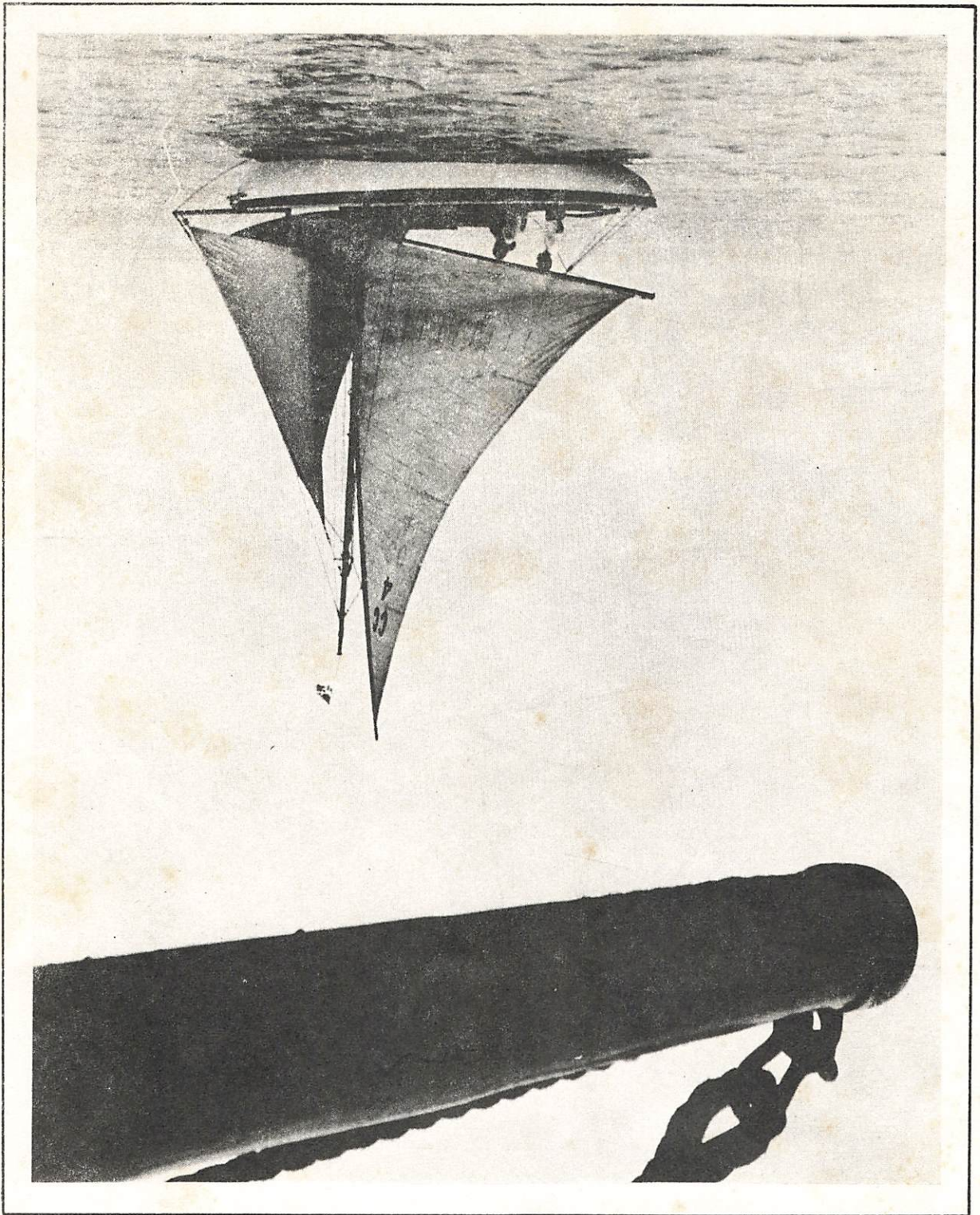
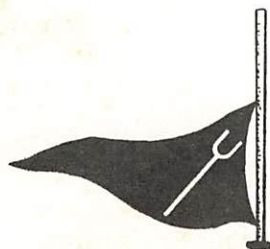


News letter



Old Batters Association



11/1974

NEWSLETTER
1974/1

DIARY DATES

Saturday May 25th	North Western Area Race - Fleetwood to Isle of Man
Monday May 27th	North Eastern Area Race at Amble
Saturday June 15th	South Western Area Race at Dartmouth
Saturday June 27th	East Coast Race - River Blackwater
Saturday June 27th	- Sunday July 28th - Bristol Channel Race - Barry
Sunday July 28th	Start of Heineken Rally to Amsterdam - Stone
Saturday September 14th	Solent Area Race
Saturday September 28th	Clyde Race

Full details of all the above Races are given in the Race supplement which accompanies this Newsletter.

Please note that this programme gives us a race in every area except the North of Scotland. Some of the new events are experiments put on by local clubs to see what is the demand for Old Gaffers Races in the area. PLEASE make every effort to enter and support these new ventures.

SUBSCRIPTIONS Once again we must remind members that Subscriptions for 1974 are now overdue. A check through our bank returns has shown that a number of you who usually pay by Banker's order have not had one sent through this year. So if you have not yet had a bank statement which shows that your Sub. has been paid, could you please check. It is hoped to be able to send you individual reminders with the next issue of the Newsletter, but this might not be practicable.

Members whose subscription has not been paid by the date of our third Newsletter mailing will NOT receive that Newsletter - their names will have been (reluctantly) deleted from our membership list. In case you have forgotten, the Subscription is still 50p.

Copy date for next issue - All copy for the next issue of the Newsletter should be sent to 'Braeside', 2 Greenbank Street, Galashiels, Selkirkshire, TD1 3BL, to arrive by July 31st.

STOCK Will all members please note that the Association's stock of ties, lapel badges, blazer badges, burgees, etc. will in future be held by Mr. R. A. Daws, The Priory, Horningsea, Cambridge.

All orders for stock of any description should be sent direct to Mr. Daws, and not to the Association Secretary, or Area Secretaries.

COVER PICTURE

Over the years that the East Coast Old Gaffers Race has been run, both the owners and boats entering the event have changed. The change has been gradual, and almost imperceptible, but we now have only three owners who have entered every year, and only two of these have entered the same boat every year. Of these two, one was new in the year of the first race, so we are now in the situation of having only one Old Gaffer which has been sailed in every East Coast Race - Tom Titheridge's Sea Pig.

Not only has Sea Pig been a consistent entrant, she has also done consistently well in the races. In the 11 races, she has retired only twice - in the very first race, when the tide beat most of the entrants, and in 1970, when she suffered damage to her rig in the gale force wind - and that was when she was fairly well on her way back from the turning mark !

Unfortunately for Tom, whilst Sea Pig has consistently performed very well indeed, a place in the major prize list has somehow or other always just, (and sometimes by the smallest of margins) eluded her. But Tom and Sea Pig (and the crew!) have achieved one feat of which they can feel very proud indeed - twice, they have been awarded the Liferaft Hire Company Cup for Seamanship. There are entrants in the race who feel that that is the best prize of all to win - to win it two years running does indicate seamanship of a very high order indeed.

With Sea Pig's consistent record, she was an early winner of the anonymously donated Cup for Trying. Reading through the records of the races, it is noticeable how frequently Sea Pig is mentioned - making the best start; leading the fleet for much of the way to the turning mark; lying in second place near the end of a race, only to be beaten by a short tack, to finish sixth over the line.

This magnificent record owes much to the owner and crew; it is now several years since Tom offered £5 for any other boat of her class to beat Sea Pig in one of our races - a stake which was never won, although others of the class have competed.

