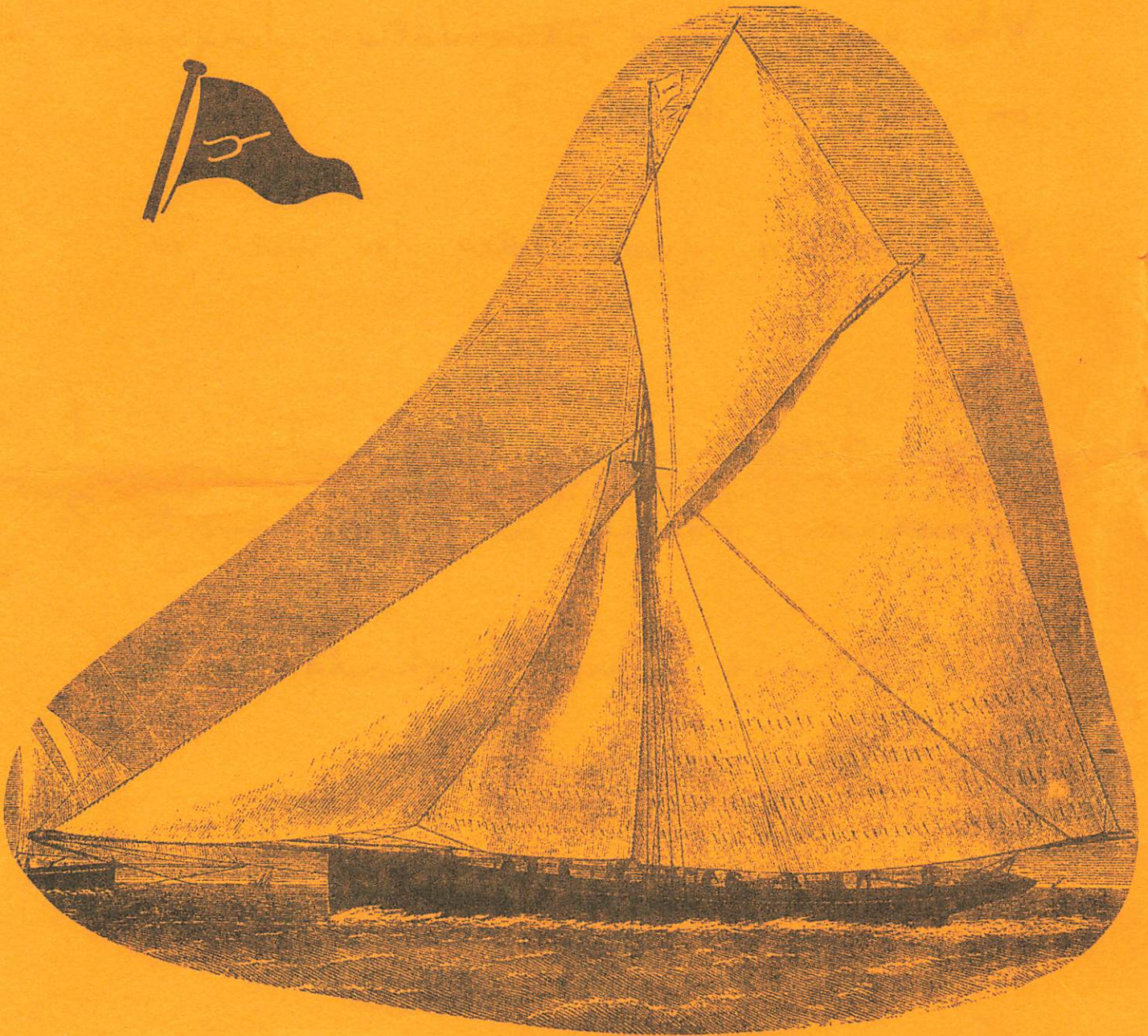


72/1

the journal of the



Old Salters Association



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JOHN E. PERRYMAN

*Naval Architect, Surveyor and
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..... does !

OLD GAFFERS ASSOCIATION

NEWSLETTER 1972/1

First, a welcome to the following new members:-

Robert E. Alling, Pine Orchard Road, Pine Orchard, Connecticut -
06405, U.S.A. Free Spirit

P. Badham, 83 Salisbury Road, Smethwick, Warley, Worcestershire.

Dr. Theodore Bartelmez, 121 Garden Lane, Colma, California,
U.S.A. Calypso

D.W. Beaumont, 13 Anthea Road, Paignton, Devon.

Richard Bernstein, 5 Britton Ridge, Belvedere, California 94920,
U.S.A. Lavengro

John P. Binford, 1901 N.E. 70th Avenue, Portland, Oregon 97213,
U.S.A.

P. Bowring, The Bowring Building, Tower Place, London, E.C.3.
Norena

Dr. Charles E. Cason, Post Office Box 638, Coeburn,
Virginia 24230, U.S.A.

E.J. Clark, 356 Lionel Road, Brentford, Middlesex.
Mary Saunders

Loren Douglas, 166 Globe Avenue, Sacramento, California 95815,
U.S.A. Princess

E.R. Drapela, 50 Beresford Road, Cheam, Surrey.

R.D. Ford, 120 Third Bella Vista Drive, Hillsborough,
California 94010, U.S.A. Yankee

William Garden, 2071 Kendal Avenue, Victoria, British Columbia,
Canada.

Miss L.A.J. Heather, M.Y. Palomine, Crabbleck Boat Yard,
Sarisbury Green, Southampton, Hants. Dawdler

Egon Heinemann, 2 Norderstedt 3, Koslinerweg 16, West Germany.
Duenna

Robert D. Heise, 1144 Ballena Boulevard, Alameda, California -
94501, U.S.A. Kahuna Kai

Robert H. Hildenbrand, 1633 Anita Lane, Newport Beach,
California 92660, U.S.A.

James J. Hooker, 393 Rockhouse Road, Easton, Connecticut 06425,
U.S.A.

Charles O. Hurd, 316 Olive Avenue, Piedmont, California 94611,
U.S.A. Alice Morgan

Stephen M. Kelty, 1792 Hummingbird Lane, Atlanta, Georgia 30307,
U.S.A.

M. King, 156 Marine Parade, Leigh-on-Sea, Essex.
Hypatia

Basil Knauth, 68 Peninsula Road, Belvedere, California 94920,
U.S.A. Bimi

Frank LaHargue, 137 N. College Avenue, Claremont, California -
91711, U.S.A. Schooner

Robert Learned, 1754 Curtner Avenue, San Jose, California 95124,
U.S.A. Bull Frog

J. Lewis, Meadow Cottage, Great Bealings, Woodbridge, Suffolk.
Patient Griselda

J.E. Lubran, Mizzen Top, Lytchett Way, Poole Dorset.
Corserine

J. Martin, 77 Marine Parade, Leigh-on-Sea, Essex.

J. O'Donnell, 6 Blacksmiths Lane, St. Albans, Herts.
Madeleine

Dr. John J. Osborn, 2960 Paradise Drive, Tiburon, California -
94920, U.S.A. Anna Maria

J.G. Payne, Rickling Hall, Quendon, Saffron Walden, Essex.
Gladimaris

R. Retting, c/o Arrow Cruisers, Riverside Estate, Brundall,
Norwich, Norfolk. Vera

J.R. Rice, 7 Camberwell Grove, London S.E.5

2.

