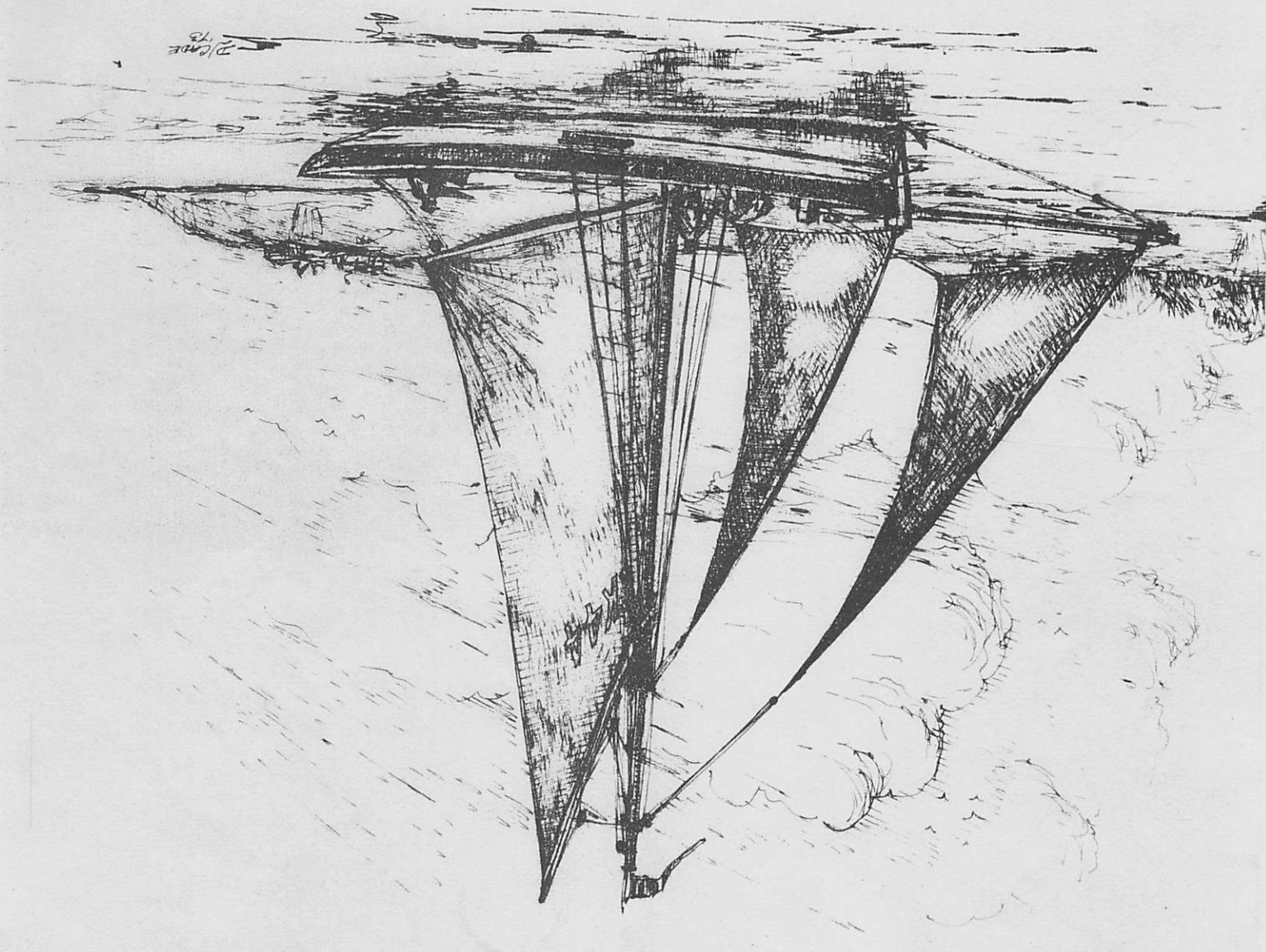




Old Waters Association



1931/1

U

Newsletter No. 1973/1

DIARY DATES

Sunday, June 17th North Western Area Old Gaffers Race.

Saturday, June 23rd South Western Area Race.

Saturday, June 23rd Rally at Bradwell Quay Yacht Club. Please reply to Miss Anthea Phelps, Timbercot, Waterside, Bradwell-on-Sea, Essex if you intend to attend.

Saturday, June 30th Solent Area Rally at LYMINGTON TOWN SAILING CLUB. The club have kindly offered to lay on supper at very little over £1.00 per head, members wishing to attend must send booking to R.E. Griffiths, "Equinox", Hamble Lane, Hamble, Hants at least one week before the event,

Saturday, July 21st East Coast Race.

Saturday, August 18th. Rally at Hardway Sailing Club.

Saturday, September 8th. Solent Area Race.

Saturday, September 22nd Clyde Race.

Saturday, September 29th Rally at Cowes Corinthian Yacht Club.

Race details are given later in this newsletter.

I hope that all members will note that this year we have no fewer than three new races; and that as many members as possible will support these ventures. If it is quite impossible to sail round to take part, then how about going overland to help the organisers and watch the fun?

SUBSCRIPTIONS - IMPORTANT NOTICE

Our subscription should not give a severe financial shock to anybody's system, but nevertheless we do seem to have an excessive number of defaulters. If you have not paid by Bankers Order, or paid in advance, please remember to send your 50p to me at "Braeside" 2 Greenbank Street, Galashiels, Selkirkshire TD1 3BL. American members should send their subscription to William E. Vaughan, 440 Pacific Avenue, San Francisco California 94133.

Our annual check through the Bankers Orders paid in has shown a large number that should have been paid but have not. As my own subscription suffered in this way, I know that this can be the fault of the bank and not of the member concerned. If there is a membership form enclosed with this Newsletter, it is there because we have not received your subscription for this year. Could you please complete the Standing Order on that form and return it to me, or take other suitable steps to ensure that your subscription IS paid.

INSURANCE

All members should be well aware that as members of the O.G.A. they can get insurance for their craft through the O.G.A. special scheme operated by P.T. Bowring. Every current member has received a proposal form, and all new members get one when they join. As this scheme operates direct, the Association receive a portion of the usual agents commission.