Sea Pig is one of eighteen Deben Cherubs, built by Eversons of Woodbridge in the early thirties, to a design by A. R. Curjel. The name of Cherub is not inappropriate, as the boats are chubby, pleasant little craft, 21 ft. L. O. A., 19 ft. on the water-line, and 7 ft. beam. The hulls are carvel planked, with very rounded bows and a delightful little sawn off counter running up to a raked transom. They can be called typical small yachts of their period ; built well by local craftsmen, but with no trimmings. The class were all rigged as gaff sloops, with a largish mainsail. In later years, some of the boats have had their sail area reduced. For many years, Sea Pig sailed under the sail number CC19, and it was generally assumed that she was the nineteenth boat of the class built, but in the mid 60's, Tom found that she was in fact, the fourth of the class. Eighteen boats were built, but sails were made for nineteen, and one of Sea Pig's earlier owners bought the spare set.

In 1939, Sea Pig was owned by Surgeon Commander Curjel, and was laid up for the duration of the war at Dover, where she suffered damage from enemy shelling. Tom bought her in 1958, since when she has been a familiar sight on the upper Blackwater. She is one of the boats which does not lay up for the winter, and on suitable winter weekends she can often be seen manoeuvring off Maldon Town quay as Tom brings her up from the mooring at Mill Beach for a visit to the town pubs over the top of the tide.

Our usual warm welcome to the following new members: -

R.W. Bailey, 14 Merton Road, Slough, Bucks. MUDLARK

Dominique Beneult, 7 Rue Pasteur, 92800 Puteaux, France.
LA GOELE

M. Boughton, Flat 4, Chichester Yacht Basin, Birdham, Chichester
BLACK DUCK

✓ C. Bradfield, 17 Crescent Road, Caterham, Surrey CR3 6LE
FIFI

✓ N. Branwell, 57, Prince of Wales Mansions, Prince of Wales Drive,
London S.W.11 WAYWARD III

Dr. Joshua Burnett, 5 Castle Park St. Hanover, New Hampshire 03755, U.S.A.

B.E. Coleman, 2 Laurel Road, St. Albans, Herts.

✓ D.R. Comins, 42 Wales Street, Winchester SOMBRIA

✓ P.G. Creese, 32a Crabton Close Road, Boscombe, Bournemouth
POSIEDON

P.A.R. Dunbar, 'Mirosa', c/o 18 Meadow View, Hooe, Plymouth PL9 9QP
MIROSA

G.J.E. Ellison, The Bell House, Rowington, Warwick
TERN

✓ R. Gingell, 201 Brook Lane, Sarisbury, Nr. Southampton
OLIVE MARY

N.W. Hardinge, The White House, Fingringhoe, Nr. Colchester, Essex
DORIS

✓ H.C. Haines, 34 Chapel Street, Hardway, Gosport, Hants
SEA FEVER

P. Henderson, Kirkwynd, Glamis, Angus

J. Hughes, 55 Blairbeth Road, Burnside, Rutherglen, Glasgow
FARAWAY

✓ M. Jarrold, 19 Green Lane, Hardway, Gosport, Hants
LILY MAID

P.J. Jefferson, 33 Carmichael Court, Box 18, Kanata, Ontario, Canada
PATSY

(Mr. Jefferson is the one thousandth member to join the O. G. A.)

B.G. Leblond, Rue du Theatre, Flers (Orne) France
AVEL BRAZ

Miss J.H. Lisle-Maugham, 38 Meadowside, Cambridge Park, Twickenham

P. McNeil, 62 Leamington Road, Blackpool, Lancs.
AILIE

N.O. Osborne, 11 High Street, Welling, Kent. BERTHA

J. Pavey, 48a Joel Street, Northwood Hills, Middlesex.

Er. Raach, 64 Rue Lamarck, Paris 18, France. RAVACHOL

✓ P. Richards-Jones, Manor Farm Cottage, 25 Woodmansterne Street,
Woodmansterne, Banstead, Surrey ORLANDO

W. W. J. Sanders, 6 Birchdale, Barton upon Humber, Lincs
GOLD MIST

✓ C. P. Smith, 16 Manor Gardens, Farncombe, Surrey

W. Sturrock, 28 Grey Street, Tayport, Fife STORMALONG

Volker Meier, 2 Hamburg 20, Hoheluftchaussee 120W, Germany
WAHKONDA

D. Walters, 536 North Drive, Cleveleys, Lancs. PASTIME

✓ C. I. Westwood, 8 Dover Mansions, Canterbury Crescent, London SW9 7QF
VITAL SPARK

A. G. Wilkie, 48 Dunholme Road, Newcastle upon Tyne,
DOLPHIN

OLD GAFFERS ASSOCIATION

1974 Annual General Meeting

Held at The Stag, Bressenden Place, on Saturday, January 12th.

The President, Maurice Bailey, took the chair, and in welcoming the members present to the meeting, pointed out that the past year had been a somewhat difficult one for the Association. The move of the Secretary to the Lowlands of Scotland had resulted in some disruption to the flow of Newsletters, but it was hoped that all the difficulties had now been resolved. A further difficulty is that inflation appears to be catching up with us in increased postal charges, and rising costs of paper; to the point where it might become necessary to consider increasing the Subscription - most of which is spent on the Newsletter.

The Treasurer's report followed. Tom Cook apologised for being unable to give final figures, because not all of the bills for 1973 had been presented - the entire cost of the last Newsletter was still £422; insurance commission had brought in £378. Tom explained to the meeting that as interest rates had risen so high, he had, on his own initiative, placed the bulk of the Association's bank balance in an interest earning deposit account, and this had earned us £14. He also pointed out that we could be liable for Corporation tax on this interest, and on the insurance commissions, and £157 had been set aside to allow for this liability. Stationery and the first three Newsletters of the year had cost £307, and during the year £43 had been spent on photographic records of our events, and £100 remitted to the R. N. L. I. Allowing for the cost of the fourth Newsletter, expenditure and income were just about equal, and we had £587 on deposit, £51 in current account, and £140 in burgees, some ties and badges in stock. As some of the stock, especially lapel badges, was not moving very quickly, this had been written down in value. Tome concluded by saying that on this year's figures we had no financial worries, but with the cost of paper rising, we might have to re-consider the subscription rate next year.

The adoption of the Treasurer's report was proposed by Miss P. O'Driscoll, and seconded by Mr. A. C. Stock. There was no dissent. A vote of thanks to the Treasurer was proposed by Mr. C. Edmond, and passed with acclaim.

Captain R. S. Banyard proposed, and M. D. Millar seconded, that the usual Secretary's honorarium should be paid, and that the Association should pay the Secretary's travel expenses to the A. G. M. This was passed.

The Secretary presented his report (draft follows), and apologised that illness prior to the meeting had prevented him from reading what would be the final written record.

In discussion on the report, Alec Rangabe queried the situation regarding French members. Fred Hillier stated that the group in St. Malo are running independently, and the Secretary added that he had been in contact with the group during the year, and a number of very official French forms had been signed - by our President for them.

Our American membership was also queried. The Secretary gave a brief explanation of the historical background of the Master Mariners Benevolent Association; and Mr. D. M. W. Beauchamp proposed that the group be sent the best wishes of the A. G. M., to be expressed at their next meeting (Sec's note - shortly after returning from the A. G. M., I received notice of the A. G. M. of the Cat Boat Association, the other major American group to which our members belong, so I extended Mr. Beauchamp's proposal and sent the formal best wishes of the O. G. A. to their meeting as well).

The adoption of the Secretary's report was proposed by G. Russell, seconded by R. Daws and passed. Mr. C. Edmond proposed a vote of thanks.

Following mention of a change in the Association Vice President representing the East Coast area, all the officers and ex-officers of the Association present introduced themselves to the members present: and Mr. I. Edmond proposed a vote of thanks to Capt. R. S. Banyard, the retired E. C. Area Vice President for the very valuable work he had done for the Association and for the East Coast Race over the past ten years. This was carried with acclaim.