Leslie L. Rice, P.O. Box 86, Grapeview, Washington 98546, U.S.A.

M. Riddihough, Lodestone, Lechlade, Gloucestershire.

Lodestone

Paul Ritter, 729 Orange Road, Sierra Madre, California 91024, U.S.A.

Kanaloa

Major Charles Rochfort-Boyd, 42 St. Leonards Avenue, Hayling Island,
Hants.

Varna

Carlton M. Rogers, 3485 Monterey Road, San Marino, California 91108,
U.S.A.

Te Amo

John Saarinen, 86 Logan, Watsonville, California 95076, U.S.A.

Stephan R. Silen, 266 Karen Way, Tiburon, California 94920, U.S.A.

Grisette

Roy L. Simmons, P.O. Box 175, Beverly, Washington 99321, U.S.A.

Harry H. Smith, 175 Manor Drive, Mill Valley, California 94941,
U.S.A.

Islander

Jack Solomon, 6133 Ascot Drive, Oakland, California 94611, U.S.A.

Orn

Steven Taylor, 7636 Parma Lane, San Diego, California 92126, U.S.A.

N. Thornber, Evenden, Cuthbert Road, Ash Vale, Aldershot, Hants.

Jean II

R.T. Watts, 14 Buxton Road, Leigh-on-Sea, Essex.

D.J. Underwood, Rosemead, 26 Downs Road, Maldon, Essex.

Clythie

C. Wallace, Brevis, Roman Landing, West Wittering, Sussex.

Sarah II

R.M. Wallace, Brevis, Roman Landing, West Wittering, Sussex.

Iseult

J. Willett, The Enterprise, Burnham-on-Crouch, Essex.

Wilful

DIARY DATES

May 27th - 29th Rally in Poole Harbour. (See p.16 for details)

Saturday June 17th Rally at Bradwell Quay Yacht Club.

" June 24th Rally at Hardway Sailing Club, Gosport.

" July 22nd East Coast Race. (See p.11)

" August 12th Rally at Gin's Farm, Beaulieu River.

(See p.16)

" September 16th Solent Race. (See p. 13)

" September 30th Rallies at Bradwell Quay Yacht Club and
at Cowes Corinthian Yacht Club.

COMMENT Sorry about the delay in getting this issue out - the Rules books took a long time, and there have been other hold-ups.

There is already one revision to the Rules booklet - we now have an acting Area Secretary in San Francisco - William E. Vaughan, of 440 Pacific Avenue, San Francisco, California 94133. The extent of his activities to date can be judged by the number of new members in his parish! Members in the Western U.S.A. who have joined by writing direct to me might care to 'make their number' with Bill Vaughan, and see what activities can be organised. I regret that this issue will arrive too late for those of you who do not already know about it to see or take part in the Master Mariners Regatta at San Francisco on May 14th - an event which sounds thoroughly in keeping with the O.G.A. - and also the second oldest sail racing event in the U.S.A., dating back to 1867. I hope it will be possible to include an account of this event in our next issue.

/Continued on page 15

ANNUAL GENERAL MEETING

The Annual General Meeting of the Association held on Saturday, January 15th at the Cruising Association Rooms, Chiltern Court, Baker Street, London, was attended by 44 members and their wives and friends.

Our President, Alec Rangabe, opened the meeting by welcoming members. In a general review of the Association, Alec commented that it must be almost unique for an Association such as ours to have held its annual subscription at as low a figure as 50 pence, and to have no proposal for an increase to put to the membership. Thanks were expressed to Mrs. Scarlett for her work in keeping the day to day business of the Association running during her husband's absence in the United States. Alec also thanked Michael Millar for his part in running the Association, and commiserated with him over the sad loss of Quiver. All members will surely join in hoping that a suitable replacement will soon be found - if indeed it is possible to replace such a boat as Quiver.

Alec commented that since he found himself without the time or funds to maintain a gaffer properly, he had been boatless for his term as President, and felt very much a Swiss Admiral. Having served three years, he was pleased to think that the Committee were at last allowing him to resign from office! Alec ended with a comment that anyway he appeared to have been in office illegally because there was no mention of a President in our Rules.

The Secretary, John Scarlett, then presented his report for 1971 (draft follows this account). It was proposed by Fred Hillier and seconded by Michael Millar that this report be adopted.

The Treasurer, Tom Cook, then commented on our financial position. His main comment was that we are still solvent, and allowing for accountants juggling with depreciation of office equipment, we were about £37 up on the year's working. The stock of burgees appeared to show a loss, but the Secretaries felt this was an administrative muddle and not an actual loss. (It has now been safely resolved.) Our income for the year amounted to £312, of which the Newsletters had taken £175 in paper, ink and postages.

The adoption of the Treasurer's report was proposed by Maurice Bailey and seconded by Dick Banyard. John Clarke proposed a vote of thanks.

(Note - unless otherwise mentioned, all proposals were carried nem.con.)

Changes to the Rules were next discussed. The Secretary sketched in the reasons for the proposed changes, pointing out that the current Rules had been drawn up when the Association was founded in 1963, and the originators of these Rules had very wisely left ample scope for change and growth in the Association, with many matters being dealt with under Rule 14 'Matters not covered by these rules'. The time had now come to re-consider the rules, and to incorporate as rules many of the matters which had been dealt with by the Committee under Rule 14; - such as the offices of President and Vice President, the existence of an Annual General Meeting, and the change to decimal currency. There was one unusual aspect of the proposed discussion, in that the Rules stated that any changes must be voted on at the Area Meetings, and therefore the A.G.M. could discuss the changes, but they could come into effect only when the Areas had voted. Ian Edmond proposed that under common law, an Annual General Meeting could have power to change the Rules, and since the A.G.M. was legal under Rule 14 the Meeting presumably had the power to amend the Rules. This point was considered by the Meeting, and after taking advice from two of the members of the legal profession present, it was agreed that the Meeting should have the power to make any changes which were agreed.

A detailed list of proposed changes submitted by Fred Hillier and seconded by Michael Millar was then considered. A number of amendments to the changes were agreed after considerable discussion. A copy of the revised Rules will be sent to all members.

With the changes to the Rules agreed, elections of officers under the new Rules followed.