A lot of effort was expended by a number of people to try and get special arrangements made for our older craft, and this scheme was the final result. Now that the scheme has got off the ground and is becoming known, a company who have no connection with the O.G.A., and have no real interest in our boats has started a scheme of their own, offering 'insurance for traditionally built craft owned by enthusiasts', and using as publicity material a picture of one of our better known craft clearly displaying O.G.A. prize flags.

Will all members please note that this company is in no way connected with the O.G.A. scheme, and those who do insure through this company will be bringing no benefit to the Association or to their fellow owners of gaff rigged craft.

GENERAL NOTES

This issue sees a radical change in our Newsletter production methods. We hope that the new set-up will result in significantly better copies than before. However, the REAL quality of the Newsletter lies not in the printing or the grade of paper used, but in the contributions we receive from you - the members.

In particular, we would like to see far more descriptions of boats, histories, etc., and with the new printing process, we can publish photographs to illustrate such articles.

Traditionally, our Newsletters have always started with a list of new members. In future, it is intended to start with the Diary Dates, followed by any announcements of major importance; then the new members. This is not because we feel that in any way the importance to us of new members has diminished, but it is an effort to ensure that no readers miss any of the important notices. When we had about a dozen or so new members each issue, the notices could be on the front page. Now, with a rapidly rising membership, it seems more logical to put important announcements first so that all readers will know where to find them!

HELP WANTED

Owing to changes in the circumstances of Committee Members, the East Coast Race is in need of an organising secretary to co-ordinate the general race work. Offers of such help, and any other assistance should be sent to I.S.H. Edmond, Esq., Deptford Sailing Centre, The Foreshore, Pepys Estate, London S.E.8 Tel: 01-692-3386

And now, a welcome to the following new members:-

K.L. Adams, 1 Smiths Cottages, Old Fishbourne, Chichester, Sussex.
Snowgoose

Mrs. E.F. Allen, 65 Shepley Road, Rednal, Nr. Birmingham, Warwickshire.
Headwind II

new members:-

C.R. Ansell, Start Farm, Start Point, Kingsbridge, S. Devon.

* G. Ardern, 116 Cowley Road, London SW 14
Cynara

D.W. Atwell, 30 Canvey Road, Leigh-on-Sea, Essex

G.C. Badley, 278 Marshall Drive, Walnut Creek, California 94598, U.S.A.
Wavello

C.R. Barker, 27 Norfolk Street, Whitstable, Kent
Candide

Joshua A. Barkin, Tilden Park Nature Area, East Bay Regional Park Area, Berkeley,
California 94708, U.S.A

W.J Birchall, 114 Leigham Court Road, London SW 16

✓ A.E. Brewer, 159 Rownhams Lane, North Baddesley, Southampton, S05 9LU
Black Bottom

✓ K M. Brewer, 87 Hursley Road, Chandlersford, Eastleigh, Hants S05 2FS
Black Peter

✓ E.M Brooke, 16 Park Close, Eastbourne, Sussex
Good Intent II

Lee S. Brown, 88 Carmel Road, Andover, Massachusetts 01910, U.S.A.

C.A.C. Butterworth, c/o Mrs. Noble, Stonebridge Green, Egerton, Nr. Ashford, Kent
Koala

T.L. Cheesewright, 250 Hathaway Crescent, Manor Park, London E.12

G. Cocks, 108 Harlesdon Rd., London NW10 2BB
Stray

✓ J. Collyer, 29 Knights Bank Road, Hill Head, Fareham, Hants
Maureen

* B. Cooper, 23 Seaview Estate, Netley Abbey, Hants S03 5BQ
Marishka

P.J. Cousins, Lower Cardeast, Cardinham, Bodmin, Cornwall PL30 4BY
Sarah Ann

K. Critoroph, 7 Fairlawn Drive, Woodford Green, Essex

R.A. Cusins, 39 St. James Road, Sevenoaks, Kent.
Prince of Wales

Didier Dorot, 420 South Barry Avenue, Mamoroneck, New York 10543, U.S.A.

✓ M. Elliott, West Clandon Stores, The street, West Clandon, Surrey
Harriet Blanche

✓ T.E. Evans, Interlaken, 28 Tregonwell Road, Bournemouth, Hants
Rusa

new members:-

Miss F.N. Gillingham, "Hardene", Bronshill Road, Torquay, S. Devon

Frank Gyorgy 580, La Mesa, Ladera, California 94025, U.S.A.

Aunt Sara of Cohassett

C.A. Hargrave, 6 Hopgarden Road, Tonbridge, Kent.

M. Harper, Rolling Wave, c/o Black Swan, Riverside, Walton Bridge, Shepperton, Middx.
Rolling Wave.

✓ Reece Hatchitt, 11 Arlington St. London SW 1

Carreg Rhosen

✓ J. Hedger, St. Cuthmans School, Stedham, Midhurst, Sussex

Sombria

✓ J.W. Holness, M.R.I.N.A. 124 Malmesbury Road, Southampton, SO1 5FQ

Wonder

✓ K.A. Horne, M.Y. Frances Leslie, C/o Camper & Nicholsons Ltd. Southampton

Frances Leslie

✕ J.G. Jefferson, Tamarisk, West Wittering, Chichester, PO20 8AW

Patsy

✕ G. Jelley, 1 Manor Road, Milford-on-Sea, Lymington, Hants

White Bell

S.R. Johnson, Scotts Green Cottage, Barthomley, Cheshire

Quickstep

✕ A.J. Jones, Fowey, Bishops Walk, Addington Park, Surrey

Quetzal

 R.A. Jurd, Palomine, Crableck Boatyard, Sarisbury Green, Southampton

Palomine

David Keith, P.O. Box 1235, Westport, Nova Scotia.

Karakal

E.H.N. Kenneil, Ardpatrik, Tarbert, Argyll

Patricia Langley, P.O. Box 6068, San Diego, California 92106, U.S.A.