A report on the Heineken Rally followed. Ian Edmond explained that if the event was to be held in 1974, it was necessary to proceed before the A. G. M. could be asked to approve; but before taking any firm steps, both the East Coast and Solent Area meetings had approved of the sponsorship. A working party with representatives from the R. Y. A. and the sponsors, and Ian Edmond and Michael Millar representing the O. G. A. had been set up, and were proceeding with the organisation. There was considerable discussion on some of the details of the event, particularly on insurance extensions for boats who would be going beyond their normal cruising limits. Mr. Edmond pointed out that whilst this would be a cost owners would have to bear, the sponsorship of the event would result in benefits to the owners which would well outweigh this extra expense! There was also some discussion on the fact that since the sponsors wanted to see 40 boats, it had been agreed that if insufficient gaff rigged craft entered, the number would be made up with veteran (pre 1939) Bermudian rigged craft. It was understood that gaff rigged boats would be given precedence over Bmu. craft, even if the Bmu. boats had entered earlier. There appeared to be some worry about allowing gaff rigged boats to associate with Bermudian rigged craft, but the Secretary pointed out that the 1973 Clyde Race run by the R. N. S. A. had had a section for veteran Bmu. craft, and had gone very well indeed. He also pointed out that whilst according to our constitution the O. G. A. exists to help the owners of gaff rigged craft, this does not exclude us from helping those who own Bermudian rigged boats as well, if by so doing we can help owners of gaffers. The meeting ratified the decisions taken by the Area Groups to proceed with the rally.

The next item discussed was the allocation of permanent race numbers to the boats racing in O. G. A. events. It was proposed by Robert Bailey, and seconded by Charles Stock that the Committee should set up a system of permanent race number allocations.

A proposal by I. Edmond, seconded by C. Edmond, that the main committee should be charged with the preparation of a revised Constitution for the O. G. A. for presentation at the next A. G. M. was approved.

A volunteer was called for to be responsible for all the stock held by the Association: burgees, ties, badges, etc.; to re-order as necessary and to sell to members as orders came in. Mr. R. Daws volunteered to do this, and advised the meeting that he knew of a source of pottery ashtrays which could carry the O. G. A. motif. On a proposal from the Secretary, the meeting unanimously gave Mr. Daws a mandate to increase the range of goods handled as he thought fit, subject only to approval of the Treasurer for any expenditure involved.

The Secretary then asked whether any member present would be willing to look after all aspects of Association insurance, race prizes, office equipment, etc. Mr. Daws volunteered for this task, and was approved by the meeting.

On a proposal from Mr. M. D. Millar, seconded by Mr. P. G. Douglas, it was agreed that each Area Committee should appoint an Area Correspondent, who would be responsible for sending to the Secretary all items of news concerning gaffers in his area, in time for the issues of the Newsletter.

The President explained briefly to the meeting that a new system of addressing Newsletter envelopes, together with a card index of members held by the Secretary, made redundant the post of membership Secretary, and a vote of thanks was passed to Mr. C. Edmond for the work he had done in this capacity.

Mr. R. Daws advised the meeting that through his work he had a legal contact who would be prepared to offer legal advice when necessary.

He then went on to point out that our insurers had had an unfortunate year, and had made a not inconsiderable loss. The rates for the O. G. A. insurance scheme are based on the assumption that about 400 boats could be expected to join the scheme but so far we have only about 80, and Mr. Daws asked could we please have some more boats insuring through the scheme.

The President apologised that time did not permit discussion on the issues raised by Lt. Cdr. Poole in his recent letter in the Newsletter, but the Secretary urged all members who had any strong feeling on this matter to air them in the Newsletter, so that ALL members of the Association could have an equal chance to consider the matter and make their comments, - not just the very small percentage who were able to get to the A. G. M.

The meeting closed by passing a vote of thanks to the President for taking the chair, on a proposal by Mr. M. D. Millar.

Some 35 members enjoyed a buffet supper, and considerable informal discussion on boats, gear, races, etc.; It seemed to be the general view that there had been a good attendance at the meeting despite the transport difficulties, and those present had spent an enjoyable evening.

SECRETARY'S REPORT on
1973

1973 was yet another year of expansion. The number of new members (134) was less than last year, but was well above the previous years totals. After weeding out those from whom we have received no subscription, we are left with 736 members, of whom 40% are in the East Coast Area, 27% in the Solent, 18% are overseas, 7% in the South West, and the remainder scattered over the U.K.

The year saw two new races, on the South Coast, and on the Clyde. Both of these unfortunately suffered from almost flat calms, as did the Solent Race.

The Clyde Race represented a new style of race, as it was a joint venture with the R.N.S.A., and veteran Bermudian rigged boats were also competing, but with their own handicaps and prizes. This new style could well be a good thing for gaff rig, as one owner of a very nice hulled Bermudian craft was overheard to say that the event made him think seriously about converting the boat back to her original rig.

There is also interest in races for gaffers in Fleetwood, and on the Bristol Channel, and it is hoped that such races will be held in 1974.

Other newcomers to the O.G.A. scene this year included a suggestion that we accept sponsorship on an O.G.A event from Heineken, the Dutch lager brewers. Since the O.G.A appears to have devoted a sizeable part of members funds and energies to sponsoring breweries over the past ten years, this seemed a fair venture for us to accept. More will be said on this later in the evening. We have also been approached by the Royal Danish Yacht Club about whether our members could take part in their Veteran Ships Show, and correspondence on this is in progress.

During the past year, our events and activities have received very good publicity in America, Germany, and France, and our latest "membership drive" is in Nova Scotia, where David Keith is hoping to build up interest.

J.A. Scarlett.

TREASURER'S REPORT

Although the 1973 Accounts show a small deficit, it should be borne in mind that 1973 is charged with two unusual items of expense - namely the £100 donation to the R.N.L.I. and the expenditure on films and photographs. These items were authorised by the A.G.M. when considering the 1972 accounts, and could logically be regarded as a disposal of part of that year's very useful surplus. When 1973 is considered in isolation our financial affairs have continued to prosper.

A loss on sales to members perhaps required a word of explanation. I have taken a gloomy view of the current value of a considerable stock of lapel badges purchased in 1972 and which no one now seems to be purchasing. Their "book value" now appears below the historic cost - hence a loss unless we eventually find a market. Furthermore, V.A.T. has been imposed on recent purchases of burgees but has not been passed on to members. The difficulty was that we already had stocks of these things which had not borne V.A.T. The alternatives were to put up the price of everything and make an extra (possibly unjustified) profit, or to have two different prices for the identical article.

The subscription has never been raised since the Association was formed. I have always taken the view that the best assurance for the future was not a large bank balance, but a large and enthusiastic membership. It is easier to be enthusiastic

THE OLD GAFFERS ASSOCIATION

INCOME AND EXPENDITURE ACCOUNT

For the year ended 31st December 1973

R. Y. A. Subscription	10	Subscriptions	375
Hire of Room	3	Entry Fees	52
Stamps, Stationery & Telephone	444	Insurance Commission	379
Lloyds Register	7	Sundry Income	11
Audit Fee	11	Advertising	5
Honorarium	53	Donation	4
Travelling	23	Interest on Deposit Account	14
Donation to R. N. L. I.	100	Deficit for the year	47
Bank Charges	1		
Club Flag	9		
Films and Photos	43		
Depreciation	10		
Corporation tax	157		
Loss on Sales	16		
	£ 887		£ 887

BALANCE SHEET

31st December 1973

<u>General Fund</u>		Cash at Bank - Current a/c	27
		Deposit a/c	588
Balance 1st January 1973	488		
Less: Deficit for the year	47	Debtors: Solent Area	62
		Stock of Badges etc.	140
	441	Typewriter -	
Sundry Creditor	167	Cost	86
		Depreciation to date	86
Corporation Tax			
Provision:-			
1972	52		
1973	<u>157</u>		
	£ 817		£ 817

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.