The Secretary reported to the members present that although the members of the Committee and many other members had discussed a Successor to Alec Rangabe as President, and the question of the Presidency had been raised at both East Coast and Solent Area meetings, there were no nominations for the office, and it was therefore proposed by the Committee that the office be left vacant until a suitable candidate could be found, and meanwhile the Association would make do with Elder Gaffers and Area Vice Presidents. Nevertheless, some members present were dissatisfied with this proposal, and there was considerable discussion. It was proposed that Fred Hillier should be elected as President, but Mr. Hillier declined to stand. It was then proposed that Capt. Dick Banyard should be elected, but Capt. Banyard also declined. After further discussion it was proposed by Richard Young and seconded by Peter Crofts that the office of President should remain vacant but that efforts should be made to find a suitable candidate for election at the 1973 A.G.M. This proposal was carried. It was proposed by Fred Hillier and seconded by R. Judd that John Scarlett should remain in office as Secretary. There were no other nominations. Michael Millar then proposed that Tom Cook should remain in office as Treasurer, and this was seconded by John Clarke; there were no other nominations. John Scarlett proposed and Peter Crofts seconded that Michael Millar should remain in office as Assistant Secretary.

John Scarlett then begged to propose that in recognition of all that he had done for the O.G.A. and its Races, Alec Rangabe should be elected an Elder Gaffer of the Association. Fred Hillier seconded this proposal, which was carried with acclaim, and Michael Millar presented Alec with his gold edged Elder Gaffers flag. Michael Millar then proposed and David Roper seconded that the third of the original founders of the (Solent) Old Gaffers Race, Mike Richardson, should be elected an Elder Gaffer. (Mr. Richardson had been invited to stand for President, but had declined prior to the meeting.)

The next item on the agenda was the insurance of gaffers. The Secretary commented that from his correspondence it was clear that many members were finding it very difficult to get insurance cover for their boats, and that this is a problem which is likely to get worse as the years go by. However, the son of one of our older members works for an insurance firm, and he has been able to 'noble' a Lloyds underwriter and convince him that members of the O.G.A. are seamanlike gentlemen whose boats represent a better insurance risk than today's average boatowner. Before handing over to Mr. Daws to explain some details of the new insurance scheme to members, the Secretary appealed to members to prove that this faith in their skills and in the state of their boats is truly justified.

Mr. R. Daws then explained the salient points of the scheme to the members. (A proposal form and list of special conditions is being sent to all members. At the moment the scheme is for members resident within the U.K. only, but extension is not impossible.) It was emphasised that continued cover depends on the payment of the O.G.A. annual subscription - non payment of the Subscription will invalidate the policy.

The next item to be raised was the question of the use of high shouldered, modern balloon spinnakers in Old Gaffers Races. Whilst there were some members present who clearly felt that such sails were out of place, it was agreed that it would be too difficult to legislate against them, and also that the real spirit of Old Gaffers Races called for any and every bit of material that could hold a breeze being

THE OLD GAFFERS ASSOCIATIONINCOME AND EXPENDITURE ACCOUNTFor the year ended 31st December 1971

R.Y.A. Subscription	5	Subscriptions	247
Hire of Room	5	Entry Fees	36
Insurance	2	Profit on Sales	16
Stamps, Stationery and		Advertisements	6
Telephone	175	Profit on Draw - A.G.M.	7
Audit Fee	8		
Honorarium	52		
Typewriter repairs	16		
Slides	10		
Depreciation	25		
Surplus for year	14		
	£ 312		£ 312

BALANCE SHEET31st December 1971GENERAL FUND -

Balance 1st January 1971	258	Cash in Hand	41
Surplus for year	14	Cash at Bank	125
		Payment in Advance	5
	272	Stock of Stationery	20
		Stock of Flags	35
		Sundry Debtor	64
		Roneo Duplicator -	
		Cost	96
		Depreciation	
		to date	96
Sundry Creditor	38	Typewriter -	-
		Cost	86
		Depreciation	
		to date	66
			20
	£ 310		
			£ 310

We have examined the above Balance Sheet and Income and Expenditure Account 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 Coast and Solent Races are not included.

Ipswich
17th April 1972.

ENSOR SON & GOULT
Chartered Accountants

EAST COAST RACE
STATEMENT OF AFFAIRS AT 31st DECEMBER, 1971
GENERAL FUND

Balance at 1st January 1971		119.67½
Add Net profit for the year		<u>28.13½</u>
Balance at 31st December 1971		147.81
Represented by:		
Cash in Bank	81.36	
Cash in Hand	<u>1.00</u>	82.36
Trophies and Pennants in hand		<u>65.45</u>
		<u>147.81</u>

RECEIPTS AND EXPENDITURE ACCOUNT

INCOME

Race entry fees		96.50	
Sale of Programmes	21.25		
Less Paper and stencils	7.65		
Envelopes	0.75		
Postages	<u>2.40</u>	<u>10.80</u>	10.45
Donations			10.50½
Net receipts from November party			4.00
Subscriptions	17.50		
Association Entry Fees	<u>9.00</u>	26.50	
Less Paid to Main Fund		<u>26.50</u>	
Ties and Badges		1.25	
Less Paid to Main Fund		<u>1.25</u>	<u>121.45½</u>

LESS EXPENDITURE

Trophies Presented		35.58	
Cost of Suppers	142.40		
Gratuities	10.00		
Cost of Tickets	<u>2.30</u>	154.70	
Less Sale of Suppers		<u>125.60</u>	29.10
Posters		8.07	
Envelopes		2.15	
Postages		<u>1.78</u>	12.00
Engraving of Prizes			5.39
Bouquets			3.00
Sundries			8.00
Cheque Book			0.25
Trophies	35.50		
Pennants	<u>29.95</u>	65.45	
Less Goods to stock		<u>65.45</u>	<u>93.32</u>
Net Surplus for the Year			28.13½

(Signed) John A. Scarlett
Hon. Secretary, East Coast Area.

SOLENT AREAINCOME & EXPENDITURE ACCOUNT FOR THE YEAR ENDING 31st DEC. 1971INCOME

(1970)

Balance at Bank & Cash in hand at 1/1/71 b/f	50.20	30
RACE: Entry fees	65.00	71
Donations	6.10	9
Sale of Supper tickets	256.40	173
OGA Subs. & Entry fees collected	12.00	6
Sale of Programmes	14.10	9
Sale of Ties, Bunting, Badges	60.40 (a)	48
Revenue from Social Events	117.19	89
Contra from main funds for duplicating for N/L	2.50	-
	<u>£ 583.89</u>	

EXPENDITURE

Stationery & Office expenses	17.51	16
Postage	9.91½	12
RACE: Prizes & Mementos	33.97 (b)	36
Printing & Incidental expenses	19.91 (c)	53
Supper at Royal Corinthian Y.C.	225.00	198
Contra to main funds for Ties & Bunting sold	30.05 (a)	47
Contra to main funds for Subs. & Entry Fees coll.	11.00	9
Cost of Social Events	92.25	80
Presentations to Emsworth Slipper S.C. & Area		
	Hon. Sec. 27.46	-
Sundries	4.80	
Balance at Bank & Cash in hand at 31/12/71 c/f	112.02½	
	<u>£ 583.89</u>	

NOTES:

(a) Stocks of ties and bunting are now paid for from main funds, but in this account some stocks were brought forward which had been purchased with Area money. Future revenue will all be transferred to main funds.

(b) Cost of prizes this year was low owing to stocks brought forward which are now exhausted. Future purchases may well be dearer.

(c) Printing costs were lower this year as stock of Programme covers was in hand, and separate Race Card was eliminated.

