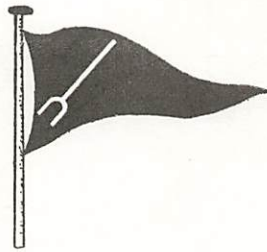


1974 / 3



RECEIVED 27 NOV 1974

Old Gaffers Association



Newsletter

1971

RECEIVED

RECEIVED



1971

DIARY DATES

Saturday November 30th 1974 at 1800 hrs. Solent A. G. M. Emsworth Slipper Club
Bar open 17.30 hrs.

Saturday, January 11th, 1975. Annual General Meeting, at the Cruising
Association Rooms, Ivory House, St. Kathrine Dock, World Trade Centre,
London E.1 9 AT, at 1900 hrs.

Saturday, September 27th 1975, Clyde Area Race.

COVER PICTURE The cover picture for this issue is the 43 ft. yawl GAIVOTA, owned and raced in our Solent events by Ron Francis of Camberley. As gaffers go, Gaivota is a new boat - built in 1926 by Newmans of Poole, to a design by E.P. Hart, but she has all the grace and beauty of the classic yachts of earlier years. Not only is Gaivota a beautiful boat to look at, she also sails well. So far, she has been second in Class One in the Solent Race four times, so that her crew now say "Beat us and you win".

The first fifteen years of her life were spent in the West Country. For ten years she was owned by Sir Keith Officer, who sailed her under the burgee of the Royal Yacht Squadron, and had her named Yarina. In 1938 she reverted to the name of Gaivota.

Ron Francis bought her in 1963, and spent five years making various improvements to improve her comfort. The forehatch was raised to give headroom in the galley, and a new, larger doghouse was built to give better shelter and more locker space. Sail area was increased, a larger bowsprit was fitted, and the mast re-stepped. Next, the old air cooled Enfield engine was replaced by a Mercedes Benz. Under Ron's ownership, Gaivota has cruised 'here and there in the Channel, becoming braver after every occasion, suffering the indignities of running aground in various pleasant spots', and also breaking her mast above the cross trees. Ron reckons Gaivota is the only boat whose normal crew comprises at least 6 skippers, 4 navigators, no cooks, and only one deck hand who either oversleeps or turns up after the boat sails !

Having got the boat into good sailing and cruising order, Ron has turned his attention to ornamentation, and Gaivota now boasts an Osprey on her bow beneath the bowsprit, and a seagull on her transom, carved by Jack Whitehouse and Norman Gaches, wood-carvers of Wootton, Isle of Wight (at enormous expense, as they used to say in the music-halls !)

The picture used for the cover was taken by Laurie Weigall of Kingston during the 1970 Solent Race.

Our usual warm welcome to the following new members:

A. J. Armstrong, 52 Bruce Road, Bishopton, Renfrewshire.

RAWANAH

Daniel Dorn, 129 Rue de Paradise, 13006 Marseille, France

M. Evans, 1 Deal Way, Brightlingsea, Colchester, Essex

CORALLINA

Copyright The Old Gaffers Association. Braeside 2 Greenbank Street, Galashiels.

P. Hatton, c/o Poste Restante, G.P.O. Northampton N. N.1	RUAHA
R. Hughes, 2 Anglesea Road, Wivenhoe, Essex	KIRMEW OF COLNE
R.P.G. Hughes, M.V. Moon Deep, c/o G.P.O., Dartmouth, Devon	MOON DEEP
C.H.W. Kent, 42 East Street, Coggeshall, Essex	KATIE
B.J. Il'Anson, Orchard Croft, Newbold on Stour, Stratford on Avon	BLUE GANSEY
A.A. Littlewood, 94a Main Street, Alrewas, Burton on Trent, Staffs	NANOUK
P.J.T. Millen, 21 Watersedge Gardens, Emsworth, Hants	DAWN
Mrs. S.G. Myers, Inow Farm Cottage, Port Navas, Falmouth	OTTER
R.C. Neal, 171 Waltham Way, Chingford, London E4 8AG	FIREFLY
C. Pearce, 26 Crowthers Hill, Dartmouth, Devon	
D. Rendle, Coniston, Spencer Road, Ryde, Isle of Wight	DORATHEA
R.F. Peck, 70 St. Mary's Road, Benfleet, Essex	DAWNING LIGHT
D.L. Snellgrove, c/o 11 Cranley Place, Kensington & Chelsea, London SW7	MARION
D.F. Spendlove, Lavender Cottage, 56 New Brighton Road, Emsworth, Hants	CORMORANT
R.W. Spicer, 21 Record Road, Emsworth, Hants	
R.F. Swift, 83 Walmer Road, Seaford, Sussex	APPLEBERRY
A. Tosh, 85 Erskinefauld Road, Linwood, Paisley, Renfrew	
G. Turnbull, 2 Brantwood Road, Barnehurst, Kent	
W.R. Waite, 15 Brownlow Street, Weymouth, Dorset	HALLGERD
E.R. White, 15 The Croft, Maidenhead, Berkshire	MARGERY II
A.J. Williams, Shearwater, c/o Winters Yard, Fore Street, Salcombe, Devon	SHEARWATER
M. Wood, 28 Woodville Road, Fawley, Hants	DORANA
SR. Woods, 12-18 Ottways Lane, Ashtead, Surrey	UNDINE

SAIL NUMBERS / RACING NUMBERS Before any start can be made in allocating permanent race numbers to those boats which do not have any identifying number already allocated by any other authority, it is necessary to establish a list of all existing numbers which are (or may be) carried by gaff rigged boats. This includes R.O.R.C. numbers; R.Y.A. numbers; Class (or builders) sail numbers; and registered fishing numbers. So far, the following list has been compiled. If any members are aware of any other gaff rigged boats which already carry identifying numbers, would they please advise me as soon as possible

J.A.S.