ENSOR, SON & GOULT

Chartered Accountants

Ipswich,
11th March 1974

RACE FUNDS - RECEIPTS AND EXPENDITURE

	<u>East Coast</u>		<u>Solent Area</u>	
	<u>Income</u>	<u>Expenditure</u>	<u>Income</u>	<u>Expenditure</u>
Balance at 1.1.73	173.42		140.24	
Race Entre Fees/ Prizes	98.00	50.05	73.00	80.45
Suppers	119.00	157.00	253.75	267.68
Programmes	5.00		9.40	35.28
Publicity		21.49		18.42
Race Admin. Costs		26.59		27.74
Social Events			27.32	
Donations	8.00		11.00	
Area Admin. Costs				16.17
Sundries			1.48	2.10
Main Fund (1972 Transaction)				72.14
Main Fund Receipts/ Transfers	20.50	20.50	77.06	14.71
Office Equipment		18.10		
Balance (Cash in hand) 31.12.73		130.19		58.56
	<u>423.92</u>	<u>423.92</u>	<u>593.25</u>	<u>593.25</u>

N.B. Solent Area remains indebted to Main Fund for £62.35 at 31.12.73.

Treasurers Report (continued)

at a low cost. So long as a new member could be supplied with Newsletters at not more than the subscription cost then this policy could be continued indefinitely. I fear that rising costs of paper and postage may enforce a different outlook. If the time comes when every new member represents a small strain on our funds, instead of a small gain, then obviously we shall have to review our subscription. There is no immediate urgency about the matter - but in the long run, I fear a change will be inevitable - but I shall never concede that "we ought to have done it years ago!"

T.E. COOK.

CHANGES TO RULES

The A. G. M. passed a proposal by Ian Edmond that the Committee should present to the next annual general meeting a revised draft of our Rules.

Our Assistant Secretary will be co-ordinating the work on this proposed draft.

Any member who would like the Committee to consider suggestions for changes to the Rules should send his suggestions direct to :

M. D. Millar,
107 Baker Street
LONDON W1M 1FE

A draft of the changes considered necessary by the Committee will be published in the July Newsletter so that members may offer any comments they may wish before the final proposal is published in the September Newsletter.

Any suggestions sent to Mr. Millar should NOT be accompanied by correspondence on any other topic, and should be clearly marked "O. G. A. Rules".

HEINEKEN RALLY 1974

It is hoped that the following facilities and entertainment will be available in Amsterdam:

1. Moorings will be available from 30th July 1974
2. Thursday 1st August 1974 at 1700 hrs - Cocktail Party at K. N. S. M. building.
3. Brewery tour on Friday morning followed by canal sightseeing tour. Lunch to be served on tour.
4. Friday evening - dinner at the K. N. S. M. building with a welcome from Heineken Holland Ltd.
5. Saturday morning - lock through into IJsselmeer for race of approximately five hours duration, followed by a traditional Dutch dinner and prize giving by Mr. Freddie Heineken - dancing and merriment to follow. Official end to Rally.
6. Mooring facilities continue for one week and cruising information will be made available to those continuing a fortnight's cruise.

ANY MORE ENTRIES ??

PRE 1939 BERMUDIAN BOATS CLASS It is proposed to run a class for vessels in the above category alongside the 1974 East Coast Race on the 27th July 1974, starting after the Gaff-rigged class. Would all members who know of any vessels whose owners may be interested please put them in touch with me at the address below.

The Race Co-ordinating Officer,
3 Hillside,
Market Hill
Maldon, Essex.

THE R. Y. A. SEAMANSHIP FOUNDATION

The aim of the Seamanship Foundation is to improve standards of ability throughout yachting; by which is meant all forms of leisure boating in U.K. waters.

The first requirement is to make its existence widely known, in order to enlist the support of practising yachtsmen, and to attract the attention of newcomers, to whom the essential message to be passed is 'go to school before you go afloat'.

SHORT TERM OBJECTIVES - These arise from the immediate need to expand training facilities for adults. A widespread demand exists for a really up to date series of visual aids to instruction in the form of short films, slides, and possibly books produced in association with them. These would be held in a central library for hire or purchase by clubs and schools.

There is an urgent need for more motor boat training facilities; only two or three small schools exist in the entire U.K. at present.

LONG TERM OBJECTIVES - The long term basis for improved standards lies in the training of the young. Many individually excellent, and widely differing training schemes exist for them. However, coordination is lacking. There is a need for a central registry which would record the names of young people recommended for further training, by any of the existing organizations. In this way it would be possible to provide a logical progression through all stages of training. The Foundation would provide financial aid to those individuals who needed it in their progress from one stage to another.

A scheme under consideration is the provision of six berth cruising yachts to participating clubs, under specified conditions. They would be used for seamanship and navigation training, and part of their complement would consist of young people put forward through the registry system just described. If a pilot scheme were successful it could be repeated until a training squadron of such yachts had been built up.

The Foundation would help clubs to expand, or create cadet sections, or other forms of training activity which they may propose.

PROGRESS - Contributions already received have enabled a start to be made with some of these schemes. Detailed studies are under way for a visual aids programme, and a first step towards coordination of training facilities is being considered. A small booklet to be given away free with all new boats is being prepared as part of the effort to contact newcomers to yachting.

SUPPORT - The Chairman and Management Committee extend their warmest thanks to those who have already contributed to the Foundation in its early stages. These have set an example which it is hoped many other yachtsmen will follow. To do so will be to the benefit of the seafaring community in general and of yachtsmen in particular.

John W. Beard,
R. Y. A. Seamanship Foundation
Brook House,
25 High Street,
Alton, Hampshire.

CORRESPONDENCE ON WHAT CONSTITUTES AN OLD GAFFER

Lt. Cdr. A.J. Poole's letter in our last issue has started some correspondence. Before printing this correspondence, it might be as well to re-state the declared objectives of the O.G.A., which are:-

" The objects of the Association shall be to encourage interest in traditional gaff rig; to help members owning gaff rigged boats in every possible way; and to organise annual races and rallies for gaff rigged boats in all areas where there are sufficient owners interested".

The 60 founder members of the O.G.A. never disputed these objects; all subsequent members were made aware of them at the time they joined, and one can not help a slight feeling that to try and turn the O.G.A. into a development body, or to try and exclude any owner of a gaff rigged boat now must surely be a bad thing to do. Most of these letters seem to be from members with some form of interest in newer boats - perhaps in our next issue we can have some other points of view?

Sir,

I have just read with great enjoyment, the last Newsletter of 1973, and one section which took my attention was the letter by A.J. Poole. In it he states that he wants a tighter control on membership, and refers specifically to materials, and Old Gaffers. I wonder if he has thought this problem through to its logical conclusion. If you ban a boat because it is made of glass fibre, then you must also ban other non-traditional materials. One of our East Coast members is Shoal Waters. 18 ft. long, she cruises hundreds of miles each year, using all the old creeks and swatchways, and is one of the gaffiest old gaffers you could wish to meet, (so is Charlie Stock who sails with her). Shoal Waters is a cold-moulded ply dinghy hull, with a cabin, terylene sails, and synthetic ropes. Fanny of Cowes is another example of modern materials grafted on to traditional ideas - she has a high peaked terylene mainsail, races with spinnaker, has roll reefing, and is one of the oldest boats in the Association. The list is endless. No, let us remember the essence of the game. A tangle of ropes up the mast, and the love/hate relationship with that spar, swinging around to clout us as it is lowered. A gaff rig is a gaff rig, whether it is vertical or horizontal, on a new fishing smack, 18 ft. of tar and gribble, or glass fibre; it makes no difference, it is still a gaff rig.

C. R. Williamson
West Mersea
Essex.

Dear Sir,

Regarding your invitation to comment on the letter from Mr. Poole in the latest Newsletter, I would certainly agree that the matter needs to be considered very carefully. It is unfortunate that the gaff-rigged boat has now become fashionable - hence the pressure on the Association's ideals.

If the bulk of the membership feels as Mr. Poole does then the Rules should be changed. On the other hand, if it is felt that the Rules should stand, perhaps it would be better to change the name to, say, the Gaff Rig Association.

cont.....

Personally, I see no harm in 'replicas' being built of modern materials, provided that they do not depart too far from the traditional in form and appearance.

They can be less anachronistic than some of the vessels that now enter the races. For example, which is worse - a G. R. P. boat based on the Itchen Ferry with a rig approximating to the traditional, or an old Itchen Ferry, with a 'modern' gaff rig - high peaked main and all the trimmings?