Stocks of saleable materials in hand at 31st December 1971, at selling prices:-

8 Square flags 16 x 12	@ 1.75	11.00
4 Square flags 20 x 16	@ 2.00	8.00
3 Burgees 18 x 12	@ 1.40	4.20
9 Burgees 24 x 16	@ 2.00	18.00
1 Tie	@ 1.00	1.00
		<u>£ 42.20</u>

In addition, 2 "Elder Gaffers" Flags, and 5 Commodores Flags are held.

<u>Sundry CREDITORS</u>	To Main Funds in respect of	
	flags sold	24.35
	To Main Funds in respect of	
	Subscriptions	1.00
		<u>£ 25.35</u>

There are no Debtors.

Michael D. Millar

Hon. Secretary & Treasurer,
23rd January, 1971. Solent Area, Old Gaffers Association.

pressed into use provided that it did not infringe the sail area measurement rules of the R.Y.A.

The Secretary appealed for more 'chatty' correspondence in the Newsletter. Whilst he enjoyed a vast correspondence from members, he felt that the Newsletter could be used more as a medium for chit-chat amongst members.

Finally, Michael Millar proposed and Colin Edmond seconded that the Honorarium to the Secretary should again be paid for 1973. This was carried, and the meeting closed.

After a pause for refreshment, Michael Millar gave a vivid account of the immediate events leading up to the loss of Quiver and of his experiences and feelings whilst drifting for many hours in a rubber dinghy off the North French coast.

The evening ended with about three dozen members adjourning to the Anacapri Restaurant for a convivial dinner.

SECRETARY'S REPORT FOR 1971

1971 has been yet another year of continuous growth, and both our races were record breakers. Unfortunately, unusual weather conditions spoilt both the races as pure races, although they were both thoroughly enjoyable occasions.

Records were also broken with the Newsletters. Although there were only four issues, the four contained more material than any previous year's five issues, and I still have some contributions left for this year.

The continued growth in the Association, and the work in running it, has been combined with a decrease in my available spare time, to the point where I have not been able to do some of the things I would have liked to have done for the O.G.A. Help has been available with the Newsletters and the races, but we need more helpers. Marion Dines, Geoff Wardell, and the Edmond family have done far more than their fair share of the work. It is intended to make known in advance the dates at which Newsletters are to be printed so we can organise proper working parties and spread the load more uniformly over far more people - eight or ten of us working for one evening making up and folding Newsletters will be much better than two or three of us for nearly a week!

Likewise, it is intended to run the East Coast Race by a WORKING committee, which will meet each of the 6 Fridays before the Race. Then I might not have to suspend all other O.G.A. work for the duration of the Race! That we have good systems for doing the work was proved this year - now all we need is a large team to run the systems!

For me, this has been a truly memorable year. The magnificent hospitality I received from our American members, and the chances to see and sail in some of their traditional boats were something very special, and left me many treasured memories. One incident spoilt some of the enjoyment of my stay in California - the need to write to Michael Millar after I heard about Quiver. Knowing how he must be feeling, that was the hardest letter I have ever had to write, and I felt almost sinful enjoying myself in the hot sunshine. However, after an experience like his, we must be truly thankful that we did not lose Michael as well as his boat, and that his terrible experience has not blunted his enthusiasm for sustained hard work for the O.G.A. (not to mention his work for the C.A.!)

One tangible result of my visit to the U.S.A. has been an increase in our American membership, and with the publication over there of magazine articles on the O.G.A., it now seems possible that we might see an American Old Gaffers Race, probably in conjunction with one of their existing class boat functions.

A member in San Francisco, who is Chairman of the Master Mariners Benevolent Association - a body which organises races

like ours - is very interested, and in New York State the editor of the magazine Classic Boat Monthly has offered to help.

Membership last night stood at 535, but that figure includes some who might not have paid a subscription last year.

To my great personal regret, we have come to the end of Alec Rangabe's three years in office as our President, and after the way we had to twist his arm to get him to stay the 3 years, we can not hope to keep him in office any longer. Since Alec and I share the same profession as well as the same hobby, we have always had more than enough topics to discuss whenever we have met. Of all our members, Alec has probably the least truly spare time, yet in the past three years he has given over-generously from this very limited time, and he has left the Association with a number one sized headache in finding a worthy successor, and has left me with some very pleasant memories of happy collaboration at our various functions.

And finally, my heartfelt and sincere thanks to all those members who have sent me such really nice letters and cards, and who have helped in various other ways to make the O.G.A. the wonderful body it is today.

VEGA

There are some gaps in Vega's history which I would like to fill in. Whisstock of Woodbridge seems to have named her Fly; he said in a letter, "Fly was actually my own boat; I bought her from a man who had her built at Ostende as a fisherman. She originally had a small wheelhouse, fish-hold and a single cylinder semi-diesel engine. Unfortunately she was built of green oak and the first owner could never get her tight so in disgust he sold the hull to me for £25. I removed all the concrete which was put in the bilges when she was built, took out the propeller shaft, opened the seacock and let her sink on our saltings. She laid there two years and the planking was pickled and seasoned by salt water. After this I hauled her out to dry, recaulked, stopped and painted the hull, recreated the bilges, doubled the decks, which were very thin, built in the coachroof and accommodation, installed a Kelvin engine, sparred and rigged her as a gaff cutter with a fidded topmast and she made a very nice little cruiser. She was sunk at her mooring by German bomb splinters in 1942 with about forty holes in her planking. I rescued her, fitted new planks where necessary and continued to use her until 1948, when I did an exchange deal for a 15 tonner".

From 1948 to 1959 there is a major gap but I have a copy of the Survey report dated May 20th 1959 when she was laid on the hard at Brough Haven. She was bought on the basis of the survey by a Mr. Adie of Voe in Shetland who, as far as I can gather, did very little sailing in her. She is still remembered in Scalloway, Shetland, because it was the first, and probably only, occasion in which a vessel has arrived at that port crewed by three gentlemen in immaculate yachting caps, reefer jackets and white trousers. Adie of Voe appears to have become worried about the stem and some of the planking and after ripping out most of the lockers and generally gutting the accommodation, threw in his hand and let her lie on the beach.

There she was discovered by a former research student of mine who took her back to Scalloway where a new stem was fitted, some planks renewed and recaulked. I first saw her in the summer of 1967 looking very decrepit but surprisingly sound and made a deal - £125 - with some misgivings. In the Easter of 1968 I went up to Scalloway for a week to make a start on restoration and in July managed to persuade my wife that she could spare my

younger son and myself for a month to get Vega seaworthy enough to bring down to Aberdeen. She was launched after lying at the foot of the slip for a couple of tides and thereafter took in very little water. We had some good sailing within the skerry-guard off Scalloway and, even in the light airs which characterised that summer in the west and north, she slipped along in a way which augured well. I had renewed the running rigging but had not the time to replace the standing rigging which was rather dicey with odd strands sticking out like the spines on a sea urchin. This fact together with well worn rudder pintles, which clanked about in an alarming way, made it foolhardy to attempt to sail the 180 miles to Aberdeen.