M. Lansdell, 3 Merryland Gardens, Paignton, Devon

Roxana

R.G. Lassen, 8 Hanover House, Regents Park, London NW8

Lucinda

J.M. Lowrie, 110 Ramsden Road, London SW 12

Dolphin of Leith

H.F. Mc.Caffrey, 110 Woodgrange Ave., North Finchley, London N12 0PS

Coral

A. Mc.Eachen, 240 Gladsmuir Road, Glasgow GS2 2LA

Puffin

J.S. Mc.Farlane, Sharon, Ranfurly Road, Bridge of Wier, PA11 3EL

Mist

new members:-

- G. Mason, 176 Sandyhurst Lane, Ashford, Kent
Faith
- H.B. Parry, 12 Footes Lane, Frampton Cotterell, Bristol
Electron
- A.E. Penman, Oak House Farm, Four Elms, Edenbridge, Kent
Carina
- K.F. Plumridge, 15 Conway Road, Hanworth, Middx. TW13 6TE
Tee Jay
- A.J. Poole, 43a Smugglers Way, Rhu Dunbartonshire
Wender
- C.B. Powell, 6 Tedder Rd., R.A.F. Halton, Aylesbury, Bucks.
Port Erroll
- Mike Proudfoot, 4331 Pembroke Drive, Concord, California 94521, U.S.A.
Paddy West
- S. Roberts, The Barge Esther, Ferry Lane, Wouldham, Rochester
Cheron
- D.H. Rogers, 61 Kathleen Road, Sholing, Southampton, S02 8LP
- R.D. Seal, 10 Warwick Court, Ossulton Way, East Finchley, London N2
Dormouse
- A.J. Shorter, 61 Langland House, Westcliffe, Scunthorpe, Lincs
Cleone
- D.J. Smith, 4 Lavers Road, London N.16
Madeleine
- P.A. Smith c/o Myrfield, Summer Lane, Combe Down, Bath, Somerset
Sandpiper
- R. Songer, Higher Harrowbridge Farm, Nr. Bolventor, Liskeard, Cornwall
Roma
- Terry J. Starck, Box 3, Islamoraoa, Florida 33036, U.S.A.
Good Little Ship
- L. Stott, The Guardroom, Mundesley, Norfolk
Craignair
- W. Summerskill, Manor Lodge, Woodstock Lane, Claygate, Surrey
Deniz Agaei
- R. Sykes, 15 St. Georges Avenue, Warblington, Havant, Hants
Cutlass
- I.B. Symes, 6 Dene Garth, Ovingham, Northumberland
Coquette
- Martin A. Tringale, 1626 North Point Street, San Francisco, California 94123, U.S.A.
Atuana

new members:-

M.E. Tyte, 2 Atworth Lane, Neston, Corsham, Wiltshire
Lady Olive

B.E. Walton, Little Trehan Farm, Saltash, Cornwall
Roma

D. Ward, Astburys, Playford, Ipswich, Suffolk

✓ M.J. Wilde, 8 Pearce Avenue, Parkstone, Poole, Dorset
Odette

Stephen C. Wolf, 860 Sycamore Drive, Palo Alto, California 94303, U.S.A.

R.J. Worraker, 158 Willoughby Road, Boston, Lincs.
Leo.

ANNUAL GENERAL MEETING

The 1973 Annual General Meeting of the Association was held at the Naval Club, 38 Hill Street, London, on Saturday, January 13th, and it attracted a record crowd. The meeting started somewhat later than had been hoped due to some misunderstanding over bar opening and the availability of essential lubricants!

The meeting was opened by the senior Elder Gaffer present, Alec Rangabe, who welcomed members to the Naval Club and expressed regret that we were unable to continue to use the C.A. Rooms at Chiltern Court.

In a brief review of the year just past, Alec said it had been a wonderful year for the O.G.A. All our main events had been successful, and there had been no unpleasant incidents in the races. In the Solent Race, two entrants had caused handicap problems as their size far exceeded that covered by the curves normally used to find a T(H)CF, and, such is the reliance on the curves, it turned out that until Alec himself reached Cowes, there was nobody there who knew the basic formula! Apart from this, the race was an undoubted success.

The Secretary, John Scarlett, then presented his report for 1972 (draft follows this account). It was proposed by Michael Millar and seconded by Maurice Bailey that this report be adopted.

The Treasurer, Tom Cook, then presented his report on our financial situation. He opened in a gloomy tone, saying that we had financial problems - but then proceeded to dispel the gloom by pointing out that the problems were not caused by any shortage of money, but by what he regarded as an excess of money lying in the bank! We started the year of 1972 with a balance of £272.00 and through the year we added to this balance a surplus of £227.00. Tom gave figures for the subscription income, and commented on how well this seemed to match the number of Newsletters being mailed.

A not inconsiderable part of the surplus on the years working was due to our 'rake-off' on the insurances affected through the O.G.A. insurance scheme, and Mr. R. Daws added the comment that we could expect this source of income to grow considerably over the years.

ANNUAL GENERAL MEETING

The adoption of the Treasurer's report was proposed by Ian Edmond, and seconded by Fred Hillier. It was agreed that discussion on what we could do with the surplus funds should be postponed until later on the agenda. The secretary pointed out to members that as well as the main fund account on which Tom had given us details, each main area had its own race fund, and these area funds also showed healthy balances.

One cannot help wondering how many clubs are in the position of not having increased their subscription in the past ten years, and yet having a comfortable financial position, or how many businesses can report what amounts to something like a 50% profit on the turnover for the year!

Following the adoption of the reports, the next item on the agenda was the election of a President, the post having been vacant for a year following the resignation of Alec Rangabe. On a proposal from Keith Hudson, seconded by Ted Tritton, Maurice Bailey, owner of Band of Hope, was duly elected to be our third President, and took over the chair for the meeting from Alec Rangabe.

A good start was made on the future running of the O.G.A. by ascertaining how many members wished to dine at the Anacabri Restaurant after the meeting, and booking tables!