And in any case, surely jury rigged motor cruisers, however old, do nothing to the OGA image, though to be fair, in some instances this rig could be original.

Probably, the best compromise would be to keep the Association open as at present, but to distinguish in the Races between genuine old boats that still have a rig similar to their original one, and modern boats or old boats that have been extensively altered.

Incidentally, as one of the objects of the O. G. A. is to encourage new building on traditional lines, why doesn't the Newsletter give us details of boats that are built? One has to turn to the Yachting Monthly to learn any details of Anthea Phelps Winkle brig.

Yours faithfully,

J. W. Holmes
124 Malmesbury Road,
Southampton SO1 5FQ

Dear John,

I was alarmed to read the A. J. Poole letter.

Surely just because many of us haven't the money to acquire traditionally built boats, is no reason to turn up the nose at our interest and support. The awards at the Rallies clearly show the type of boat.

Personally, I'm still struggling financially to get afloat in my 18'6" fibreglass hull, to which I plan to fit a gaff.

I don't take Yachting Monthly (as Practical Boat Owner is more my line) but why worry if the conversion to thinking in terms of gaffs produces some third rate craft; there are some even worse efforts with Bermuda rigs. A few years ago a boat had to be old to have a gaff; so surely the Association should be pleased that the "commercial boys" are having to give way to popular demand.

Best regards,

Ray Lomas
Gremlin's Castle,
Pelham Road,
Clavering,
Nr. Saffron Waldon,
Essex.

' I would like to reply to Mr. Pool's letter published in the last newsletter. Although I am aware that many members sympathize with his feelings, I would like to express total opposition to his proposal that the rules of the O.G.A. should be tightened to exclude many people who wish to be associated with the promotion of gaff rigged sailing craft.

The Association caters for a relatively small number of boat owners who join for a variety of reasons, but one common feature is that they are individuals expressing their antipathy to the regimented existence of modern plastic man by owning an unconventional boat. The great attraction of the O.G.A. for many of its non-conformist members is the lack of formality and fuss experienced, when participating in rallies and races; we assemble to share our enthusiasm for sailing for fun, in boats which defy legislation and classification due to their differences in type and age. Mr. Poole wishes to change the constitution of the Association to the extent that it would be an entirely new society. He claims to represent tradition against the age of commercialisation and yet his letter advocates the adoption of restrictive classification of boats, more red tape in race administration, and 'vetting' of prospective members; he wishes to introduce the same excluding measures found in the elitest modern yacht clubs that most of us joined the O.G.A. to avoid !

The name "Old Gaffers Association" was a happy coinage of a colloquial phrase but it was not intended as a definitive title; the constitution of the Association states that we are a society for encouraging the use of gaff-rigged boats, old or NEW - not that we are a vintage boat club. When a boat is built it reflects the sum total of shipbuilding experience at the time of its design and construction ; it is natural that as gaff rigged boats continued to be built from 1940 onwards their hulls and gear were constructed by the latest methods. It follows that at any point in time the Association records will contain examples of boats typifying their age and type of building, including double diagonal, hard chine, moulded ply, fibreglass and ferrocement, as well as traditional clinker and carvel. Why should glass-fibre, cement, etc. be automatically barred? They do have relevance in the comprehensive collection of representative craft encompassed by the records of the O.G.A. They take their places in the fleet for comparison with the victorian yachts, converted lifeboats, fishing smacks and curly gaffed Dutchmen, the Baltic traders and early standardised yachts of the thirties which make an O.G. rally the colourful spectacle it is.

Mr. Poole seems very sensitive about imitations. Quoting from his letter, he says that he was a keen vintage car enthusiast but the hobby was killed by the advent of replicas, and in describing the Clyde O.G. race he says 'the intrusion of an imitation (vintage boat) would destroy the day'. Personally I have never understood why a genuine Van Gogh painting should fetch thousands of pounds where an indistinguishable forgery is considered worthless, so I do not share Mr. Poole's indignation concerning people who wish to own boats of character, but have to make do with replicas of their favourite traditional craft when they cannot obtain, or cannot afford to own, the genuine article; I have always understood that imitation is the sincerest form of flattery, and since it is most unlikely that anyone would attempt to pass off a fibreglass Itchen Ferry cutter as a genuine Dan Hatcher original, where is the sin?

There is one English tradition that I would join with Mr. Poole to keep safe from any form of infiltration and that is his right to voice his own opinion; however, I must oppose him when his views threaten to change the character of the Old Gaffers Association to the extent that many of us who have been members for several years

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are likely to be excluded because our boats do not conform to the purist antiquarian's idea of what an old gaffer should be.

I hope that the committee and general membership of the O. G. A. give very careful consideration to any motion which will change the constitution that has served us so well for so long.

Jeremy M. Russell.

Dear John,

Unfortunately I did not receive the last issue of the O. G. A. newsletter but Bob Williamson kindly passed me on a copy last week. (Don't miss me out next time will you?). I am sorry I could not get to the AGM but like you "coughs and colds etc."

I understand from Bob and John Leather that they have written to you regarding Sam Poole's letter ! I too feel strongly about certain parts of it and I feel I must add my few remarks. I think he has a very valid point regarding the definition of "Old Gaffers" especially as regards the races. Perhaps in the future we should sub-divide them into 2 classes i.e., (1) for purely traditional boats (-? Veteran Old Gaffers) and (2) gaff-rigged boats, irrespective of the materials of hull, sails and rigging, etc.

I have no quarrel with this aspect as I do take his point, but I am very concerned about his remarks regarding the "plastic replica" mentioned in October 1973 Yachting Monthly. I sincerely hope that his is not referring to Tamarisk as you are probably aware that she has not only entered in both Old Gaffer's races in 1973 but made the passage from Yarmouth Norfolk to Cowes and back, return journey being in strong winds and she entirely proved herself. The designer is a naval architect of repute and her wooden decks and cabin top etc., were constructed by craftsmen and she came in for a great deal of praise at the Southampton Boatshow. It may well be that Sam Poole was referring to another vessel which was supposed to be connected with the Itchen Ferry Cutter.

Having been a member of the O. G. A. for 9 years and sailed the little John Leather designed Tidebird (New Blossom class) I think I can speak with a little authority on these matters and you might find my views interesting. There are many people who like myself love gaff rig and would not go to anything else but we do not have the skill or the time to refurbish old boats. To ask yards to do this is absolutely prohibitive these days and it seems that a GRP hull with wooden decks and cabins, carefully designed, might well be the answer. Perhaps Sam Poole might like to look at the November issue of Yachting World in which there was an excellent coloured supplement concerning the Cornish Oyster Boats which are now all being replaced, of necessity, by GRP hulls extremely well moulded. Incidentally although the designer of Tamarisk is a personal friend, I certainly have no financial interest in the firm and I would think that their idea of a "non production line" custom built gaffer such as Tamarisk is very good indeed and would doubtless only be ordered by those people who know their sailing and are particularly fond of gaff rig.

Really there are two separate issues involved and as an early member of the O. G. A. I should be very disappointed indeed not to be able to crew Tamarisk again in this year's East Coast Race, although I do understand that she might have to enter a

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separate class. Please ask Sam Poole to try and bear with those of us who have neither the time nor money to maintain an older boat to the standards we desire and who want to give the maximum time to sailing rather than "fitting out".

I hope you are now feeling better and with all good wishes to you and your family for 1974.

Yours very sincerely,

A. N. Purnell
32 North Street,
Maldon, Essex.

Dear John,

I was sorry to read Mr. Poole's comments regarding use of modern materials in gaff rigged craft owned by members of the association and particularly wish to refute his inference regarding a standard type of gaff cutter, recently built.

The craft Mr Poole uses to justify his criticism appears to be the Tamarisk built by North Sea Craft of Brundall Norfolk; a boat well known to me. Only her hull is glass reinforced plastic, the remainder of her structure being wood. She has been designed and built with great thought. The builders are young men of considerable constructional ability and sailing experience. The designer is a highly qualified naval architect and surveyor and both have faith enough to sink a considerable sum of money in building the two types of Tamarisk; 22 and 24 feet long.