Some of the Scalloway fishing boats "trip" to Aberdeen to sell their fish and there was no difficulty in arranging a tow. I put a bridle right round the hull, suspended two old car tyres on a 3 inch nylon hawser, and the 75 ft. M.F.V. Evening Star took off at 8 knots. I had decided to stay aboard as far as the Burra Light, the entrance to the middle channel to Scalloway, but was horrified to find that whereas we had made practically no water for a fortnight, the ocean was now pouring in. Fortunately my first purchase had been a 25 g.p.m. Whale gusher which kept pace with the flood; the water was coming in through the upper part of the rudder trunk which had not "taken up". At 8 knots in tow she was sitting down well on her counter. Instead, therefore, of going aboard the Evening Star at the Burra Light, I sat on the engine box and pumped every fifteen minutes for the twenty-four hours passage apart from a 30 minute break off Fair Isle when I went aboard the Evening Star for a meal. The sea, fortunately, was dead calm and it was only in the strings of tide off Fair Isle that there was any motion - this, of course, produced clouds of spray and a broken samson post which was rotten at deck level (and had been one of the reasons for using the bridle). Twenty-four hours after leaving Scalloway, the Evening Star slipped the tow at the entrance to the pierheads at Aberdeen; I started up the Kelvin and motored sedately up into the dock. Effectively Vega had been subjected to a high pressure water test for 24 hours but had only taken in water through the rudder trunk. I was very satisfied as you can imagine. The tow, incidentally, cost me £5 and a thick head after a few "nips" with the crew of the Evening Star on the evening of our arrival. To have tried an arrangement like this in the "South" would have been the first step to bankruptcy.

This last year the rudder has been renewed, decks fibre-glassed, new rail capping (of teak from the hatch covers of the Mauretania), new standing rigging - and a good deal of local sailing which stirred the local old fishermen to revive half-forgotten memories and made the inhabitants of fibreglass nests think twice about the efficiency of their Bermudan rigs. My bowsprit keeps them all at a distance.

Kenneth Walton.

WINTER RALLY AT HARDWAY SAILING CLUB, Saturday 4th March

About sixty members and their guests, representing some two dozen boats, braved the power cuts to attend a most successful evening at this hospitable Club. We had been warned that if there was no electricity, we might have to put up with cold snacks, and members had been advised to bring their own riding lights. However, in the event, the volts were there, and Mrs. Skinner, Hardway's enthusiastic caterer, was able to serve us a most enjoyable four course dinner. This was the first time that the Club had attempted an off-season party of this kind, and we may hope that it will not be the last.

1972 EAST COAST RACE

This will be on Saturday, July 22nd, starting at 10.30 at Stone Sailing Club line, River Blackwater.

The race is open to all traditionally gaff rigged boats, and will be divided into three classes; Class 1 for boats 28 ft. L.W.L. and over; Class 2 for boats under 28 ft. L.W.L., and Class 3 for open and small boats considered by the Committee to be unsuitable for a sea passage in arduous conditions. (As a rough guide, under 20 ft. L.O.A.)

All classes will start together. Class 3 may sail a shorter course, and they will not be eligible for the Tom Bolton Cup or the East Coast Old Gaffers Trophy.

Class 3 owners should report to the bridge at Stone S.C. at 09.45 on the day of the race, to receive course instructions.

The Race will be sailed under I.Y.R.U. and R.Y.A. Rules, and handicapping will be 'time on time' using the R.Y.A. T(H)CF.

Course - Stone S.C. - Knoll (S) - N. Buxey (P) - Wallet Spitway (P) - Knoll (P) - Stone S.C.

Entries, on the attached form, and accompanied by the appropriate fee, to be sent to:

Mr. J.A. Scarlett, 70b Fambridge Road, Maldon, Essex. CM9 6AF.

Entries to be in by July 15th.

Entry Fee £1 for members of the Old Gaffers Association, £1.50 for non-members.

Late entries will be accepted at an extra fee of 50p. Entries may be sent to the above address up to Friday, 21st July.

Boats whose name is not clearly displayed will be disqualified. (Registered fishing numbers can be displayed instead of a name.)

PRIZES The East Coast Old Gaffers Trophy for the first boat over fifty years old on corrected time. (Present holder Deva)
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 3 boat on corrected time. (Present holder Red Red Rose)

The Sheave Trophy for the first Class 1 boat across the finishing line not winning any of the above trophies. (Present holder Peace)

The Dulcibella Trophy for the first converted ship's 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 Four Sisters)

The Neva Trophy for the first Essex built and registered fishing boat on corrected time, not winning any of the above trophies. (Present holder Theme)

The Boat World Rose Bowl for the first Class 2 boat across the finishing line not winning any of the above trophies.

A special prize for the first Dutch Barge Yacht on corrected time (2 or more to enter).

Engraved pewter tankards or sweet trays for the first three boats in Classes 1 and 2 not winning one 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. (Present holder Dorcis)

In the event of a tie for a prize on corrected time, the prize will go to the first boat over the line. For a prize on finishing order, the prize will go to the boat with the lower T(H)C.

Entrants considered by the Committee to have sailed an outstanding race, but without winning any prize, will be given a free entry for the 1973 East Coast Race.

Sailing Instructions will be posted to all entrants on the Monday before the Race. Owners proposing to cruise during the week before the race should notify the Secretary when sending in their entry form. They can either collect the Sailing Instructions from 70b Farnbridge Road during the week, or at Stone at 09.50 on the day of the race.

The racing rules require us to put in the Sailing Instructions the names, sail numbers and letters, and ratings of the yachts entered. This can be done only if we get the entries in time. Also, please help us to make a success of our souvenir booklet (free to entrants - extra copies 20p each) by putting the known history of your boat on the back of the entry form.

There will be the usual supper and prize-giving at Stone Sailing Club in the evening after the race. Please note the supper details carefully and fill in the entry form correctly. Please specify which sitting and which menu you would prefer.

SUPPERS at £1 each.

Sittings - 6.45; 8.00; 9.30 p.m.

The prize-giving will be at 9.00 p.m.

MENU A

Iced Fruit Juice
or Oxtail Soup

Roast Beef Salad and
Boiled Potatoes

Apple Charlotte and Custard
or Ice Cream Gateau

Cheese Board and Coffee

MENU B

Iced Fruit Juice
or Oxtail Soup

Steak, Kidney and Mushroom Pie
Boiled Potatoes, Peas and Carrots

Apple Charlotte and Custard
or Ice Cream Gateau

Cheese Board and Coffee

RACING FLAG Please make sure your boat is provided with a SQUARE racing flag, and that the design of the flag is described on the entry form. Boats flying triangular burgees will be assumed to have retired.

IDENTIFICATION THE NAME OF THE BOAT (or a registered fishing number) MUST BE CLEARLY DISPLAYED. Also, every entrant MUST display, throughout the race, on each side of the boat, boards carrying the race number (as in the Sailing Instructions) in figures at least 20 inches high. Numbers should be in white or yellow on a dark background. When you receive the Sailing Instructions, please see your boat is correctly described and notify a member of the bridge team of any errors. (Lengths are listed only to the nearest foot.)