IDENTIFYING NUMBERS OF GAFFERS - August 1974

A.D.C. CK 431	Kate MN 81	
Alando CK 178	Katie CK 82	
Amity LN 47	Kernyas BS 299	
Bertha MN 48	Lady Louise 665 Y	
Betty 3	Leila 1190	
Betty 361	Lenore 174 C	
Blue Gansey 2325 Y	Lorelei Bl	
Boadicea CK 213	Macaria 73C	
Boy Martin 70	Mandy 194 C	Maia 6
Camilla 119 C	Marlin 427	Marie Louise of
Casse Noisette 522 Y	Martlet 692 Y	Coombe 638
The Cause 928 Y	Mary CK 252	
Chough 1704 Y	Maud MN 21	
Curach 5	Mazilda 75	
Curlew 15	Melita LN 125	
Curlew 324	Melmore 233	
Cygnets 294Y	Melody 25	
Dawn 31	Merlin 5297	
Dolphin 5	Minna 32	
Doris LO 20	Mist 370 C	
Dreva 699 Y	Molly 58 C	
Duet 32	Morning Star CS 252	
Dunlin 17	Moya 2334	
Dusmarie 822	Nellie 3	
Edith CK 375	Nellie SU 71	
Elizabeth Mary PH 107	Nercissa RR17	
Emma Goody CK 48	Onyx H 45	
Equinox 1902	Otter 1904	
Fairy MN 1	Pauline Elizabeth MN 116	
Fanny of Cowes CS 12	Petrel 10	
Fiona 1882	Phantom CK 275	
Flight 10	Phillippa 21	
Fly MN 17	Polly CK 81	
Foam CS 81	Prawner CH 17	
Forfar 443	Prudence MN 97	
Godfly 17 Y	Rawanah 141 C	
Gamecock F 76	Ripple 9	
George and Alice CK 76	Rose & Ada F 105	
Gipsy 12	Rosena CK 65	
Golden Plover 74	Rozel 55 C	
Gracie CK 46	Samaria 2	
Growler 99	Sea Breeze 499 Y	
Happy Days MN 6	Sea Nymph CC 3	
Hatasoo 4	Sea Pig CC 4	
Hebe H 17	Shamrock CK 174	
Hildasay 358 C	Shireen 19C	
Hirta 112 C	Simba 0 22	

Hoshi 1887
 Hyacinth CK 256
 Ibis MN 58
 Ida CK 3
 Illawara 57
 Iris CK 67
 Itchen 629
 Jan Mayen 103
 Jenavive 1768
 Jewel 7
 John Dory GY 630
 Joseph T MN 9
 Jubilee CC 14
 Kanaloa 242
 Tern 7
 Tern 1214 Y
 Thalia 11
 Theodora 347
 Thistle 13 C
 Ubique Quo 104 C
 Ulidia 54 C
 Valerie 1809
 Valkyrie SU 300
 Variva 130
 Victory LO 111

Siskin 335
 Sombria 859
 Spartan 3
 Soldian K 45
 Sorceress 27
 Spindrift CC 8
 Stormy Petrel F 71
 Swan CK 596
 Sybil of Wivenhoe CK 349
 Sylvia 65 C
 Taquah H 50
 Tartar Maid 623 Y
 Tasma 365
 Taygetta 7
 Vigilance BM 76
 Wayward III 884
 Wender 357 C
 White Moth 2286 Y
 White Spray MN 74
 William Emily CK 212
 Wild Raven 2
 Wonder SU 120
 Wyzita L 9
 Young Alert 689 Y

THE HEINEKEN RALLY

As seen by Michael Millar

I returned to the Bridge at Stone on the Sunday morning, after the somewhat hectic evening of the East Coast Old Gaffers Race on Saturday, to help with the 'massed start' of the Rally. We flew all the appropriate flags, and made all the appropriate noises (a pity that guns are banned at Stone on Sundays), but the massed start dribbled away as a somewhat long drawn out procession. Iseult should have been one of the first away, but puzzled us by returning to the line and anchoring close inshore - it transpired that they had discovered a couple of female stowaways in the fo'c'sle and as the lasses had no passports, they dare not take them along. However, half an hour later, the stern view of the fleet approaching Bradwell looked fairly convincing and Mr. Stap who had got up early to watch, seemed satisfied that the Rally was on.

My next connection with the event was on Tuesday afternoon, when Fred Hillier, who had crewed on Band of Hope, telephoned from Amsterdam to ask for some paperwork to be brought over by the rearguard; he reported that 22 boats had arrived to date, that it had been a bumpy down-hill passage, to the extent that they were worried about some of the smaller boats. I contacted chez Edmond about the papers, and learned of one (Bermudian) boat which had been towed back due to leaks. I phoned Fred again in the evening, and reported the casualty, whose name escapes me.

I also learned from the Edmonds that the 'tug' had returned to Harwich, the sea being too rough for her. This in itself was not important, and indicated prudent seamanship; but it transpired she was carrying a valuable cargo in the form of all the Delft ware and other goodies which were to be the prizes and hand-outs at Amsterdam.