I have sailed in the 22 footer in varying conditions and have steered her during two gaff rig races, when she went very well, winning a place in the east coast race. She has made excellent passages from Wivenhoe, Essex, to Cowes, Isle of Wight, and from Hamble to Lowestoft, with a crew of two, returning up-channel in strong winds and rough seas, proving a good sea boat. I regard her as thoroughly seaworthy and fast; a view shared by two experienced sailing men who have ordered them, both owners of previous gaff rigged yachts.

I have no financial connection with the builders and will gain nothing by their success but as I know both partners well, feel I must rebutt the criticism of a good boat. I expect the builders would be glad to allow Mr. Poole to sail in her if he is interested.

I think many owners will be attracted to the "new" gaff rigged craft, very probably having a glass reinforced hull to keep cost within reach. There is little prospect of commercialisation undermining the future construction of gaff rigged yachts as few owners have much money to spend on their boats, and they represent only a small part of the present yachting and boating public, which is generally seeking the popular side of the sport, and it is that which attracts the commercial man.

There is room for all views in sailing, for the sea teaches resourcefulness and tolerance. The men who used gaff rig in their daily work, commercial or yachting, would not be keen on its survival if this were confined to museum piece preservation or the building of exact replicas as suggested by Mr. Poole. Most of them appreciated improvements in hull and rigs and adopted them whenever possible as they meant increased efficiency in fishing or commerce and greater speeds in racing. Having led very active lives of toil in working sailing craft, many would have

little interest in preserving them beyond their useful working life. Most had an eye for the future and the latest one-ton cup racing of small stern trawlers with plastic hulls would excite their keen interest, were they still working afloat.

This may seem contradictory, but I expect most members will appreciate or have had some experience of this flexible attitude of seafarers to the tools of their trade. It is the scholar and researcher who classify and make rules of type, the users were too busy attempting to earn a living to worry about it, and eagerly moved on to powered craft when these became available and economical. The young fishing skipper in his electronically equipped wheelhouse is closer to the traditional smacksmans way of life than the restorer of his grandfather's smack, however desirable and enjoyable that may be.

Like most things, gaff rig has rarely remained static. Remember that during its heyday, between about 1860 to 1914, wire rigging superceded hemp; cotton canvas sails replaced flax for many uses; hollow masts and spars, or tubular steel ones were steadily adopted in racing yachts; rope manufacturers improved the quality of running rigging; rigging screws steadily replaced deadeyes and lanyards; and blocks, and rig and deck fittings improved tremendously.

To attempt to restrict the association to support and encourage only restoration or construction of exact replicas will result in its decay and ultimate dissolution. I feel the greatest danger is that it may degenerate into an organisation concerned with only the preserving of museum pieces of little practical use. I suggest its title be changed to "The Gaff Rig Association"; the term 'gaffer' had no meaning for those who sailed and built gaff rigged vessels professionally, except possibly at Polperro. A gaffer was a term vaguely known to seafarers as a person of foremans rank on a farm or over a gang of workmen. The term "old gaffers" conjures up a vision of a row of toothless, bearded old men sitting on a bench and staring mournfully into pint pots for a vanished past.

The association should be devoted to promoting the use of gaff rig in any form from offering advice to the man faithfully restoring an old craft to her original appearance and rig, to encouraging exploration of the most advanced types of gaff rig, using every possible modern material and device for its useful efficiency and improved weatherliness and speed. Between these extremes, are a vast number of owners who wish to jog along with a favourite old gaff rigged craft and enjoy meeting other owners. If an owner wishes to have a wood craft I can appreciate his feelings as, for pleasure craft, wood is my favourite, but one cannot ignore the fitness for purpose of other materials and their advantages for many craft and present costs of construction, if correctly designed.

There is need for reform in gaff rig races. One restriction which is badly needed is a limit on the use of spinnakers in them. Some craft now blossom huge parachute spinnakers which they have been fortunate enough to borrow, giving an unfair advantage over less fortunate competitors. The wide variety, size and sail area of gaff rig would be better regulated by banning spinnakers altogether, but permitting the holding out by hand of a large headsail. The rule against "bearing out" headsails has long been a fair feature of the races for the smaller Essex smacks, to enable boats to use ordinary sails effectively in competition. It could be imitated with advantage as it would automatically limit the size of headsail when running, or carried shy on a fetch. Another suggestion is that an additional event for seamanship and handling of craft in confined conditions and manoeuvring under sail through some set evolutions, would improve seamanship.

cont.

As a body, the association owes much to the enthusiasm and work of John Scarlett and a few similarly dedicated people. I hope they will seriously consider broadening, not restricting, the association's view.

Yours sincerely,

John Leather
Stanswood,
118 Baring Road,
Cowes, Isle of Wight

Dear Mr. Scarlett,

I read Mr. Poole's letter in the newest issue of the Newsletter, and I can sympathize with him to some extent. It is difficult in that newer and less traditional boats built of different materials and sometimes with subtle but important changes in lines or weight distribution, may not be a fair match for the older boats. However, the old boats are limited in number, and newer boats built to designs, new or old, that are attractive, should be encouraged, not penalized. Might the answer not be a similar move as the Friendship Sloop Society uses in their racing? They have two or three divisions in their racing; one for original boats, one for new boats built from old designs, and one for new boats from new designs (I suppose this would be the 'replica' class). Thus, for example, in any O. G. A. race, the old fishing smacks, etc. would race in one class, so long as they were built before a certain date to be decided by the Association or a special committee thereof; another class would handle the newer classes of wooden boats, (for example, my own KARAKAL is gaff-rigged, but is a new design in 1964 with features the older designs would not have), and a third class would handle the fibreglass replicas such as the Itchen Ferry or the Tamarisk, or Small Craft's little Privateer. I am afraid that a move such as Mr. Poole recommends might be a bit drastic and could curtail interest in gaff riggers by out-classing them so as to make them seem as outcasts; this, surely, is not the aim of the O. G. A. There are some very pretty gaff-rigged boats of recent design, and in modern materials. In the U.S.A., Jarvis Newman builds the Pemaquid, one of the finest of the Friendship Sloop designs, in fibreglass, and there are a couple of other Friendships being built of 'glass'. Penobscot Boat Works has a line of Pinky sloops in 'glass over wood'. Jay Benford has designed several little cruisers for ferro-cement including a real beauty of a gaff sloop 20' long and a 17' catboat and an 18' canoe yawl. Fibreglass catboats are popular in the States also. These and other developments are introducing people to gaff rig who might otherwise not see the advantage, and enjoy the great sailing enjoyment of these traditional boats. This development must have a place in the O. G. A.

Best wishes for continued success,

Sincerely,

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

NORTH WESTERN RACE 1973

We had our first race on Sunday, June 17th, but it could hardly be called a Gaffer race since, of the five of us who came to the line, only my PLOUGHBOY is still gaff-rigged.

Our oldest, biggest and fastest entrant was "WHITE ROSE" built in 1887. She won. Second was ELLIDI built by Anderson of Millon in 1913. She formerly had a proper N.W. type counter, now sawn off so that her false transom is now a real one. Then there was LADY BARBARA, a Hillyard of about 1937 and lastly, the bravest entry, AMIONA, a little gunter-rigged open 16 footer.

The night before the race was pretty horrible, cold, grey and windy as we lay on the moorings opposite Fleetwood. Dawn was little better. By 0900 hrs. conditions were improved, and we went off down the Wyre Channel on a broad reach followed by a beat to the entrance of the Lune Deeps. But the tide had already turned and only WHITE ROSE and ELLIDI were able to make much sense of the going.

Now for 1974. Our offshore committee feel that we would do best to include a Gaffers (and/or Veteran) class in the big local event, the Whit Race from Fleetwood to the Isle of Man. This is a very ancient fixture dating from at least 1920, possibly pre-1914, and it attracts a large field. The moment to start publicity is obviously now, and I hope you may be able to make preliminary noises. If interested parties were to get in touch with me as soon as possible, then we shall see how much interest there is likely to be. Meanwhile we will circularise local clubs in the New Year.