The Association Assistant Secretary, Michael Millar, then mentioned that in the course of correspondence with one of our American members he had an enquiry as to what constituted the 'soup and bangers' advertised as being on the menu for one of our gatherings. This provoked much mirth. It is to be hoped that Len Warren will rise to the bait and produce an article on ships cooking! Michael also reported on his own first hand experience of the operation of the O.G.A. insurance scheme, following a break-in whilst "Dawn" was ashore for repairs. He spoke warmly of the immediate payment he received, his only regret being that a bottle of whisky was said to have been personal stores and not covered under the policy! It was pointed out that this demonstrated the folly of not drinking one's whisky promptly! Michael's third item of news was that Mrs. March, widow of the late Edgar J. March, the author of the classic books 'Sailing Trawlers, Sailing Drifters' and 'Inshore Craft of Britain', had offered to the Solent Area a memorial trophy, to a working or ex-working boat, under similar terms to the East Coast Tom Bolton Cup, in view of Edgar J. March's love for the old working craft.

The next item on the agenda was a discussion on the Newsletters. After considerable discussion, it was agreed that each active Area should appoint a correspondent who would be responsible for seeing that all news of gaffers in his area got into the Newsletter, and in other areas where there is no active committee, the Main Committee should endeavour to find a suitable correspondent.

Discussion on the printing and posting of the Newsletters then followed, and on a proposal from Mr. Seddon, seconded by Mr. Thornhill, with an amendment from Mr. Russell, it was finally agreed that Messrs. D. Cade and R. Griffiths should be co-opted to the Main Committee to form a Newsletter Production Committee. Messrs. Cade and Griffiths can offer, at commercial rates, a service in offset litho printing, and as this would enable us to improve the appearance of the Newsletters and to publish more photographs, it was considered that this could be a very much better solution than the use of a duplicating agency as put forward by the Main Committee. This was agreed upon.

ANNUAL GENERAL MEETING

Then followed discussion on the disposal or the best use of our surplus assets. Mention was made of the possibilities of assisting in some way with sail training ventures; and also of the possibilities of using some of the funds to buy and hold items of gear likely to be of use to members for the large, older boats. Capt. Banyard proposed that we could allow the funds to accumulate until we had found a worthy purpose for them, and this was ammended by Mr. Basil Heather who suggested that we should make a donation of £100.00 to the Royal National Lifeboat Institution. This ammendment was carried, and it was agreed that we should leave the remainder as a general reserve fund.

The Secretary proposed that as one of the objects of the Association is to preserve records of older boats, we should consider spending up to £100.00 per annum, out of current income, on photographs, films, slides, etc. of our boats, instead of having to rely on 'scrounging' as we have in the past. This was seconded by Fred Hillier and carried. Mr. Russell reminded members present that there is at Maldon an amateur group who have made excellent films of the barge matches, and the Secretary pointed out that this group have already filmed one East Coast Old Gaffers Race, and could probably be expected to co-operate with us again.

The last item was a proposal from the President, seconded by Michael Millar, that the Secretary should receive the usual honorarium, and be re-imbursed for his fares to the A.G.M. After some discussion on what was involved in these fares, this motion was carried. An adjournment to the bar being proposed, the President closed the meeting with thanks to the Elder Gaffer for opening the evening, and to the Committee and other workers for their help during the past year.

SECRETARY'S REPORT FOR 1972

The past year has seen continued expansion in membership, and has also seen the achievement of what has been an objective of the Association for some years now - special insurance arrangements for Old Gaffers. Not only can we now offer our members insurance for boats which were formerly often almost impossible to insure even though they were sound - we also get a contribution to our funds out of this insurance. Our Treasurer will tell us more about this though.

1972 has seen a major change in the running of the Association. An offer of a much better job persuaded me to leave Maldon for what I am now finding is a very much pleasanter area of the U.K. to live in; but it does mean that I am now far from those members who have helped so much with Newsletters etc. in the past. Obviously, during the actual period of moving house, O.G.A. activities had to be suspended on my part, but Ian Edmond, Tom Cook, and Michael Millar seem to have coped admirably.

Unfortunately, my eagerness to 'get going' as soon as possible in our new home has led to the suspension of normal activities being considerably prolonged. It is possibly a measure of our growth as an Association since 1963 that the O.G.A. paperwork filled eleven large cartons on moving day. Of course our new abode lacks all the odd shelves etc. I had built in at Maldon, and I decided that the best way of getting organised as sson as possible would be to invest in a not inconsiderable quantity of a widely advertised 'instant framing' system. Doubtless the stuff does not take long to assemble but

SECRETARY'S REPORT FOR 1972

having waited over ten weeks for the bits to be delivered, I now wish I'd started straight off with conventional wooden shelves! The result of this delay is that all files etc. are still packed in their eleven cartons and I'm now waiting for the timber to be delivered to build some shelves for them! Because of this inability to get at the relevant paperwork, this report is being compiled from memory, and I regret that I am unable to tell you our exact membership. However, the accounts will give a pretty good idea of that side of things.

The 1972 East Coast Race was yet another success, and the presence of the 50 ft. steam harbour launch 'Puffin' added greatly to the atmosphere of the day. The weather was not very pleasant, but it seemed that all crews enjoyed themselves. We were honoured by the presence of the Director of the Maritime Trust, Vice Admiral Sir Patrick Bayly, who kindly presented the prizes for us. The entry was much the same as last year, and it does begin to seem that we may have reached saturation point in the East Coast Race.

Unfortunately my move to Scotland resulted in my missing the Solent Race, but I gather that there again a good time was had by all, and a new record was set for the largest boat in our races. Certainly 'Cynara' had a record handicap, and very much to my surprise when I saw the figures, she did not end up last on corrected time! Also, I gather that this year's Solent Race enjoyed the most painless yet calculation of results, ably conducted by Maurice Bailey and an electronic black box.

In fact the results for both races were calculated electronically this year. We may have been slower than some clubs in using the now common portable calculators to work out the results, but still we were the first club by 2 or 3 years to use a computer to calculate handicaps, and we were also the first club to have the membership list on computer tape and to use computerised addressing for the Newsletters (both latter systems abandoned as being less efficient than more traditional methods).