The member of her crew who had reported from Harwich was going to ring Colin again at 6 p.m. for orders; I agreed with Colin that he should be instructed to put the stuff on the train, Red Star to Liverpool Street, where I would collect it and arrange to take it by air on the same flight as I was travelling on. But nothing more was heard from Harwich. Colin spent half the night and Wednesday morning alerting harbour authorities, Coastguards, and other spies up and down the coast, and it was not until Wednesday afternoon that he learnt that the vessel was now at Orford. It transpired that, determined not to let us down, they had put to sea again without telling anyone, but had again been forced back by weather. This time, of course, the stuff was well out of reach of any railway, and Colin and I were due to fly out from Gatwick at midday on Thursday. At 11 p.m. on Wednesday we agreed that I would carry on and meet Peggy Edmond (who was coming for the jolly) as arranged, leaving Colin trying to round up the loot and get it to Amsterdam sometime between then and Saturday, which was when it was wanted for presentation. On arriving at Gatwick, I was amazed to find that Colin had already met up with his mother, having collected the loot from Orford (at 2 a.m.), driven home to Maldon, re-packed it for air freight, driven on the Gatwick, cleared it through customs and booked it on the same flight as ourselves. It was he who deserved one of the prizes ! I should also mention that it was his brother's car which carried the stuff, and brother doing the driving (another prize!)

At Schiphol, we then spent a very tedious couple of hours prising the trophies out of the system. No one knew where the British Caledonian offices were; then an agent had to be found to clear through customs. Once found, this gentleman turned out to be the owner of a Dutch Barge, so Colin was able to speed up the process, but even then, they had to go off in a car to the place we had started at to collect the goods. Then at last we were able to drive down to the KNSM quay and deliver the precious cargo.

On arrival at the quayside, we found a very handsome fleet of Gaffers, dressed overall, being admired by a number of visitors (there had been many hundreds during the day). Most of the boats had put a placard in the rigging, giving their vital statistics and something of their history. Marguerite -T, for one, had managed this in Dutch.

The crews who had been there for several days, reported that the Naticul Club in the KNSM buildings was more than adequate; excellent meals at very reasonable prices (at least by Dutch standards) were available at most hours of the day, and a beer bar was running with unlimited supplies of free Heineken (one had to pay for short drinks, but)

The only fly in all this ointment was the news that Alyn had missed the entrance to the North Sea Canal and had run up the golf course instead. The lifeboat had failed to tow her off once, and she had pounded on again. On a second attempt it was found she was leaking too badly to float, and a rescue by sea had to be abandoned. Fred Hillier and Maurice Bailey had visited her on the beach (3 Km. from the nearest road, walking in soft sand - nearly creased them !) but found there was little they could do. Her owner was staggered by the quote for salvage by land, and was unable to decide what to do. In the end, Heineken arranged for her to be taken to a safe place, and we had to leave them to it.

The official proceedings opened at 1800 on Thursday evening with a cocktail party. We were welcomed by representatives of Heineken and KNSM, then shown films of previous Heineken sponsored events, and tourist films of Amsterdam. It was all very friendly and informal.

On Friday morning a fleet of buses drew up on the quayside opposite the berths and crews transhipped to them; then, escorted by motor-cycle police with lights flashing and sirens blaring, we were given a high speed and hilarious ride through the centre of the city to the Heineken Brewery. Jumping red traffic lights at 40+ mph with the police on your side can be quite a thrill! A conducted tour of the brewery gave an insight into how the stuff is made, though those without some understanding of chemical terminology may have got a bit lost in the enzymes. At any rate, one gathered the basic difference between the Lager type beers and those to which we are more accustomed at home; and that Heineken is unique in that wherever it is brewed throughout the world, the yeast which gives it its own special character all comes from the original stock on which the firm was founded. It seems that the Amsterdam Brewery feeds only the city and suburbs, but that other vaster establishments look after the rest of Europe and beyond. The figures quoted of the quantities brewed were so huge as to be meaningless, so I have not attempted to remember them. After such an indigestible collection of facts and figures we were taken up to a large hall at the top of the building, with a balcony overlooking the city, where we were invited to sample the product. We were nothing loathe, even though most present had been hard at just that for most of the week. We were then served a 'sandwich' lunch, which started with an hors d'oeuvre which put to shame the average English restaurant main course salad; and was followed by some excellent ham rolls etc., and cheese; all, of course, with suitable lubricant - and they did not forget the soft drinks for the juvenile crews.

After all this, we were ushered across the road into two water buses, and given a grand tour of Amsterdam's innumerable canals and grachts, not forgetting the one which passes through the infamous red light district. Negotiating some of the intersections in the lesser canals with these somewhat unwieldy craft gave an interesting lesson in boat handling. All the while we were given an excellent commentary on what we were seeing; something of the history of the city, some comments on the architecture, and so on. One of the water buses returned to the KNSM quay, while the other deposited its passengers in the city centre, for those who wished to walk round for the afternoon.

That evening, we assembled in the vast banqueting room of the KNSM building, where we were served a traditional Indonesian Rice Table. This comprises a great mound of savoury rice (baked), with all sorts of goodies mixed into it, accompanied by a huge dish of various meats and pieces of bird; to those one adds a choice of sauces and flavourings, from the most delicate in flavour to the hottest I have ever met (or want to!) A delicious repast, impeccably served by ex-stewards of KNSM's first class passenger liners. A nice touch introduced this meal - instead of Grace we were offered a moment's silence "for those who wished to pray".