I am afraid I shall be back at work on the 12th January or I would come to the A.G.M. One of the locals is producing a book about the old boats of which I will send you a copy when it is published. I have a photo, which would look well on the cover of the notes, of my PLOUGHBOY. Let me know if you're interested.

Best wishes to the O.G.A.

Yours sincerely,

John Gill
Rossall School,
Fleetwood,
Lancs.

COMPETANT BOATYARDS

As some members possibly know to their cost, there are now some boatyards which employ no trained shipwrights, and possibly rely on an 'engineer' from a local garage helping out part time. To put ones craft in the hands of such people with no experience of work on older type boats can be to invite expensive problems. There are, luckily, still yards about which employ properly skilled, knowledgeable men.

At various times in the past, the O. G. A. has attempted to compile a proper register of such recommended yards but the project has never received enough support.

One of our new members runs the Falmouth Boat Construction Co. at Little Falmouth Yard, Flushing, and he has written to me to advise me that he usually has moorings available in Falmouth Harbour, but it is advisable to write or phone (Flushing 309) in advance in Summer. They employ skilled shipwrights, many of whom crew on the local working boats when they race in the summer, so they can be relied on as understanding and appreciating gaff rig. Rising costs have put the rate up to £2 per hour.

From this letter, it would seem that Mr. Reynolds at the Falmouth yard can be to our members what Mike Richardson is at Bursledon!

Also in the South-West, I received the following letter from Cruising South West Ltd. The Quay, Dartmouth, South Devon TQ6 9PS :

Dear Sir,

I came across your write-up in 'Boat World' recently, and noted with interest that you list the perpetuation of traditional boat-building methods as one of your main aims.

We have recently acquired a traditional boat-building and repair yard in Dartmouth with skilled craftsmen working mainly on clinker-built vessels. The yard has been operating for many years, and we share your opinion that such institutions must be preserved.

Our yard manager will be Mr. Peter Crowther the owner of Golden Vanity, who I believe is one of your members.

We would welcome any member of your association to come and see us when in Dartmouth, and perhaps avail themselves of our facilities.

Yours faithfully,

Mik Underdown
Marine & Commercial Manager

BOOK REVIEWS

Morecambe Bay by Alan Lockett, published by North Lonsdale Publications, 67 North Row, Roose, Barrow in Furness, Lancs. LA13 OHG. available from the publishers at 45p. including postage.

'Morecambe Bay' is a handy little pocket booklet of 40 pages, all about the celebrated Morecambe Bay Prawners, in eight short articles, well illustrated. The materials is what might be all too often dismissed as 'local gossip', and the book provides a really valuable record of what many people regard as the finest of Britain's inshore fishing craft. I was disappointed not to find mention of the Rivers Class boats (such as Deva), but one can but delight in the book as a whole, and hope that it may lead others to produce similar volumes on other types of craft, since much of the material is of a type which gets missed out of the bigger, more expensive books.

The Catboat Book Edited by John M. Leavens, published for the Catboat Association by the International Marine Publishing Company, Camden, Maine, U.S.A. at \$ 12.50.

For anybody whose interest in gaff rig extends beyond the boat he happens to own, this book should be a must. It is a collection of articles by authors of renown such as Howard I. Chappelle, Fenwick C. Williams (the noted designer of Catboats), and other members of the Catboat Association.

The boats themselves are of tremendous interest; with beam approaching half their length, and sail area of 80% of the square of the length, all in the one sail, they are very different indeed to the boats most of us are accustomed to.

The articles in the book vary widely, covering the history, design, use, maintenance, and the racing of Catboats. Oscar C. Pease who writes on maintenance uses his cat for fishing in the winter, and for taking out parties under sail in the summer, and when not afloat, works in a local yard on maintenance, so what he has written can be regarded as being of more than usual interest.

Whilst this book forms a most valuable addition to the available literature on traditional boat types, it makes very far from dull reading. Several of the authors have written with a fine, dry sense of humour. U.K. readers may find that the American style jars a little at first, but the interest of the subject matter, together with these delightful touches of humour, should very rapidly overcome any prejudices they may feel initially.

One hesitates to single out any part of the book above any other, but having tried deck caulking myself, John C. Freeburg's irreverent account of filling deck seams caused much more than a passing chuckle. However, I think that for me the choicest gem of humour, coupled with some very practical advice from a designer who really does know his subject, lay in Fenwick C. Williams comment on ventilators - 'An expensive plastic trap ventilator may be fitted on the hatch, and this will squash down nicely if the boom is lowered on to it'.

Many of Mr. Williams comments may seem to verge on the 'slap-happy' at first glance, but a second's thought shows that here is a true master, who has got his priorities right, and is refusing to waste thought on details which will not affect the ultimate quality of a design.

cont.

All in all, this book provides not only a valuable reference volume, but also many hours of truly pleasant reading. And, of course, there are pictures of catboats of all ages and sizes, as well as some of their builders. For those who like model making, there are ample lines and sail plans to keep them happy for several winters.

Boadicea CK213 By Michael Frost, Published by Angus & Robertson at £3.75.

Boadicea is well known amongst the sailing fraternity in the South East of England as being the oldest fishing smack still in use, and indeed, having been built by Williamson at Maldon in 1808, she is probably the oldest boat of any type in regular use anywhere in the world. As one first handles a book about such a boat, one can but wonder what the contents will be - will they be worthy of their subject matter? One has only to read the first page or two to appreciate that indeed they are.

To get the disappointments out of the way first, this is not a highly technical book about the boat - nowhere is the lead of the peak halliard explained or drawn, or any other similar technical point detailed. I was surprised that it contains no line drawings of the hull - but it is not that type of book. Michael Frost did not set out to give us a dry technical record of how he and his friends came to own Essex Smacks in the 1930s, and how they sailed and fished from their boats. On first glancing through the book, I was disappointed to find there are no photographs - but having read the text, I think it was a wise choice not to include any. The charming little line drawings which form the chapter headings add far more to the character of the book than any photograph could have done. Finally, I did have one complaint which I most sincerely hope Michael Frost will remedy for us - there was not enough of the book for me! The style of writing is delightfully easy to read, and the subject matter is so absorbing, that it came as an unpleasant shock to find that I had read the last page of this book, and I do hope that we shall see a sequel to it from the same author.

The book contains a fine description of the shoreline of Mersea Island both as it used to be and as it is now, and it then describes how Michael and his friends started their sailing lives, and 'worked their way up' to become smack owners. There are some interludes to the main theme - how the author set out to build himself a boat, and a trip on a spritsail barge. Running through the book are some graphical descriptions of the working lives of the Essex smacksman, and the whole book comes alive as a very vivid account of a way of life which has now gone for ever. Tragedy, near tragedy, near disasters, and comedy all have their place in this book. For me, some of the very best bits of the book are in the meetings and talks with the old fishermen, most, if not all, of whom must now be long dead. One of Boadicea's old owners was 'quite sure that the traditional layout was a perfection which would never be improved upon'. Reading the accounts in this book of how the smacks used to be handled by the fishermen, it is easy to join the author in his acceptance of this view.

For all those who know the Essex coast, this is a book not to be missed, and for those who do not know Essex or its boats, this book will provide an excellent introduction! One does not need to be an enthusiast on any subject to thoroughly enjoy reading this book, and I do hope it will not be the author's sole attempt at writing.

NOTES ON BOATS

Dear Mr. Scarlett,

I would like information about the history of my Itchen Ferry 'Dilkusha'. The only information I have to date is that she was built for the professional captain of the racing 8 metre of the same name.

I have now almost completed a refit of 'Dilkusha' which involved a new stern port, garboards, several frames and 2 short planks, as well as new decks and a completely redesigned interior. I have also fitted an old Austin 7 engine of 1930s vintage. I believe this version was called the 'Elephant', an engine of this type is a necessity for me as my boat is generally moored on the river Severn at Stourport and I sail now in the Bristol Channel. You may remember 'Dilkusha' from the 1971 East Coast race as she was then moored on the Blackwater.