It is on the Newsletters that my move will have most effect. The Committee decided that we would try using a contract agency for the production and dispatch of the Newsletters. How well this will work remains to be seen, as there may be problems in ensuring that the agency have a fully updated mailing list for each issue. So if the Newsletters are a little erratic this coming year, please do bear with us until we can get a truly efficient service set up.

There has, I gather, been a suggestion that the Newsletters should carry more 'area news'. Now I do wish that members who come up with such suggestions would read their Newsletters. As all my copies are buried somewhere in the pile of cartons, I cannot check on exactly how many times I have appealed for ALL such items of news to be sent in for publication, but there must have been dozens of such appeals in past issues. We have always intended that the Newsletters should be just that - a letter to all members containing news of gaffers. It is through no editorial fault that it has not always been so - unless members send me their news to publish, I can't do much about it. The suggestion has been made that each Area should have its own 'local correspondent' who would collect all the local news for each issue and send it in for publication. Any such system would be more than welcome, and would, I am sure, add greatly to the appeal of the Newsletter to all members wherever they sail. I have found in meeting members that most of them ARE interested in the boats in other areas, even though that interest might not be strong enough to make them give up some time

SECRETARY'S REPORT FOR 1972

sailing in their own area to visit other places. I sincerely hope that we can have regular reports from local correspondents, and that the Newsletters will get bigger and better as time goes on.

What of the future - I am confident that the East Coast Area will flourish - there is an excellent Area Committee, and I suspect that now I am no longer there others will be encouraged to join in the work and help out. As I am now living within reasonable distance of the Clyde, it may be that in a few years time we can get another area group going there, and this year's interest in the U.S.A. encourages me to hope that we have seen only the start of our expansion on that side of the Atlantic. Without the East Coast Race Work, I hope to be able to spend more time on strengthening generally the Association in other areas. I also hope to be able to get on with collating the vast mass of information about the various boats owned by members, and to get some of it into publishable form. Once we get the house finally organised, I should have a really excellent office in which to do all this work.

My only regret over the move is that I can no longer wander out for an evening to gaze at some beautiful old boats, and I must now rely on members to keep me in touch with what is happening to all the boats in our fleets. Please don't let me down in this.

TREASURERS REPORT

I must offer my apologies to those members who attended the A.G.M. on January 13th for understating our 1972 surplus by about £40.00. I had overlooked one collection of Credit Notes from our Insurance Brokers, thus understating both our Income from this source and the amount due from them. A larger than expected cheque received in mid January revealed my oversight, (the auditors would have spotted it in due course) In extenuation I would plead that the number of bits of paper that require summarising is quite an imposing sight, and that the A.G.M. follows so soon after the earliest date that I can get our bank statement up to December 31st, giving very little time for preparation of the draft account. I should not have happened, but isn't it lovely to be able to overlook £40.00 worth of income and still feel prosperous? It could not have happened until 1973 - in 1972 the first draft of the previous years accounts showed a loss because a few flags had not been accounted for - these were located and we were able to breath again and report a small surplus.

Tom Cook.

Accounts

In his letter accompanying the audited accounts, our Treasurer Tom Cook points out that our income from Insurance Brokerage is liable to attract tax, and provision has accordingly been made in the accounts. This item arises only in connection with the insurance revenue. Our own subscriptions paid to us by ourselves, are not a source of income, nor are profits arising from sales to our own members.

THE OLD GAFFERS ASSOCIATION
INCOME AND EXPENDITURE ACCOUNT
For the year ended 31st December, 1972

R.Y.A. Subscription	5	Subscriptions	336
Hire of Room	5	Entry Fees	79
Insurance	2	Profit on Sales	29
Stamps, stationery & telephone	231	Insurance Commission	130
Lloyds Register	5	Sundry Income	14
Audit Fee	9		
Honorarium	53		
Depreciation	10		
Corporation Tax	52		
Surplus for the year	<u>216</u>		
	£588		£588

BALANCE SHEET

31st December 1972

General Fund

Balance 1st January 1972	272	Cash in Hand	7
Surplus for year	<u>216</u>	Cash at Bank	267
	488	Debtors:	
		Solent Area	72
		C.T. Bowring & Co.	
		Ltd.	<u>83</u>
Sundry Creditor	9		155
Corporation Tax	52	Stock of badges etc.	110
		Typewriter -	
		Cost	86
		Depreciation	<u>76</u>
	£549		<u>10</u>
			£549

We have examined the above income and expenditure account and balance sheet and certify that they are in accordance with the records and other information submitted to us by the Old Gaffers Association. The local assets of the East Coas and Solent Races are not included.

Ipswich
17th April 1973

(signed) Ensor Son & Goult
Chartered Accountants

RACE FUNDS

RECEIPTS AND EXPENDITURE

	East Coast		Solent	
	Income	Expend	Income	Expend
Balance at 1.1.72	147.81		112.02	
Race Entry Fees/Prizes	95.50	32.73	59.00	82.34
Suppers	162.00	180.43	258.75	226.84
Programmes	20.80	12.31	10.13	
Publicity		13.28		49.35
Postages		0.72		20.30
Social Events	5.59		122.95	84.25
O.G.A. Subs/stock etc.	28.65	28.65	145.96	98.17
Donations/Sundries	26.10	44.91	5.76	2.77
Office expenses				10.31
Balance at 31.12.72		173.42		101.13
Stocks				<u>39.11</u>
	<u>£486.45</u>	<u>£486.45</u>	<u>£714.57</u>	<u>£714.57</u>

BOOK REVIEW

Building a Little Ship by W.H. Johnston, published by Seafarer Books at £1.50

This book is the original owners account of the building by Gostelow of Boston of the smack type yacht Lillibullero, and is a reprint of the book first published in 1935. I found it an utterly charming and absorbing book, mainly about men who had the skill, and possibly more important the time to build a boat with loving care. It is full of small 'hints and tips' which are still valid and indeed very useful today (if one can find some of the materials mentioned!)