Saturday was the day for the Old Gaffers Race in the IJsselmeer. Ian had organised that the boats should peel off from the berths in an orderly manner to avoid the risk of bowsprit entanglements; very much to my surprise, this worked a treat, and a steady procession of boats disappeared towards the Oranje Sluisen in good time to catch the 0900 opening of the Schellingwoude bridge. Meanwhile, Peggy Colin, Edmond and myself were collected from the quayside by limousine and whisked off to Muiden by road, to board our committee boat, Festia, a large and handsome (if Bermudian) ketch, beautifully appointed, and with lots of horses tucked under the cockpit. Her owners, Mr. and Mrs. van Clphen, aided and abetted by the Secretary of the Royal Netherlands Yacht Club and his wife, Cdr. and Mrs. Keesom, welcomed us aboard, and having loaded up the artillery, we set off into the IJsselmeer. The first task was to lay the two buoys which were to form to starting/finishing line, and then to locate ourselves at the end of it. This was

barely complete when the fleet came into view from the direction of Amsterdam. Band of Hope was not taking part in the Race, and had agreed to act as a mobile Committee Vessel. She was given a portable radio with which to keep in touch with us during the race, then stationed herself at the outer end of the line for the start. Thereafter Band of Hope went round the course with the Fleet, reporting progress the while. Had we needed to shorten course, she would have gone ahead and acted as turning mark. However, the light wind at the start obviated the need for this, and virtually all the boats got round the course by 1600 which was the time limit. Once the boats began arriving at the finish, I was kept busy calculating corrected times, and saw little of it. Colin was spotting them in aided by Peggy, who passed me the finishing times. All the time-keeping, signalling and gun firing was carried out by the van Olphens and Keesoms, and our end of things went very smoothly. We were very generously victualled by our hosts, and are most grateful to them for all their kindness.

After the Race, the static Committee joined the mobile one by trans-shipping to Band of Hope, and just managed to squeeze through the 1700 bridge opening and catch up the tail of the fleet in the lock; thence back to the KNSM quay.

Shortly after the return, it was time to clean up for the final dinner party and prize giving, but before this, Roger Palmer appeared in his self-propelled beer barrel to dish out mementos to all the crews. I should have mentioned that Roger had been acting as Master of Ceremonies at all the gatherings (as well as intermediary in the Alyn affair), and it is very doubtful whether he has yet got over the shock of trying to organise our assembly of "piratical individualists". I can say that he did his stuff with great dignity, even tough, at times, with a glazed look in his eye.

The dinner was a formal affair (or as formal as an Old Gaffers do can be), with a small jazz group providing background music. After the starter course, glasses were filled with an excellent white wine for the fish, when to everyone's surprise, someone on the top table got up and proposed the health of her "Her Majesty Queen Elizabeth of England". Maurice Bailey in the hot seat, responded with commendable alacrity, kept us on our feet, and replied to "Her Majesty Queen Juliana of the Netherlands". This apparently took the wind out of our hosts' sails, as they reckon to have toasts and speeches between every course, and they left us to enjoy our meal thereafter. The meat course, a gorgeous steak with all the trimmings and wine withal, was served with the same first class passenger efficiency as was the whole meal, and was consumed with relish and no interruptions. The sweet was announced as "Glace Lohengrin" on the menu, and we had debated how many pieces of cherry or nut this entitled it to; we were underestimating the KNSM commissariat. To a fanfare from the band, out marched a procession of stewards each bearing on his forearm a silver salver with a great mound of icecream in the shape of a swan, with the neck and beak, and a spray of tail feathers, fashioned in meringue. They processed right through the tables and round the room, accompanied suitably by the band, before each dispersing to his own table to serve us with a portion of this delicious dish; a truly theatrical end to a noble meal.

After coffee, Mr. van Werf, second in command to Mr. Heineken, who was not in the country, made a commendably brief and witty speech, in which he expressed the hope that the event might become the beginning of a tradition (cheers!) He also announced that the rescue of Alyn had been successfully accomplished (more Cheers!) He then asked Mrs. Keesom to present the Race prizes. The proceedings ended with Maurice Bailey thanking the very long list of people who had made the whole event such a success, and presenting most of them with Old Gaffers flags, ties and badges. The extremely efficient group played music for dancing till the small hours, and most crews retired to their bunks well satisfied with the generosity of their hosts.

As Michael has mentioned in his account, no praise can be too much for the prodigious efforts, far beyond the call of duty, which Colin Edmond made to ensure the mementoes got to Holland in time. Also well beyond the call of duty were the efforts made by Fred Hillier in the Alyn affair, making several trips down to the beach, and missing half the fun and games in Amsterdam. But there is a third person who must also be thanked - Michael himself, for providing such an 'alive' account of the event for those of us who were unable to be present. There is little point in an organisation such as ours putting on major events if the enjoyment is to be confined to those who are able to attend. Whilst I know that Michael would not wish me to go into any of his problems, suffice it to say that circumstances made the production of this report a real tour de force. From all of us, a sincere 'Thank You' to the 'Heros of the Heineken' -

COLIN FRED and MICHAEL

J.A.S.

The Rally has raised one other matter, - not so pleasant - that of honesty. All entrants in the event signed a form which stated '... and I have read and agree that I will comply with the safety recommendations printed on the reverse of this entry form'. The wording on the reverse of the form left no possible doubt whatsoever that boats entering the event were to carry a certain amount of safety equipment - almost all of which should be present on any properly fitted out boat anyway.

But after the event, I heard a report that one boat was carrying significantly less than this essential minimum of equipment. There may be those who feel that a certain amount of personal freedom of choice must be left to the owners to take what risks they feel inclined; and there can even be some feeling of admiration of the person who successfully completes a major voyage with inadequate equipment - but that is by the by. What must be publicly condemned is the signing of a document undertaking to carry certain equipment, and then deliberately not carrying the equipment. Such blatant dishonesty can not be tolerated, especially when connected with the sport of sailing.