PLEASE enter as early as you can. A provisional entry, to be confirmed later, will be accepted at the normal rate, even if confirmation is made only on the day of the race, PROVIDED there is a good reason. Fees should be sent with a provisional entry, and will be refunded if the entry can not be confirmed.

Please note that we can not undertake to refund money paid for supper tickets, but we will endeavour to re-sell any surplus tickets for members who can not get along to Stone. (In previous years, we have been able to re-sell all such excess supper tickets.) Suppers need not be ordered with the entry if the numbers are not known. Suppers must be ordered and paid for by Tuesday 18th July.

Please make all cheques etc. payable to THE OLD GAFFERS ASSOCIATION, and not to individuals.

PLEASE Prepare your boards for race numbers in advance so all you need do is paint the number on when you receive the sailing instructions.

1972 SOLENT OLD GAFFERS RACE

The Solent Race will be sailed on Saturday 16th September 1972, when the tides are as neap as they come. The Start will be at 1030 from the Royal Corinthian Yacht Club line at Cowes, and the course, which will be announced on the morning of the Race, will be "around the buoys" in the Solent.

The Race will be open to all traditionally gaff-rigged boats, and will be divided into THREE Classes:- Class I for boats 28 ft. LWL and over; Class II for boats of less than 28 ft. LWL other than those in Class III; Class III for boats of 20 ft. LWL or less which are unballasted centre-boarders, ex-day-racers, or the like. The Committee may, before the Race, transfer a boat between Classes II and III if they consider such action would make the racing more equitable. Class I may be further divided, probably at 40 ft. LWL, if there are sufficient entries. All Classes will start together and will sail the same course, except that, in very heavy weather, a more sheltered course may be set for Class III. The Race will be sailed under current IYRU and RYA Rules, and handicapping will be by RYA T(H)CF.

The Royal Corinthian Yacht Club have again very kindly offered to manage the Race in all respects except handicapping, which will be the responsibility of the O.G.A.

Entries, on the official form only, and accompanied by the appropriate remittance, to be sent to:-

M,D. Millar, 107 Baker Street, London W1M 1FE. Tel:01-935 9300.

+ who must receive them not later than first post on WEDNESDAY
+ 6th SEPTEMBER, with an entry fee of £1 for members of the O.G.A.
+ or £1.50 for non-members. It is ESSENTIAL to keep to this dead-
+ line for the entry to be included in the Programme.

LATE entries will be accepted (reluctantly!) up to first post on Thursday 14th September, at a surcharge of £0.75, but after that Michael Millar will not be in London to receive them.

LINE entries may be accepted on the morning of the Race, up to the ten-minute gun, subject to the absolute discretion of the Race Officer personally. They must be made on a properly completed official entry form, and be accompanied by the entry fee plus a surcharge of £1.

DO NOT DELAY sending in a Race entry because you do not know how many supper tickets you require. Supper tickets may be booked separately, and a booking form will appear in the next Newsletter. Bookings will also be accepted by letter or telephone, provided they are received AND PAID FOR by first post on Thursday 14th September. The price will be £1.25 each, to include all gratuities. Tickets booked too late to be posted with the Programmes can be picked up at the R.C.Y.C. after the Race.

SAILING INSTRUCTIONS will be published in the Souvenir Programme, one copy of which will be sent free to each entrant, and will be posted from London not later than Tuesday 12th September, unless entrants request that they be held for collection at the R.C.Y.C. on Saturday morning 16th September. Extra copies of the Programme will be available at 20p each (or 28p each by post).

PRIZES THE CHANNEL CUP for the first boat on corrected time being fifty years old or older, irrespective of Class. (Present holder: Ripple)

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

THE EMSWORTH CLEAT for the first Class II boat on corrected time, being fifty years old or older, and not being the winner of the Channel Cup. (Present holder: Viking)

THE CHANNEL PLATE for the first Class II boat on corrected time, being under fifty years old. (Present holder: Rosabel.)

THE QUIVER TROPHY for the first Class III boat on corrected time, and not being the winner of the Channel Cup. (This is a new trophy, very kindly presented by Mr. D.J. Roper.)

THE DEAD-EYE TROPHY for the first boat to complete the course, irrespective of age, Class or handicap. The winner will remain eligible for other prizes. (Present holder: Tern.)

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: Richard Davey.)

THE ANCHOR TROPHY for the LAST boat to cross the STARTING LINE, not having used her anchor since the five-minute gun, and to complete the course within the time limit. (Present holder: Regard.)

THE LAGGARDS LADLE for the LAST boat to COMPLETE THE COURSE within the time limit. (Present holder: Bries.)

THE PITCHFORK for the boat which has made the longest direct-line passage from her home port to take part in the Race, and which starts. (A new trophy very kindly presented by Mr. J. McKillop of Kingsbridge, Devon.)

ADDITIONAL TROPHIES will be introduced wherever the entry in a Class is large enough to justify subdividing that Class. Second, Third, and Fourth Prizes will be awarded in each Class having 4, 8, and 12 starters, respectively.

MEMENTOS for all boats to complete the Course.

The Solent Area Member sailing the first boat on corrected time and which is fifty years old or older, will be appointed AREA COMMODORE until the next Solent Area Race.

The OLD GAFFERS SUPPER after the Race will be held in the Royal Corinthian Yacht Club, Cowes. Supper will be served to ticket holders only. Tickets at £1.25 each should be booked from M.D. Millar as described on the previous page. Owing to the large numbers requiring supper, there will be two sittings but NO booking - first come, first served. The first sitting will start at about 18.30; the second as soon as the first can be evicted.

PRIZE GIVING after the Supper at about 21.30.

IS YOUR BOAT RECOGNISABLE? Not to you, who know her only too well, but to the unfortunate Race Committee who will be trying to pick her out from a bunch of fifty others! Remember, you must fly a proper rectangular RACING FLAG which is described on your entry form: you must display the NAME OF THE BOAT in LARGE letters which CONTRAST with their background (this should, of course be there anyway, racing or not); and you must display your RACE NUMBER, again in LARGE figures, at least at the START, after the FIRST ROUND of a two round course, and WHEN YOU FINISH. The Race Number will be given in the Programme, and can be inscribed on the back of a chart with a felt pen, then held up in the rigging or cockpit as you cross the line each time; it does not matter how you do it, but SATISFY YOURSELF that the Committee has seen and RECOGNISED you. Entering your finishing time on your Declaration then confirms that they got it right. PLEASE HELP. (Vessels which have a permanent pennant at the masthead may use these instead of a Racing Flag, provided they so declare on their entry form). Boats wearing an ensign will be assumed to be not racing, or to have retired.

Pending the full organisation of an active area group in the Western U.S.A., American members can pay their subscription (three dollars) via Bill Vaughan.

The boats brought into the Association by our new Californian members look to be a most interesting assortment, including a Brixham Trawler, a Bristol Pilot Cutter, a brigantine, and ketches and schooners up to a fifty-two footer. I hope we shall be able to publish descriptions and details of these boats in due course.