All entrants in our East Coast Race in recent years will be familiar with Privateer, who has been a regular entrant. Privateer was another of three sister ships built at the time of this book by Gostelow. Lillibullero herself has raced with our East Coast fleet at least once, and so with at least two of the sister ships still going very strong, this book on their building is of extra special interest. Even those who have never seen Privateer or Lillibullero, this book still makes delightfull reading and I can strongly recommend it.

GEAR

One of our members, Ivan Graham, of the Old Rectory, Singleton, Nr. Chichester, Sussex is the owner of two boats; Larvik, a 43 ton ketch and Taffy a 16 ton cutter. In re-fitting these boats, he has amassed quite a large quantity of gear suitable for gaffers, which is stored near Chichester Harbour.

Lt. Cdr. Graham has decided to expand his stock of bits and pieces into a centralised stock of chandlery and equipment suitable for use in traditional vessels of wood or steel up to about 150 tons. He has facilities for re-fitting and restoring items such as blocks, pumps, navigational instruments, steering gears, etc. It is proposed that from time to time stock lists will be issued. Members having gear to dispose of are invited to contact Lt. Cdr. Graham, who may either buy the gear to add to his stock, or offer to hold and sell it on commission.

It should be noted that this service will NOT cover engines, clothing, stainless steel fittings, paint, inflatables, or any form of electronic equipment.

At various times in the past, it has been suggested that the O.G.A. should organise some central 'gear store', but the problems of keeping track of all the bits of gear, and finding suitable space in which to hold the stock have proved too much for us. Now, one of our members with suitable space is going ahead on his own. I very much hope that all members will give Lt. Cdr. Graham their support with his venture. The advantages of being able to describe ones requirements for second hand gear to a knowledgeable enthusiast are obvious, and the bigger his stock grows, the easier it will become for members re-fitting boats to get just what they need.

BRISTOL CHANNEL PILOT CUTTERS

All who sail the Severn Estuary, from Gloucester to Swansea and Ilfracombe, know something of the history of the Bristol Channel Pilot Cutters. The name has become synonymous with superb seakeeping, and known from Liverpool to Southampton for their handiness and reliability in any kind of weather. Many of them were fast 'though not all were attractive to look at. With plumb stems, flat sheer and heavy sterns squat beneath a powerful cutter rig, they engender that same excitement as do the steam locomotives of past decades.

It is not surprising that, with such a reputation many cutters were converted into yachts at the end of their service. One or two of the more attractive vessels had their lines taken off and successful seagoing yachts made from them. Of the many hundreds built during the nineteenth and early twentieth century very few still survive, for they were not built to last much more than a pilots working lifetime. That so many remain is a tribute to the skill of the old shipwrights. But time must destroy those ships that remain, for to prolong their lives is a task of restoration beyond the financial reach of most yachtsmen.

'Cariad' is a name well known in the Severn Estuary. She was built by Edwin Rowles at Pill in 1904 for service at Cardiff, where she stayed until 1918. She was then sold out of the service and converted to a yacht. The conversion was done with simplicity and a desire to retain the original style as far as possible. She is typical of her kind, having a slightly raking stem, flat sheer, terminating in a short elliptical counter. Below the waterline she is deep with a sharp rise of floor to a long easy run aft. Upon deck there is still that removeable section of rail through which the 'punt' was launched. Beside the bitts is an old winch which has been 'repaired' with angle iron! but the bowsprit can still be housed in bad weather. During her conversion to a yacht a hatch and deck light were added and a raised cabin top to give access directly from the cockpit.

Now owned by the International Sailing Craft Association she lies ashore at the Exeter Maritime Museum. There it is the wish of I.S.C.A. to restore her to her original condition and put her to sea as a sail training ship. With this end in view J.J. Bickford of Exmouth was asked to survey and recommended that she be entirely re-fastened and three frames replaced. A new mast is needed. This with other work to complete the restoration will need at least £4,500.00.

Between the years 1926 and '57 'Cariad' was owned by Mr. Frank Carr, Director of the Greenwich Maritime Museum from 1948 to 1966. It was nautical scholarship that led to a new awareness of our merchant sailing history, and his enthusiasm that saved many an old ship from dereliction.

It would be a pleasing tribute to Frank Carr if our yachting community would donate towards the restoration of 'Cariad', and send back to sea another example of those vessels peculiar to the Severn Sea.

Donations may be sent directly to:- The Director, Major D. Goddard, Exeter Maritime Museum, The Quay, Exeter, Devon. Made out to the International Sailing Craft Association, and marked 'Cariad Restoration'.

M. White

ADVERTISEMENTS

FOR SALE

MINA. Gaff Cutter, built 1929. 5 tons, 32'x22'x8'x5'. Terylene Main, staysail, jib. Cotton jib & topsail. Stuart 8, Sea toilet, Seafarer compass, C.Q.R., 2 burner Calor gas stove. Sleep 3. Fair condition. Lying Yarmouth, I.O.W.
F.H. Parsons, Shirley House, High Street, Freshwater, I.O.W.

ESTEREL. Gaff Cutter, built Lait's of Ipswich, designed Mylne 1904. Pitchpine on oak frames, copper fastened, oak decks, cast iron external keel. Blake toilet, gass cooker, Vire 6 h.p. engine (two seasons old). Terylene mainsail & 2 jibs, 1 cotton jib. Keel bolts about 8 years old. 32' x 28' x 21' x 7' x 4'6". Condition good for age. Work including replacement of rails, recovering & caulking decks, fitting out cabin & forepeak, painting topsides being carried out before sale. £700.00 on.o.
P. Handover, 34 Lys Hill Gardens, Bengoe, Hertford, Herts.

ELAINE OF DARTMOUTH. Gaff & bermudian schooner, built 1903. 32' x 6'6" x 4'6". Completely rebuilt 1969-70, & fibreglassed. Brown Terylene sails. Enfield A/c diesel, (newly overhauled). Tabernacles, legs, dinghy, 3½ ton lead keel. Figurehead & carved transome. Self steering. New cushions, echo sounder, D.F., Clock & barometer. All electrics rewired. Sleep 3. Used for single-handed work - not a family boat. Owner abroad. £1,500.00
Telephone (daytime) Mr. Angus, Plymouth 54470.