I hope to receive favourable results from my enquiry,

Yours sincerely,

David I. Webb,
Woodlands,
Hawkbatch,
Nr. Bewdley, Worcs.

Dear John,

The boat we now own is Clive Ellis's ex-boat and was bought by us some six weeks ago in Emsworth. We are having a complete new suit of sails made for her as well as all new running rigging. The standing rigging is being completely overhauled by the man who rigged NEW ENDEAVOUR and EOLUS - two very well known vessels. The hull was found to be in excellent order when we had her ultra-sonically tested at the time of survey with only two small areas needing doubling.

As a secondary matter of interest, our last boat FIONA, is now in Singapore having been sailed there by her new owner, Jo Menell and his pal Brian McGarry. They took twelve months for the voyage from Jersey to Singapore, calling at the West Indies after a crossing of 23 days, through the Panama, on to the Galapagos then on through the Pacific Islands, North Eastern Australia, Bali and on to Singapore. The boat is having a refit before going on to China and Vietnam where the new owner has a number of friends. He has no immediate plans to return to England with her and feels that the China Seas are a good cruising ground for a gaffer. His description of the local trading schooners is a joy to hear and the prices asked for them almost persuade one to go out and buy one.

Yours sincerely,

P. T. M. Barrett
Yacht BRIES,
Lymington Yacht Haven,
King's Saltern Road,
Lymington, Hants.

ADVERTISEMENT S

WANTED Mast for gaff cutter, 35' or over. Also mainsail. M. Boughton,
Flat 4, Chichester Yacht Basin, Birdham, Chichester, Sussex.

WANTED Energetic member in the Falmouth area interested in helping to maintain and sail centenarian gaffer Sea Breeze. The owner of Sea Breeze, a boat with an excellent record in our Solent Races, finds that his age and health prevent him from enjoying sailing Sea Breeze single handed, and would be pleased to hear from any member who would be interested in helping him to handle and maintain her. No expense involved, but some dirty work at times, such as anti-fouling. Please reply to S. Wood, 22 Barnwood Road, Fareham, Hants PO15 5LA, Tel: Titchfield 41566.

E. M. Brooke, of 16 Park Close, Eastbourne, Sussex, writes that he has quantities of Stockholm tarred hemp for caulking, and 20 inch and 10 inch galvanised 1 inch dia. bolts available at realistic prices to members. Also, Mr. Brooke advises us that Smith and Gibbs, of Lavinier Rd, Eastbourne, sell rope at incredibly cheap prices.

FOR SALE

Name of Craft: GWENETH
Type of Craft: Aux. Gaff Rigged Yawl. Double Ender. 7 Tons T.M.
Construction: Teak topsides. Pitch Pine below water line all on Oak Frames. Solid Spruce masts. Terylene main, Tops'l, Mizzen Heads'l and fores'l.
Size: 31' (plus bowsprit) x 8' x 4'3". L.W.L. 25'.
Designer: Fife
Builders: Dixon Bros. & Hutchinson Ltd., Southampton, 1911.
Aux Engine: Stuart Turner 8 h.p. (completely reconditioned in May 1973 and is as good as new).
Accommodation: Two full length single berths in main cabin. Double berth in fo'c's'le. (A quarter berth can be made available if required). Full headroom in main cabin including dog-house. Blake Toilet in separate unit opposite hanging locker space. Galley. Two burner meths cooker. 16 gall. water tank. Echo-Sounder. Sum log etc. Good compass.
Lighting: Heavy duty 12v lighting from Battery charged from dynamo on engine, giving Compass light, Navigation lights, two lights main cabin, one light galley, toilet light, fo'c's'le light. Point provided for Aldis signal lamp.
Keel: Fin Keel with Lead Ballast of two tons fixed with Gunmetal Keel Bolts in excellent condition.
General Information: This craft is a pretty little ship of some character with a canoe stern and small cockpit area particularly suitable for heavy weather passages. She behaves well in any sort of blow and is a good sea boat.
Asking price: ABOUT £3,750.
R.K. Shephard, "Windward", Charleton Way, West Charleton, Kingsbridge, South Devon.

FOR SALE PINTAIL - Gunter yawl., 24' x 6'3" x 3'3". Clinker built, Sound. 3-4 berth, 7 h.p. Austin Engine, overhauled last year. Comprehensive inventory of sails, all in good condition. Lying River Hamble, £450. E.G. Hann, 'Stakes Mere', Oakhill, Bursledon, Hants. Tel: Bursledon 2453.

FOR SALE IRENE - Southend beach boat, complete and original with all gear. Good terylene sails including silver century plus long shaft outboard. Built 1952 by Peters, Southend. 22' x 8'6" x 1'3" (centreplate up). Varnished wych elm on japanese oak, £450. J.A. Essam, 1 Roding Close, Great Wakering, Essex.

FOR SALE Gaff-cutter. 26 ft. pitch pine on oak. Copper and bronze fastened. Lead keel, 4 berth. Terylenes including top-sail. 8 h.p. Stuart. Roller Reefing on main and jib. All terylene ropes. Anchor chain. Echo-sounder. All excellent condition. One Owner last six years - £1200. Mervyn Joy, 54 Forest Road, Fishponds, Bristol, Tel: Bristol 652238.

FOR SALE Large size Reflex diesel cabin heater (less drip feed), stainless steel case and top fiddle rail, good condition £15.

Bowman Heat Exchanger suit P.4/P.6 or similar size diesel engine, as new, £25.

Several gallons of strong cuprious Oxide red anti-fouling, very, very effective ! £6 gall.

Les Windley, Marguerite T, The Folly Inn, Whippingham, Isle of Wight.

WANTED By enthusiastic muscular young couple with several years to spare but little money, 45 ft. Bristol Channel Pilot Cutter or similar, aged or infirm old gaffer, reasonable price or maybe part-exchange our present well-appointed Motor Cruiser home, moored on the Medina River.

Contact Mr. D. Burns, M.V. Wanganui, The Folly Inn, Whippingham, Isle of Wight.

FOR SALE Cotton Mainsail, White
Luff 13 ft. Foot, 12 ft.
Head 10 ft. Leech 21.5 ft.

Not rotten, just too small.

Also Topsail, cotton, red.

Luff 11.5 ft.

Foot 9 ft.

Head 8 ft.

+ 13 ft. aluminium spar.

£15 the lot.

Contact Rob Williamson.
11 Seaview Avenue,
West Mersea,
Colchester
Essex.

CREW AVAILABLE Young Man, early 20's, working for Yacht Chandlers. Some sailing experience, very keen, based in London, willing to travel to South or East Coast. Please ring 01-267-1952 - DAY

01-65-28164 - EVENING

Ask for John Pavey.

The following letter has been received and is re-printed in its entirety:

Dear Sir,

I own a lovely old 1908 cutter, and I am forced to sell against my wishes as it needs work doing to the hull, and this I can no longer do due to disablement, and no one to do it for me. All above decks is approx. 1908 but the fish hold is a galley, and an engine has been fitted at some time, plus sleeping, W.C. etc., all down below.

I am given to understand she's the last afloat in the British Isles, if not in the world. I love my old boat, all 44 ft. of her, but have no money to spend, so I need a good home for her. Can you help? Do you know of anyone to buy my "Sallie" M.N. 39. She has been racing at some time, and I am given to understand won, to the disgust of some new boat owners, but she will die if some one doesn't do something soon.

She is at Whitby, Yorks, and if you or any one is interested, you can get in touch with me, or the person looking after her:

Mr. Walter Douglas,
34 St. Mary's Crescent,
Whitby, Yorks.

I could sell her to a person but I know what he wants her for, and I wish an owner who could be proud of her, as I am sure all old ship owners are.

Could you let me know as soon as possible as time is pressing.

Yours truly,

O. Ingham
17 Winchester Road,
Blaby
Leicester. Tel: 772725

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