In our events, we rely on the honesty of owners to submit correct dimensions for their boats on race entry forms, and to sail the prescribed course, even if they are out of sight of all other entrants. As soon as it becomes impossible to rely on the word of owners that they have complied with the rules, yacht racing as we know and enjoy it will no longer be possible.

In this instance, the owner concerned was not a member of the O.G.A. My personal feelings on this matter are that had he been a member of the O.G.A., I would have requested a very full report, and if the allegations were substantiated I would have taken steps to start proceedings to terminate membership.

Had any mishap befallen the boat concerned, and it had emerged that she was not carrying essential safety equipment, this would have reflected very badly on our three organisers, Ian, Michael, and Colin; and indeed they would probably have been severely censured for allowing a boat so ill equipped to take part in the event - but they had done all that could reasonably be expected of them - if they can not rely on an owners signed statement, then we are indeed in a very poor way. I sincerely hope that all O.G.A. members will take due note, and never be guilty of such deliberate misrepresentation.

J.A.S.

THE 1974 SOLENT OLD GAFFERS RACE

After all the gales of recent weeks, it was a change to have a reasonable forecast for the Solent Race. The Liars offered us Southerly 3-4, becoming S.W. 5-6; but all we got was a flat calm from the East! At 1000, the Race Committee was supposed to break out the Course Signal, but as they were still arguing about what the wind was going to do, and thus what course to set, they broke out the Answering Pennant instead, to give themselves half-an-hour's thinking time.

Meanwhile, some 60 entrants were gilling around of the Promenade giving the spectators and photographers something to think about, and causing mayhem to a fleet of Wayfarers who were waiting to start a Race from the Island Sailing Club under the auspices of the Round Table.

By 1030, the Committee (aided and abetted by the Yeoman of Signals from the R.Y.S. - thank you Peter!) had decided that the wind would soon pick up, probably with some West in it, and they set a course to E. Lepe, thence to S. Bramble, W. Middle, and back to the Line, twice round; this on the basis that if the wind did not freshen, the course could easily be shortened.

By the ten-minute gun, at 1050, all but a handful had motored well up-tide of the Line, the tide by now being a sluicing west-going near-spring ebb. By the five-minute gun, only 3 or 4 were still below the Line, but having then to switch off their engines, and with only a breath of easterly wind being far from helpful, the whole fleet started a mass convergence on the Committee Boat at the outer end of the Line and several who had been clear, were swept back over.

At the Starting gun, six boats were the wrong side of the Line, and of these, Marguerite-T, Patsy and Provident were the only three who appeared to know it, and continued trying to get back. Meanwhile, the rest of the fleet, many out of control, swept to the westward at a tremendous rate. Paguera was the first to start legitimately, hotly followed by La Goleta, Poseidon, Lady Belle, Iseult, Margery II, Betty and Nellie; then came such a bunch that it was impossible to see them all, let alone record them. But bearing in mind the conditions for the award of the Anchor Trophy, the Committee did manage to record the last dozen or so, when, within six minutes of the Start, they had all gone except Marguerite-T, Patsy and Provident, who were still trying valiantly to stem the tide and get back over the Line. Eventually, after sliding gently backwards in a losing battle, Patsy and Provident kedged, but Marguerite T disappeared from our view stern first.

We understand that there was a certain amount of bumping and boring both at the start and in the neighbourhood of E. Lepe; but as the more serious offenders apparently retired, and the offended against chose not to protest we shall probably never know exactly what went on; and it is probably better that we do not know what was said! We also know that some engines were run briefly to avoid serious collision, indeed some were confessed on the Declarations; this we consider good seamanship in all the circumstances, and not deserving of penalty. We know too, that Peter Barratt's Bries, serving as committee boat on the outer end of the Line, was savaged by several contestants, one of whom bruised her ribs on Bries' steel hull; and we know that when the fleet was kedged at East Lepe, much dragging of anchors took place in the 70 ft. depths of that area; Piskie had the misfortune of dragging back into Eaglet, losing her own mizzen, and Eaglet's bowsprit; that the latter continued to sail without a jib and finish the course shows true Old Gaffer spirit!

It was not until nearly two' o'clock, when the tide began to slacken a little, and the promised S.W. Breeze began to appear that things started moving again. The first we saw of it from the Club Line, was Patsy and Provident getting their anchors; then they both crept up to the Line, Patsy getting the edge, and starting at 1411, with Provident following a few minutes later.

But with half the fleet having dragged most of the way to Lymington, although the leaders might well have completed the course once round at a reasonable hour, even if we had let them all go on to W. Middle, we would never have got them all home in time for supper as the tide would by then be running strongly for Spithead. So, reluctantly, we decided to stop them short at S. Bramble, and the long-suffering Bries was armed with spotters, clocks and guns to shorten course at that Mark. As the leading boats were already approaching it (sadly, having their first bit of decent sailing in the day), it was a race against time to get Bries into position and anchor down before Fred Hillier blew off the feet of the anchor-man with the gun for the winner - Pierce Eye - at 1538.

One of two boats refused to be stopped, and continued around the course; but the majority would never have made it, as by 1730 the breeze had died away altogether.

The results show all too clearly what light weather it was, with all three Class III boats in the first four; the first Class I way down at 14th overall, the next at 18th and the third at 26th, while the three over-40-footers are bottom of the list.