On the other side of the U.S.A. the Catboat Association, at their A.G.M. at Mystic in January, inaugurated the Catboat Fund, to stimulate interest in Catboats and to preserve models, plans, designs, boats, etc. The Catboat Association is in many ways very similar to the O.G.A., and was founded at about the same time. As John Leavens said "We're (the Catboat Association) unique. I don't know of any other organization in the world that's never had an election, doesn't have a constitution, doesn't have any bye-laws and still collects dues and uses them constructively". Which comment leaves me wondering about the true merit of all the thought put into our modified rules and the work in the new booklet!

Following our A.G.M., the Committee agreed that we should ask for items to be included on the agenda for the next A.G.M., and any nominations for officers, etc. to be sent to the Secretary by September 21st, for inclusion in the September Newsletter. As officers were elected for three years at the last A.G.M., the only current vacancy is for a President. Ted Tritton (ex-owner of Eve and now owner of Roama) has put forward a formal proposal that at our next A.G.M. we should ask Maurice Bailey to be our next President, and this proposal has been seconded by Colin Edmond. Michael Millar, Tom Cook and myself are all prepared to support this nomination, and Maurice Bailey has agreed to serve as President if elected.

For those who do not know Maurice, he has entered his converted bawley Band of Hope in the East Coast Race since 1965; he is the only owner to have invited an owner from 'the other area' to crew for him, and has in return crewed in a Solent Race. Over the years he has helped the O.G.A. in many ways - by lending his dinghy, by running a 'ship to shore' ferry service at Brightlingsea, by taking cameramen out on race days, etc. Also, a glance through the reports on our 'business' meetings shows that not only has he been a consistent attender, he has also had constructive suggestions to make. This proposal will be voted on at the A.G.M. in January 1973.

HELPERS Will all members within reach of Maldon please note the need for helpers with East Coast Race paperwork on the six Fridays prior to July 22nd (7.15 p.m. onwards, from Friday, June 16th). Also, helpers will be required with Newsletters - duplicating on Monday, July 31st (7.15 p.m. onwards) and making up and folding on Thursday and Friday August 3rd and 4th. The September issue will probably be done in the last week in the month.

SOCIAL EVENING AT BENFLEET YACHT CLUB

On Saturday, April 8th, East Coast Area members, plus our Assistant Secretary Michael Millar, who has just bought a boat (Dawn) at Benfleet, spent a very pleasant evening aboard the Benfleet Y.C.'s converted lightship clubhouse at Canvey Island. After an excellent supper provided by the wives of members in the area, slides were shown of various American boats, amongst which the scow schooner Alma attracted the most interest and comments, and also of the Benfleet Yacht Club's 'model boat race' - a winter pastime in a lighter vein!

RALLY DETAILS - Note. If space permits, tear-off booking forms will be provided. If we can not reasonably manage tear-offs, PLEASE write to the appropriate organisers and book suppers, moorings, etc., etc.

MAY 27-29. SPRING BANK HOLIDAY WEEKEND. In view of the difficulty members have found in attending an overseas rally in a 3-day weekend, resulting in very poor attendances, it has been decided to try one in home waters. This year we shall Rally in Poole Harbour. Assemble near Pottery Pier (remains of, now a new jetty) off the western end of Brownsea Island during Saturday afternoon. Adjourn to Studland Bay in time to get to the pub at lunchtime on Sunday. Return to Brownsea for Sunday night. Disperse on Monday. Those wishing to explore Brownsea Island should remember that no fires are permitted, nor may dogs be landed; it is National Trust property, and a small charge is made. There is a church service at which visitors are welcome. If you want any further information about Poole Harbour, ring Dr. Paul Clements at Parkstone 745437; he is still a keen member of the O.G.A., despite having exchanged Gairloch for an Invicta, and will be pleased to help. Members are advised to take their own bottles to the Brownsea anchorage, as there are no facilities on the Island.

SATURDAY 24th JUNE Rally at HARDWAY Sailing Club, Gosport. With the improved visitors' moorings and landing pontoons, and the usual generous hospitality of the Club, this is the most painless of all Rallies to attend. BUT it is not painless for Michael Millar unless you book in good time!

SATURDAY 12th AUGUST Rally at Gin's Farm, Beaulieu River. The Royal Southampton Yacht Club will lay on the usual buffet supper, and their Club Boatman will do his best with moorings. Members are reminded that they are individually responsible for settling their harbour dues, to avoid risk of double charging.

SATURDAY 16th SEPTEMBER Solent Race: See separate Notice on p.13.

SATURDAY 17th JUNE (and September 30th) RALLY AT BRADWELL QUAY Yacht Club. Last year's rally at Bradwell was regarded as a great success by those who attended, and it is hoped that this 'early season' rally will be even better. Buffet supper. Please send supper bookings, and any enquiries about moorings etc., to: Miss Anthea Phelps, Timbercot, Waterside, Bradwell-on-Sea, Essex.

CORRESPONDENCE

I am very interested in Mr. Logan's comment on the East Coast race. I am sure such incidents happen because cruising folk are not aware of the rules governing 'rounding of marks' when racing. The Board of Trade rules do not cover the point - traders do not round marks in big fleets. What seems to happen on the East Coast, is that a large fleet approaches a leeward mark, the leading boats slow down as they alter course to go round, and the following boats, taking the shortest way round, catch up and have the choice of hitting the leading craft or the mark. This is not the result of lack of sportsmanship - just lack of racing 'know-how'.

At the risk of instructing many members 'how to suck eggs', may I emphasise that when approaching a leeward mark, with craft ahead and no overlap, you need to take a wide sweep around the mark and outside the boats ahead. In a big fleet it can be a huge sweep and cost a lot of time - but the shortest way is not open for craft behind.

If, however the craft behind has an overlap then the boat is on the other foot, and the man in front must give the inside berth to his rival behind - which may seem unfair - but it is true. It therefore follows that it is usually better to be behind with an overlap than to be in front, but overlapped.

The craft observed to have hit right of way boats ahead of them should have retired - those who hit the mark should have

circled the mark before proceeding with the race.

If helmsmen insist on ignoring the rules I do not see any alternatives except to cease racing or to protest. It is not fair that helmsmen who unwittingly save time ignoring rules should take prizes from skippers who have lost time through carefully observing them. Apart from which if the rules are ignored in a stiff blow it is really dangerous.

From a rather limited experience in the Solent Area races I have formed the impression that these points are better understood in the Solent - I suspect a larger proportion of experienced racing types - and heaven knows they see enough racing.

Tom Cook

Dear Members - Having attended the A.G.M. and with the approach of this year's races a few things occurred to me, which might possibly provide 'food for thought'.

At the A.G.M. the question was raised 'whether spinnakers have any place on gaff rigged boats'. I personally think that any type of modern spinnaker (not to be confused with the old style 'bowsprit spinnakers' or 'full cut' jibs) is out of place on gaffers, also it gives an unfair advantage - after all it is a hard enough job to give fair handicaps to such a varying fleet.