FOXTROT. Built West Country 1936. 29' x 9' x 5'6". Immaculate condition. Terylene Mainsail, v.g. condition, Terylene foresails, genoa & topsail as new. 100E Ford petrol engine with Wortham Blake Gear Box excellent condition. Full inventory. Sleeps 4, Lloyds Registered. Lying Dan Webb & Feeseey, Maldon, Essex £2,500.00
J.C. Mulville, 14 Milton Court, Ickenham, Uxbridge, Middx. Tel: Ruislip 39465

GOLDEN PLOVER. Traditional gaff rigged racing yacht. 20' L.O.A. Built Clyde 1896. Teak. Fine condition. 1972 East Coast Old Gaffers Trophy winner.
G.B. Ling, 13 Mill Road, Tillingham, Southminster, Essex. Tel: Tillingham 435

MAUD. Gaff sloop, 3 tons Tames, 22' x 18' x 6' x 3'6". Built by T.F. Waite of St. Margarets, Middlesex, 1893. Carvel Lapstrake Planked hull teak planking on oak frames with pine decks. New Gaff Mainsail, Foresail. 2 berths. Tender, Danforth anchor, Sail cover, Roller reefing gear on mainsail, complete boat cover, Lying Poole. £1,200.00

Chichester Yacht Agency Ltd., 10 North Pallant, Chichester, Sussex. Tel: Chichester 88722

BRISTOL CHANNEL. Auxiliary Gaff Cutter. 30' x 9' x 4'. 9 Tons TM. Requires recaulking. £495.00 o.n.o.
O.F. Bidgood, 2 The Gables, Chambercombe Park, Ilfracombe.

FOR SALECont

FIREFLY. 24', 2½ton C.B. Gaff Sloop. Built 1913. 2 berth, Seagull Century, Terylene mainsail, topsail, genoa, working and storm jibs. Cotton spinnaker. A fast handy sailer 68 winner Emsworth Cleat, 2nd and 3rd in class '69, '70. Channel Cup '72. Well maintained, lying fitted out Paynes Boatyard Emsworth.

£950.00

Phone Bosham 572224 or Southampton 556775.

WANTED

ANY TOPSAIL GAFFER, cutter, smack etc. About 30'. May or may not be fitted out. About 4'6" draught. Required to sit on mud around East Coast. With or without Auxiliary.

T.L. Cheesewright, 250 Hathaway Crescent, Manor Park, London E.12

OLD GAFFERS ASSOCIATION 1973 RACES

GENERAL INFORMATION.

This information applies to Races in all areas. Please refer to the following sections for information on particular races.

The Races will be sailed under I.Y.R.U. and R.Y.A. rules.

Classes will normally be:-

- Class I Boats of 28ft. L.W.L. and over
- Class II Boats under 28ft. L.W.L. but not
- Class III Small, unballasted boats, ex day racers, or the like.

In the event of heavy weather, Class III may be set a different, more sheltered, course from the rest of the fleet. Entrants in Class III must contact the Race Committee 30 minutes before the start of the race.

Race Committees reserve the right to transfer borderline cases between Classes II and III before the start of the race.

Handicapping will be by the R.C.A. formula for finding the T(H)CF, for a "time on time" race. There will be no "loading" of handicaps for individual boats. All Classes will start together.

Entry Fee. £1.00 for O.G.A. members, plus 50p. surcharge for non-members, plus a further surcharge of 50p. for late entries received after the due date stated in the individual Area Race details. If an entrant in the Race joins the O.G.A. after the race, in the same year, the non-members surcharge paid with the Race entry fee will cover the O.G.A. joining fee of 50p., but not the annual subscription for that year.

All races are open to ALL traditionally gaff-rigged boats whose hulls are traditionally constructed. Area Committees have discretion over borderline cases.

GENERAL INFORMATIONCont.

Identification - All boats racing MUST fly a rectangular racing flag, which must be described on the entry form. Boats flying burgees or ensignes will be assumed to have retired. ALSO, the name or registered fishing number of the boat MUST be displayed CLEARLY in LARGE characters which contrast with their background. ALSO the Race Number given in the official programme must be clearly displayed during the race, especially at the start and finish.

Failure to comply with these requirements may lead to disqualifications.

Prizes are as listed for individual races. In the event of a tie a prize on corrected time shall go to the boat which is first over the line; a prize on finishing time shall go to the boat with the lower T(H)CF.

Entries must be made on the official form, and must be accompanied by the fee due. Entries must be sent to the Area Secretary as listed in the individual race details. Please note that cheques or postal orders should be made payable to the Old Gaffers Association, and not to an individual.

All entrants must complete the declaration form enclosed with their Race Programme, and hand it to the Race Committee as soon as possible after crossing the finishing line.

Race programmes will be posted to entrants on the Monday before the race.

RACES

NORTH WEST RACE

Date - Sunday, June 17th. Venue - Fleetwood. Time of start - 10.00 hours.
Start and finish near the Wyre Light.

Classes - Unless there is a large entry, all boats will race in the same class.

Last date for entries at £1.00 - June 8th.

Entries to be sent to J.B. Gill, Esq., Rossall School, Fleetwood, Lancs.

This is a new race this year. Further details of courses, prizes etc. can be obtained from Mr. Gill

SOUTH WESTERN RACE

Date - Saturday, June 23rd. Venue - Salcombe Time of Start - 10.00 hours.
Course - From Salcombe Harbour around the East Rutts Buoy.

Entries to be sent to P.A. Smith Esq., c/o Myrfield, Summer Lane, Combe Down, Bath, Somerset.

Last date for entries at £1.00 - June 15th.

Classes - Unless there is a large entry, all boats will race in the same class.

Supper - probably a buffet in the I.C.C. Clubhouse; details from Mr. Smith.

This is also a new race this year, and details of prizes will be sent out with the Race programmes.

RACESCont.

EAST COAST RACE

Date - Saturday, July 21st. Venue - Stone S.C. Time of Start - 0730 hours
Course - Stone S.C., Knoll (S); N. Buxey (P); Walleet Spitway (P); Knoll (P);
Stone S.C.