There were some red faces after the prize-giving when it was pointed out that a transcription error had shown Duet's corrected time as 399 minutes, instead of 359, so that we had placed her last. The correct figure put her ahead of Vigilance and for a while we thought that we had awarded the Gaffers Eye to the wrong boat (which would have been a shame, as all were pleased to see Ken Harris rewarded after his 12-year refit). However, it was then realised that although Duet is some 50-ft. overall, she is only 38 ft. waterline, so did not qualify for that Trophy; sighs of relief all round, but apologies to Duet all the same!

The President was called upon to do some accurate chart-work to establish which way the Pitchfork would go. The Falmouth team in Tern were convinced that they had come further than Mick Willett had in bringing Wilful from Burnham. But dodging the banks in the Thames Estuary adds a lot of miles, and the shortest navigable distance that Mick could have steered was 175 miles, as against 149 from St. Anthony's Head plus a few more out of Falmouth Harbour; so Mick was stuck with the Pitchfork for another year.

Elder Gaffer Alec Rangabè was unfortunately unable to be present, for the first award of the Gaffers Eye, which he had presented to us, but his place was gracefully taken by his wife Kate, who gave away the prizes. The day was concluded with the most melodious, if also loudest, singing yet heard at a Solent Old Gaffers Rally; we hope that the members of the R. C. Y. C. will forgive us.

1974 SOLENT OLD GAFFERS RACE

STARTING TIME 1100

RESULTS

Final Posn.	BOAT	Class	Finish Posn.	Finish Time	Elapsed Minutes	T(H)CF	Corrected Minutes
1	PIERCE EYE	3A	1	1538-00	278.000	.855	237.690
2	SIMBA	2B	16	1547-55	287.917	.840	241.850
3	DAWN	3B	15	1547-49	287.816	.842	242.341
4	CHOUGH	3B	18	1549-35	289.583	.852	246.725
5	NELLIE	2A	21	1550-55	290.917	.875	254.552
6	POSEIDON	2A	29	1558-19	298.316	.860	256.552
7	SNIPPET	2A	23	1553-33	293.550	.875	256.856
8	STURDY	2A	37	1601-55	301.917	.855	258.139
9	LADY BELLE	2A	7	1543-26	283.433	.916	259.625
10	BETTY	2A	8	1544-00	284.000	.920	261.280
11	PAGUERA	2B	9	1544-05	284.083	.921	261.640
12	SEA BREEZE	2A	27	1556-57	296.950	.903	268.146
13	MARISHYA	2A	22	1552-11	292.183	.922	269.392
14	WILFUL	1A	12	1545-55	285.917	.944	269.906
15	EAGLET	2B	38	1603-13	303.217	.893*	270.773
16	PATSY	2A	30	1558-24	298.400	.908	270.947
17	SCAMP	2A	14	1547-38	287.633	.942	270.978
18	DOLPHIN of LEITH	1A	25	1556-00	296.000	.917	271.432
19	AYESHA	2A	10	1544.25	284.417	.955	271.618
20	ROWSPAR	2A	31	1558-33	298.550	.910	271.680
21	ACUSHLA	2A	28	1557-07	297.117	.915	271.862
22	TERN	2A	2	1539-05	279.083	.975	272.106
23	HELOISE	2A	20	1550-00	290.000	.940	272.600
24	WHITE MOTH	2A	13	1546-40	286.666	.955	273.766
25	LISA	2A	40	1604-27	304.450	.903	274.918
26	DREVA	1B	4	1541-00	281.000	.988	277.628
27	SAARI	1A	19	1549-40	298.666	.961	278.369
28	PEGGY H	1A	17	1548-02	288.033	.976	281.120
29	BUNNY	1A	45	1608-30	308.500	.913	281.660
30	WALKABOUT	1B	33	1559.09	299.150	.945	282.697
31	MARGERY II	1A	24	1553-40	293.666	.967	283.975
32	SEAWAY	2B	44	1608-00	308.000	.925	284.900
33	ROVER	1A	39	1604-21	304.350	.945	287.610
34	WILD DUCK	1A	26	1556-21	296.350	.979	290.127
35	BLUE GANSEY	2B	42	1604-55	304.917	.961*	293.025
36	WHITE BELL	2A	35	1559-27	299.450	.982	294.059
37	WILDEKAT	1B	34	1559-19	299.316	1.000	299.316
38	ISEULT	1A	32	1558-40	298.666	1.013	302.549
39	MOYA	1A	3	1540-00	280.000	1.083	303.240
40	KIRSTY	1A	41	1604-32	304.533	1.999	304.228
41	GAIVOTA	1A	43	1607-39	307.650	1.039	319.648
42	LA GOLETA	1B	6	1543-18	283.300	1.148	325.228
43	DUET	1A	5	1542-00	282.000	1.275	359.550
44	VIGILANCE	1B+	36	1601-36	301.600	1.229	370.666
45	PROVIDENT	1B+	46	1608-41	308.683	1.247	384.928
46	HOSHI	1A+	11	1545-14	285.233	1.352	385.635

Retired before Race: DUCKLING, GREENSHANK, OTTER, ZEPHYR
Eleven

Over Line at Start: LITTLE APPLE, MAYFLY, OLIVE MARY

Known to Have Retired: DORANA, GENTLE ANNIE, MARGUERITE T,
NORTHSEAMAN, PISKIE, SEA FEVER, THELMA

Unaccounted for: CATRIONA, DELPHINA, DABCHICK, FIREFLY,
SHEARWATER, STORM

TOTAL ENTERED: 66 FINISHED: 46 WITHDREW : 4 DISQUALIFIED: 3
RETIRED etc: 13

T(H)CF s marked * are suspect.