Finally I hope this year there will be no more petty incidents such as in last year's East Coast race and that the Old Gaffers' races remain unique events and will not be reduced to 'run of the mill' yacht races.

Anthea Phelps

FOR SALE

'SYLVAN' solid fuel burning stove, excellent condition. To be had for the asking. At Birdham Pool. Phone R. Shrimpton, Birdham 512098.

BOWSPRIT, 18' 6", 4½" dia. Columbian pine, £4. Probably deliver in S. London or S. Coast area. Phone R. Judd, 01-660 2468.

VERA 45' x 32' x 9' 4" x 4' 6". Built 1893, rebuilt 1922. Double & 2 single bunks. 2-burner stove w. oven, sink, chem. toilet. 4 jibs, 2 mainsails, topsail. 2 anchors with 150' chain. £2,000, o.n.o. R. Retting, c/o Arrow Cruisers, Riverside Estate, Brundall, Norwich, Norfolk.

RAINBOW 25' LOA. 1905 gaff sloop. Centreboard. Very sound. £550. F. Butler, Elm Trees, Erwardon, Suffolk.

ELIZABETH MARY 26' x 9' x 5' 6". Falmouth Working boat. Built Looe 1908, rebuilt 1963. 1st class order, large suit racing sails. Good accommodation in extd. fo'c'sle. Only for sale as building larger. £1,000.

R.M. Johnson, Parton Vrane, Bassett Place, Falmouth, Cornwall.

SEVERN 23' River class prawner (similar Deva). Gaff sloop, built 1913, pitch pine on oak. V.G. condition. New keel bolts, 4 h.p. Stuart rebuilt. Terylene sails, plus topsail. Unused new 13 oz. cotton trysail. Lying Borth y Gest. £650.

A.G. Taylor, Plas Mor, Borth y Gest, Portmadoc, Caerns.

Tel: Portmadoc 2580.

PLEIONE 24' x 8.5' x 3.75', 6 ton Aux. Craft Cutter, des. John Leather. Built 1960, Wm. Wyatt, W. Mersea, mahogany on oak. 4 berths. Lister 2 cyl. diesel. Fully equipped. Lying Gosport. £3,000 o.n.o. R. Gatehouse, Wick Lodge, Hoe Benham, Newbury, Berks. Tel: Boxford 368.

KATIE 30' x 26' x 9.5' x 3.5', Smack CK82. Owners need larger vessel. All working sails new within last 4 years, inc. yard topsail. Century plus on removable bracket. Unobtrusive cabin, 4 berth, Baby Blake, coal stove. Good race record, ideal single-hander. Lying Medway Cruising Club, Gillingham. Offers. T. Balfour, 2 Sullivan Road, Tonbridge, Kent. Tonbridge 63055.

WANTED Gaffer - 45 footer, but prepared to consider slightly smaller craft. P.G. Badham, 83 Salisbury Road, Smethwick, Warley, Worcestershire.

LIFERAFT HIRE Company of 14 Chapel Road, Tiptree, Essex, have acquired Messrs Borrogear, and have some surplus charts, pilots, and sailing directions etc. to dispose of. Personal callers ONLY. Will the member who left a Metzeler dinghy for repair at 14 Chapel Road, Tiptree, please collect it?

IBIS MN58 35' x 11' Faversham smack, built 1890. Morris Navigator engine, full inventory. Lying Wakering. £1,750. G.W. Jago, 96 Ambleside Drive, Southend-on-Sea, Essex. 63966.

30' RACING CUTTER, built 1878. Pitch pine on elm; lead keel. Engine and mast new 1964, rigging renewed 1971. 8 sails, painted for season, afloat at Portsmouth. Owner wants to buy larger. £850 o.n.o. N.J. Goff, 74 Doods Road, Reigate, Surrey.

LIZA JANE Cutter, 30' x 9.2' x 4.6'; pitch pine on oak. Pitch pine spars. Full width cabin top; transom stern. Fore cabin, 2 berths to port, sail locker, stowage & hanging space starboard. 2 settee berths in saloon, Ajax RT, 20 Watt; galley with gas stove & grill, sink with fresh water pump, drinks locker on bulkhead. Doors to cockpit, with engine under. Scripps/Ford V8 30 h.p. with electric start, generator, etc. Paragon gearbox. Separate Johnson charging set. Electric and hand bilge pumps. Electric lighting, with extra brass oil lamps in saloon. Copper oil Nav. lamps. 2 anchors with chain, powerful winch. Teak forehatch. Canvas cockpit cover & winter cover. Sumlog & echo sounder. All round lifelines. Now laid up Hamble; usual winter re-fitting programme. Built Penzance 1914. One of Dunkirk little ships. Carefully maintained by owner for last twenty years, and has cruised extensively to Channel ports. £1,750. R.L. Richardson, Berry Cottage, Berry Walk, Ashted, Surrey. Ashted 73307, Business hours: 01-730 3035.

DORMOUSE Cutter 24.5' x 21.5' x 7.5' x 4.3'. 6' headroom. Built Primmer & Snook, Bursledon, 1938, of Pitch pine on English oak frames and Canadian rock elm timbers; copper fastened. Lead Keel and ballast. Cotton main & staysail, terylene jib. Main roller reefing. Rounded bow, short counter stern. Ideal single hander, roomy cockpit & spacious saloon. Toilet in focsle; Taylor Paraffin stove & cabin heater. 2 settee berths & 2 folding berths above. Stuart Turner 2 cyl. 10 h.p., new 1970; 7 knots. 6 galls. fuel capacity. Oil lamps, Tilley in cabin. Compass; lead line; 25 lb. CQR & 25 lb fisherman; 25 fthms $\frac{3}{8}$ " shortlink chain. Nav. lights, assorted warps, boathook, fenders, etc. Boat not included, but plywood pram available for separate sale. Lying East Coast. £1,500. Dr. J.R. Sandford, 24 Riverside Gardens, Romsey, Hants. Tel: Romsey 51 2737.

MINNIE Cutter, 31.1' x 30' x 10.1' x 5.7'. Built Luke of Hamble 1893, larch on oak, lead keel & ballast. Solid spruce spars; anchors: 60 lb. Bower CQR, 72 lb. fisherman, 40 lb. kedge. S.L. winch. 55 fthms chain. Perkins 14 diesel. Main, jib & staysail new terylene 1970; topsail & balloon jib canvas. 8 ft. GRP dinghy, w. sail & 3 h.p. engine. Seafarer echo sounder, Walker Mk. 4 log, Nu-Swift fire extinguishers, charts & pilots. Accommodation for 7: focsle, 1 double bunk, 1 single bunk, 1 pipecot, sail locker, large clothes cupboard, 60 gall. water tank. Midships galley, gas stove w. grill, plastic sink. S.L. Toilet, starbd. Main cabin: 2 settee berths, quarter berth chart table. £3,000

J. Bateman, Yt. Minnie, Lista de Correos, Alicante, Spain.

PLEASE NOTE CASH SUBSCRIPTIONS FOR 1972
ARE NOW DUE

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70b Fambridge Road, Maldon, Essex.