Entries to be sent to I.S.H. Edmon Esq., 3 Hillside, Market Hill, Maldon, Essex

Last date for entries at £1.00 - First post on June, 25th.

Classes - As per general information

Prizes - The East Coast Old Gaffers Trophy, for the first boat over fifty years old on corrected time (Present holder Golden Plover)

The Tom Bolton Memorial cup for the first fishing or ex-fishing boat over the finishing line. (Present holder Hyacinth)

The Zetland Trophy for the first class boat on corrected time. (Present holder Lady Helen) - Class 3

The Sheave Trophy for the first class 1 boat across the finishing line not winning any of the above prizes. (Present holder A.D.C.)

The Dulcibel Trophy for the first converted ships lifeboat to finish (Present holder Chlamys)

The Stone Trophy for the first boat in classes 1 and 2 under fifty years old on corrected time not winning any of the above trophies. (Present holder Candide).

The Neva Trophy for the first Essex built and registered fishing boat not winning any of the above prizes. (Present holder Gracie).

The Boat World Rose Bowl for the first class 2 boat across the finishing line not winning any of the above trophies. (Present holder Bird of Dawning)

A special prize for the first Dutch Barge Yacht on corrected time if two or more enter. (Present holder Saskia Van Ryn).

Engraved pewter tankards or sweet trays for the first three boats in classes 1 and 2 not winning any of the above prizes.

The Liferaft Hire Company Ltd., silver cup for Seamanship, awarded to the crew considered by the committee to have shown the best seamanship.

The Cup for trying awarded on aggregate performance over a number of years to a boat which has not won any of the above prizes.

Entrants are requested to supply any known history of their vessel on the back of the entry form in order that the souvenir booklet will be its usual success to the race funds, the booklet, is free to entrants extra copies are available at 25p. each.

The usual supper will be available, tickets £1.00 each, please order as early as possible sittings will be at 6.00 p.m., 7.30 p.m. and 8.30 p.m. The prize giving will be at 7.00 p.m.

There will be the usual choice of menus - see over.

EAST COAST RACE - Cont.

Menu A

Iced fruit juice or oxtail soup

Beef salad & boiled potatoes

Menu B

Iced fruit juice or oxtail soup

Steak, kidney & mushroom pie
Boiled potatoes, peas & carrots

Apple Charlotte and Custard or Ice Cream Gateau

Cheese Board and Coffee

SOLENT RACE

Date - Saturday, September 8th. Venue - Cowes. Time of Start - 1030 hours

Course - Around the buoys in the Solent. Buoys will be listed in the Sailing Instructions, and indicated on a chart; the chosen course will be signalled from the Royal Corinthian Yacht Club half an hour before the start.

Entries to be sent to M.D. Millar, Esq., 107 Baker Street, London W1M 1FE

Last date for entries at £1.00 - First post, Wednesday August 29th.

Last date for entries at £1.50 - First post, Thursday 6th September.
(after which Mr. Millar will not be in London to receive them).

Classes - As per general information, except that Class I might be sub-divided if there are sufficient entries, and Class II will be divided into IIA for boats over 50 years old and IIB for boats under fifty years old.

Prizes - THE CHANNEL CUP for the first boat on corrected time, irrespective of size, being fifty years old or older. (Present holder Firefly).

THE LE HAVERE PLATE for the first Class I boat, on corrected time, not being the winner of the Channel Cup. (Present holder Saari)

THE EMSWORTH CLEAT for the first Class IIA boat, on corrected time, not being the winner of the Channel Cup. (Present holder Skipjack)

THE CHANNEL PLATE for the first Class IIB boat, on corrected time. (Present holder Iseult).

THE QUIVER TROPHY for the first Class III boat, on corrected time, not being the winner of the Channel Cup. (Present holder Siskin).

THE DEAD-EYE TROPHY for the first boat to complete the course, irrespective of age or size. The winner remains eligible for other prizes. (Present holder Cynara)

THE EDGAR J. MARCH MEMORIAL TROPHY for the first working or ex-working boat to complete the course, irrespective of age or size. The winner remains eligible for other prizes. This new trophy, for boats which were designed and built for work rather than pleasure, has been kindly presented by Mrs. March in memory of her late husband.

THE C.H. PAXTON MEMORIAL TROPHY for the boat which, in the opinion of the Committee, has put up the best non-winning performance in three consecutive Old Gaffers Races. (Present holder Gaivota)

SOLENT RACE - Cont.

THE ANCHOR TROPHY for the LAST boat to cross the STARTING LINE, not having used her anchor after the five minute gun, and completing the course within the time limit. (Present holder Simba)

THE LAGGARDS LADLE for the last boat to complete the course within the time limit. (Present holder Seaway)

THE PITCHFORK for the boat which starts in the race having made the longest direct-line passage from her home port in order to take part. (Present holder Tern)

Additional trophies may be introduced whenever the number of entries in a Class is large enough to justify sub-dividing that Class. Second, Third, and Fourth prizes will be awarded in each Class having 4, 8, and 12 starters respectively.

Momentos for all boats to complete the Course.

SUPPER - after the Race will be served in the Royal Corinthian Yacht Club, Cowes, to ticket holders only. Tickets at £1.75 each can be booked on the Race Entry Form, or direct from M.D. Millar, Esq., at 107 Baker Street, London W1M 1FE, cash with order. Refunds on unwanted tickets will be made only if the tickets are returned in time to be re-sold. Supper will be served from 1830 hours; there will be NO booking for sittings.

PRIZE GIVING - after supper at about 2130 hours.

CLYDE RACE

Date - Saturday, September 22nd. Venue - Gareloch. Time of Start - 10.00 hours.

Course - Gareloch (Faslane) to Colintrave

Entries to be sent to Lt. Cdr. A.J. Poole, R.N., Hon Sec., RNSA NSC, H.M.S. Neptune, Faslane, Dunbartonshire.

This is another new event. Further details will be published in the next Newsletter, or can be obtained from Lt. Cdr. Poole. There will be an informal party at the Colintrave Hotel after the Race.