PRIZES:

Channel Cup + Dead Eye:

Channel Plate

Quiver Trophy

2nd Class III

Emsworth Cleat + Edgar March

2nd Class IIA

3rd Class IIA

4th Class IIA

2nd Class IIB

Le Havre Plate + Pitchfork

2nd Class I

3rd Class I

Paxton Memorial

Gaffers Eye

Anchor and Laggards Ladle

2nd Class I over 40 ft.

PIERCE EYE

SIMBA

DAWN

CHOUGH

NELLIE

POSEIDON

SNIPPET

STURDY

PAGUERA

WILFUL

DOLPHIN OF LEITH

DREVA

PEGGY H

VIGILANCE

PROVIDENT

HOSHI

THE 1974 CLYDE OLD GAFFERS RACE

The second Clyde Old Gaffers Race, held on Saturday September 28th, attracted eighteen entrants. As last year, the event was arranged by the R.N.S.A. Neptune Sailing Club at Faslane, but this year there were three separate classes with separate starts, Gaffers going off first, then the Veteran Bermudian rigged boats, and finally the Handicap classes.

The 28th turned out to be a beautiful day to be on the water - plenty of frost at first, which cleared away as the sun rose in any almost cloudless sky - but no wind ! The Committee Boat (an alderly and very solid M.F.V.) anchored by Perch Rock Buoy and the Race Committee aboard watched the various boats struggling to get to the start, and ordered a half hour's postponement and the shorter course (down the Clyde to the Warden Buoy off Dunoon, and back up the Gareloch to finish off the Navy Base).

When the ten minute gun for the Gaffers sounded at 10.20, eleven gaffers had managed to get to the starting area, and by the five minute gun they had all contrived to get themselves to the right side of the line. Two minutes before the starting gun, Robert Cowie's Clyde 17/19 class boat Lenore, built by Fife in 1895, sailed (?) down dangerously close to the line, followed by Hugh Simpson's 19/24 Shireen. As the last few seconds to the gun were being counted, Shireen had got about half a length over, and Lenore had bowsprit and a bit of foredeck across - but she was swinging - slowly but steadily she turned about her keel and as the count-down proceeded, the offending bowsprit and stem gradually withdrew themselves to the right side of the line until as the gun went her topsides were some three or four inches clear of the line on the right side, and she crossed the line legally some second or two after the gun, but pointing in the wrong direction!

Two minutes after the gun, Angus McEachen's Puffin drifted over the line broadside on swinging slowly until she was proceeding more backwards than forwards. R.A. McGrouther 17/19 Hatasoo was next over, followed by Tom Duggan's 1950 built Shetland boat Hildasay. These two had managed to find a breath of wind, and were under control and heading in the right direction. As Hildasay managed to sail past Puffin, Angus had managed to find enough light airs to get her heading the right way, although hardly moving. Meanwhile Hugh Simpson was fighting back to the right side of the line, which he cleared after a long eight minutes and turned to start properly with John Toye's double ended cutter Moyra, and three quarter minutes late. Then came a break as the four Garelock One Designs led the Veteran fleet over the line. The ten minutes since the starting gun for the gaffers had seen a marked increase in the wind - cigarette smoke could be seen to be moving with the wind and not rising vertically !

The next gaffer to start was Elizabeth Todrick's beautiful Fife Cutter, Ayrshire Lass, built in 1887. Then came the newest of the gaffers - Rose of Argyll, built on the lines of a Loch Fyne Skiff in 1964. Next away was T. Vogt's Thomas built Falmouth Quay Punt Vryan -

still setting the classic Quay Punt rig. Finally, the heavy and somewhat undercanvassed Maurice Griffiths designed Tahiti Ketch Rawanah, now owned by Dr. Armstrong, crossed the line sixteen minutes after the gun. Duncan McKerrell's G.L. Watson designed sloop Camilla appears to have slipped over the line lost in the middle of a group of Veteran boats - or else she was a very late starter and not seen by the Committee Boat.

As a complete contrast, the star of the Handicap classes was the Whitbread Trophy yacht Adventure - enormous, impressive, and efficient - but somehow totally lacking the character of the older craft like Ayrshire Lass and Veryan. And - dare one say it - it seemed that in some ways her hull shape might owe something to the classic Morecambe Bay Prawner hull shape !

When all the classes were away, the M.F.V. recovered her anchor and set out to follow the fleet down. A radio call that a relative of the crew member aboard Adventure was seriously ill sent the M.F.V. chasing the giant racer - which had not surprisingly gone into the lead over the whole fleet. On the Kilcreggan shore, Ben Ross's yawl Macaria was spotted, making up for the start, followed by D. Ross MacDonald's Pleiad class boat Maia. Instructions were shouted to them to round the Perch Buoy and follow the short course and the M.F.V. completed its mercy mission and put into Greenock.

By mid-day a reasonable breeze had come up (no resemblance to the forecast Force 8 N.W.) and Adventure rounded the distance mark and started her run home as the Gaffers beat down past the mouths of Loch Long and the Holy Loch. Despite her late start, Macaria was catching up with Rawanah and Camilla, but Ayrshire Lass and Hildasay appeared to be in the lead, over on the North shore.

After circling round a few times to get some pictures of the boats, the Committee Boat returned to Faslane and put the Committee ashore to set up the finishing line, and take up station in the lee of a small concrete shelter ready to note down times and work out results. Through the afternoon, the wind shifted so that most of the boats were denied their run home and had to beat for a high percentage of the course. I gathered that this wind shift caused some bunching of the fleet down at the Warden Buoy.

