but I would suggest that any owner or would-be owner of any boat which might be covered by this legislation should consult his nearest S.B.B.N.F. member.

" - - 4. Basically, the Clause says that where a taxable trader for example a boatyard, applies a process or treatment to private individuals boat of 15 gross tons or more which was not originally designed for recreation or pleasure, and by so doing adapts it for such purpose, then the whole of the value of the pleasure boat will be subject to the higher rate of V.A.T. - 25%. We understand that H.M. Customs and Excise are considering widening the Clause to ensure that there is no tax avoidance when, for example, a customer supplies materials for further manufacture into a pleasure boat, or kit of parts for such a boat, etc.

5 This Clause will catch the conversion of a commercial craft into a vessel of 15 tons or more used for recreation or pleasure, and if extended as indicated in the above paragraph, to the building of a new pleasure boat of 15 tons or more from basic materials supplied by a private person.

6 In both cases the value on which the 25% V.A.T. is to be levied can be arrived at by adding to the price charged for the process, treatment or conversion (providing the price is the sole consideration) the value of the goods or craft concerned immediately beforehand. - - - "

(UGH !)

ADDITIONS TO THE REGISTER OF RACE AND RECORD NUMBERS

Sail Number	MN23 Lizzie Annie	No.395	202C Astrea	802
	CK261 Ant	861		
644	Lucy Grey	Cutter	27'	L.Hope
645	Auk		18'	T. Smith
648	Lotus Blossom	Cutter	19'	Leather
649	Mahronda	Sloop	20'	Dauntless
650	Norma	Cutter	34'	Kearney
651	Veronique Dee	Yawl	31'	Dickie
653	Maranatha	Yawl	27'	Admiralty
654	Dolphin	Sloop	20'	
656	Aceituna	Cutter	21'	Watty
657	Bramble	Cutter	22'	Rawlings
659	Brunnhilde	Schooner	35'	Sandison
661	Leonora	Cutter	53'	Le Marchant
662	Enterprise	Cutter	32'	
663	Vanessa	Sloop	30'	Pl.Hooker
664	Thomassina	Lug	15'	
666	Violet	Lug	15'	Worfolk
667	Wren	Sloop	17'	
668	Patricia Ellen	Cutter	25'	Leather
688	Myrtle	Cutter	26'	Thomas
802 202C	Astrea	Cutter	31'	Mylne
817	Swift	Cutter	30'	Philip
839	Sallie	Cutter	40'	Aldous
861 CK261	Ant	Cutter	32'	
1171	Sea Robin	Cutter	19'	Leather

I have a number of vouchers worth £1 towards the purchase of Stokes Anchors. If any member is thinking of buying a Stokes anchor, he can have a voucher if he lets me know ! J.A.S.

FOR SALE 27ft Gaff Cutter, built 1910, converted 1967.
 Kelvin engine; Terylene sails; Good inventory. Lying
 Dartmouth £2,250 Tel. 080 43 2035
 T. Vincett, 30, Crowthers Hill, Dartmouth, Devon

FOR SALE Trysail, as new. Egyptian cotton, close panelled,
 two sets of reef points. Luff 13' Leach 16' Foot 20' £30
 Peter Lucas, 26, Crowthers Hill, Dartmouth, Devon 080 43 3149

FOR SALE Auk (645) Solent Seabird Dayboat. Built 1904 by
 Gales of East Cowes. 18' x 6' x 3' with centreboard; Clinker
 built, half decked, wych elm on oak, Surveyed 1974. New
 terylene sails, Seagull engine completely overhauled 1975. £750.
 Afloat at Swanage.

L1 H.L.Llewellyn, 4, Sunnydale Rd., Swanage, Dorset

Offers invited for Morris Marine Navigator Engine Mk.1. 4 cyl.
 with Dynamotor electric start and battery charger. Just overhauled
 at cost of £100. Differential gears. Left factory new in 1946
 but not used much. Owner would like to change to less powerful
 machine.

P. Hatton, Poste Restante, G.P.O., Northampton N.N.1

Wanted Four hand winches suitable for foresail sheets of 62ft.
 Danish sailing smack.

Edan Menneil, Ardpatrik, Tarbert, Argyll. Ardpatrik 233.

 Brian Wolley writes from Gloucester that he was hoping to have
 Golden Vanity (511) back in the water in June following an
 extensive re-fit at Uphams yard in Brixham. "After repainting
 she will be completely back to the original condition and then I
 have to start on the internal re-fitting, which I intend to carry
 out myself, mainly because I find the work interesting, but partly
 because of the prices charged in yards these days. Unfortunately
 I cannot get a mooring in Dartmouth this year, so will have to go
 further afield, probably to the Plymouth area. "

More little pieces of information about boats like the above
 would be most welcome for the Newsletter

 NOTE FOR SCOTTISH AREA MEMBERS. It is highly unlikely that I shall
 be able to attend the Clyde Race this year. I would therefore very
 much appreciate it if as many of you as possible could send me your
 accounts of the Race so that I can publish a fairly full story.

It has been suggested that a Rally at some pleasant anchorage,
 with an evening gathering ashore might be arranged for around the
 middle of the sailing season. The venue would need to be somewhere
 with road access so that those of us who can not sail there can
 drive along. Please send in YOUR suggestions as to venue, and for
 a date which will not clash with other events likely to be of interest
 to Gaffers, or likely to fill the anchorage with boats of some other
 Class. Colintrave has been suggested as a possible venue, but I
 am sure there must be others, so please let me have ideas from as
 many of you as possible.

 STOCK The Associations stock of ties, lapel and blazer badges,
 burgees, etc. is being transferred to Mr. B.C.Munden, 196, Kirby
 Rd., Portsmouth, Hants.. It is hoped to be able to publish a
 list of stock available, with prices, in the next Newsletter.
 Would members wanting any stock please write to Bob, but PLEASE
 NOTE - there might be some delay before he will be able to reply -
 he will have to get all the prices etc. sorted out.

Apologies are offered for misprints in this issue, which has had to
 be produced in rather more of a rush than usual. J.A.S.