As was to be expected, Adventure led the fleet home, to arrive at one minute past four. What was not expected was that the first Veteran boat, Torridon, would only be 26 minutes behind her, and would beat her easily on handicap.

Hatasoo was the first Gaffer to appear up the Gareloch, only seven minutes behind the first of the Gareloch O.D.s; then eight minutes later Shireen came into sight. The third Gaffer home was Veryan - a very good performance indeed. From half past five, the Race Officers kept steadily busy timing in a well mixed assortment of Gaffers and Handicap boats, until half past six, when it appeared that all except Maia were accounted for. As it was known that Maia's crew had planned to sleep aboard Zanetta, and Zanetta being engineless, had failed to get to the start, it was assumed that Maia had retired to her home port at Gourock. The Race Officers were not sorry to leave their post, as although they were in the sun, it was turning distinctly chilly in the cold wind, and it was difficult to concentrate on working out corrected times!

A very pleasant day on the water ended with an equally pleasant prizegiving and party at the Neptune Sailing Club, at which Mrs. Williams of the Neptune S.C. presented the prizes.

Hatasoo took the trophies both for first Gaffer on corrected time, and for first Gaffer home. The thanks of the Clyde Area Gaffers go once again to the Officers, Committee and members of the Neptune S. C. for making it possible to see such a fine collection of vintage boats against such a magnificent scenic background.

RESULTS OF THE 1974 CLYDE OLD GAFFERS RACE

Start : 10.30

<u>Final Posn.</u>		<u>Corr. Time</u>	<u>Posn. over line.</u>	<u>Fin. Time.</u>
1.	Hatasoo	5 54 25	1	17 24 31
2	Shireen	6 08 58	2	17 32 09
3	Lenore	6 20 49	11	18 21 19
4	Camilla	6 24 45	5	17 45 14
5	Veryan	6 30 22	3	17 34 19
6	Ayrshire Lass	6 35 37	4	17 40 01
7	Hildasay	6 50 47	8	18 15 13
8	Moyra	7 04 31	6	18 06 28
9	Puffin	7 11 58	10	18 20 33
10	Rose of Argyll	7 25 52	9	18 15 54
11	Macaria	7 28 53	7	18 09 27
12	Rawanah	7 47 31	12	18 27 04

Retired: Maia Non-starters: Faraway, Lufra, Soldian, Taygetta, Zanetta.

ADVERTISEMENTS:

FOR SALE: Genuine Morecambe Bay Beach Boat, hull almost completely rebuilt, larch on oak. LOA 29', Beam 10', Draft 1'8"; clinker planked, picked up counter stern. Contact; Mr. G. Coulson, 43 Castle Street, Boston, Lincs, LN5 7XB

FOR SALE : Gaff Sloop 23' x 7' x 3', pitch pine on oak; counter stern; two berth cabin ; two burner gas stove with grill; Terylene sails ; echo sounder; compass, oil Nav. lamps, Stuart Turner 4 h.p. engine £775 o.n.o.
N. Titshall, 29 Woodfarm Close, Leigh on Sea, Essex.

The South Western Gear Store, at Higher Harrowbridge, Near Bolventnor, Liskeard, Cornwall, have the following gear on offer:-

Gaff Main, f 21', L 27', H 10', Luff 15' - white canvas; fair condition
with 2 small 6" tears in from the luff £15.00
Gaff Main, F 18', leach 31', H. 15', Luff 19', 20 oz. tan canvas,
jolly good, heeds only a few stitches in bolt rope £30.00

Wykeham Martin Furling gear No. 1, complete plus 4 small aero gunmetal rigging screws	£6.00
3 -kw calor catalytic heater , bulkhead radiator type	£15.00
Nearly new large Refleks S.S. diesel stove, complete with cap, pipe, bend, fiddle rail for kettle, etc.	£46.00
Steering gear, 24" Trad. wood, brass-bound wheel, cable drum and shaft, with 2 shaft mounting brackets, and 2 gunmetal single sheave swivel lazy pulleys	£30.00
Morris Vedette Petrol engine 3-1 F.N.R. Box, working order	£35.00 ono
Heavy boom outhaul with sheave and track, all gunmetal	£8.00
12 V. 20A 4 stroke petrol driven generator, battery charger, engine starter	£15.00

VERDERER'S EVENING, LYMINGTON
25th JANUARY 1975

There will be a 'get together' at the Foresters Restaurant in Ashley Lane, (opposite Boots in the High Street) Lymington on Saturday 25th January 1975. This is a restaurant of considerable character and good food. We have been offered the Verderer's Supper at £1.50 per head inclusive of V.A.T. and service. This consists of a choice of four or five starters and four or five main course dishes - all of which is home made and extremely well cooked. Also included in the price is as much coffee as you wish. If desired there will be one or two extra items on the main course selection at a slightly higher overall charge. There is also a wide selection of sweets available if required. There will be a guitarist and a very well stocked bar. We are welcome to sing as much as we wish and there is no real hurry to go home at the end of the evening.

To help the Proprietor order it would be appreciated if you would return the attached slip to me by the 22nd January letting me know roughly how many people will be attending. It is suggested that we arrive by 2030 to ease the catering problems. We look forward to seeing a good turnout.

To : Peter Barrett, Yacht BRIES, Lymington Yacht Haven, King's Saltern Road, Lymington, Hants. Tel: Lymington 3213.

I wish to attend the 'get together ' at the Foresters in Lymington, on Saturday 25th January. My party will consist of persons.

Name.....

Address.....

.....

Telephone Number.....