

OLD GAFFERS ASSOCIATION

NEWSLETTER 1972/3

First, a welcome to the following new members:

W.H. Batten, Church Farm, Ryde Intinseca, Yetminster, Dorset.
Dyarchy
Robert R. Bonnet, 1817 Yosemite Road, Berkeley, California 94707,
U.S.A.
R.B. Brewer, 31 Kellett Road, Hill Lane, Southampton SO2 7QT.
White Moth
R.J. Cole, Ashdene, 14 The Avenue, Danbury, Essex.
John Dory
R.T. Donohue, Blacksmiths Corner, Lower Layham, Hadleigh,
Suffolk. Gauntlet
David Fullagar, 954 Golden Way, Los Altos, California 94022,
U.S.A. Lille Dansker
D.P. Heather-Hayes, 11 Church Street, Bladon, Oxfordshire.
Acushla
R.H. Jefferson, 58 Denbigh Street, London, S.W.1.
J.L. King, 18 Summer Avenue, East Molesey, Surrey.
Sanderling
J. Milton, Wickham Barn, Wickham Bishops, Essex.
Sea Lavender
R.T. Morris, 34 Thurlow Gardens, Hainault, Ilford, Essex.
Tessa
J.C. Palmer, Broadway, Apuldram Lane, Chichester, Sussex.
Picarini
K.C.H. Peacock, 59 Wool Grove, Andover, Hants.
Radium
J.B. Slocombe, 12 Bath Road, Worthing, Sussex.
Siskin
J.C. Stansell, 4 Eton Grove, London, S.E.3.
Ark of Connemara
G. Stevens, Wildwood House, Baughurst, Basingstoke, Hants.
Theresa
W. Ansel Tuthill, 46 Sheppard Street, Westhampton Beach,
New York 11978, U.S.A.
T.I. Vincett, 30 Crowthers Hill, Dartmouth, Devon.
Elizabeth Mary
A.R. Walker, 10 Ambledale, Sarisbury Green, Southampton.
H. Wilson, 3 Regis Court, Melcombe Place, London, N.W.1.
Ferryman
C. Yandle, Northbrook, Starcross, Exeter, Devon.
Valuna
P.B. Yearsley, 78 Micheldever Road, London, S.E.12.
Mowi

DIARY DATES

Saturday 11th November Social evening at Maldon Little Ship Club, 7 p.m. onwards. Buffet probably 30p. No need to book - just come.

Friday 24th November Solent A.G.M., Emsworth Slipper Club; bar open 18.30. Please use booking form on page 3.

Saturday 13th January Annual General Meeting, in London, venue to be announced in next newsletter, or ring Michael Millar (01-935 9300) after 1st December.

LITTLE SHIP CLUB JOURNALS Mrs. Ann Roest, of Endways, Copthall Close, Chalfont St. Peter, Bucks, (Gerrards Cross 85717) has written to us mentioning that the Roests inherited a complete set of the Little Ship Club Journals 1927 to 1938 (i.e. from number One onwards). Quite by chance they came across several articles about 'Saltair', which Mr. Roest owns jointly with Derek Baker. If any member of the O.G.A. would like to search this set for references to their own craft, Mrs. Roest says they are welcome, but be warned - there is no index. The O.G.A. is grateful for this very sporting offer.

DEADEYES, 5" x 4". One dozen found in house bought from a veteran of square-rigged sailing ships. Available free of charge to anyone who can use them. Please apply to: B. McCarthy, 128 Grove Road, Wallasey, Cheshire. L45 0JF.

FOR SALE

CANDIDE 17' x 6' x 3'9". Built 1935, Pitch pine on oak, lead keel. 2 berths, calor gas cooker, 2 burners & grill (new 1972). Good cruising inventory. Tanned flax mainsail, terylene jib & genoa. All running rigging renewed over last 2 years. Standing rigging & spars in v.g. order. Seagull Century + engine, new 1971. Ideal first cruising boat. Good sailing performance - winner 1972 E.C. Race. Lying East Coast. £475 o.n.o.
Anthea Phelps, Timbercot, Waterside, Bradwell-on-Sea, Essex.
Bradwell 263

DOROTHEA 27'6" x 26' x 8'6" x 6'. Built Thomas of Falmouth, 1909. Pitch-pine on oak, teak trim. Iron Keel. Lying Itchenor. 20 years with present owner. J. Norbury, Jacquets, West Chiltington Common, Pulborough. W. Chiltington 2159.

MAC-MOVING DAY

As the Scarlett family will be leaving Maldon on 23rd October, please do not send any letters to arrive at Fambridge Road after that date.

General or Solent queries may be sent to Michael Millar, 107 Baker Street, London W1M 1FE,

Financial queries to Tom Cook, 3/5 Silent Street, Ipswich, Suffolk,

East Coast Party queries to Ian Edmond, 3 Hillside, Market Hill, Maldon.

For once, we thought that we had got everything right. The number of entries, although slightly down on last year, was still well up in the fifties; the weather for the previous couple of days had been moderate, though easterlies had made it trying for the Dartmouth contingent to get to the Solent; the weather on the morning of the Race was sunny and reasonably warm; and the wind was NNW with the Met Office promising it to stay about there at strength 3 to 5.

After considerable guessing at where the Hamble Scramble (120 boat race from the Hamble to Yarmouth via Heaven knows where to create some windward legs in their course) might be sent, the R.C.Y.C. Race Officer, in the person of Bill Thornback the Secretary, set our course as: Line, to East Lepe, to South Bramble, to East Bramble, to Line, twice round; about 20 miles in all. The fact that the code letters designating this course made a somewhat rude combination brought some ribald comments from passers-by on the Cowes Esplanade, but the course itself was admirable for Old Gaffers, involving no beating except one odd tack to the first mark - providing the wind held.

Your Hon.Sec. was in his usual pre-Race flap, this time intensified by the fact that two late entries, both newcomers to the OGA scene, were too big to have their T(H)CF's worked out with the aid of John Scarlett's admirable computer-calculated graphs; John himself was not present, being in the throes of moving house to Scotland; Gerry Hann, the official Handicapper, having coped with the rest of the fleet over the telephone, had now disappeared on a business trip (much to his own disgust). Maurice Bailey, who had come over with his son Bob to help as best they may, and had brought with him an electronic calculator to this end, was foiled by not knowing the T(H)CF formula. A telephone call to Alec and Kate Rangabe the night before had confirmed that they were coming over, and would do our sums for us, but they too had been unable to find their copy of the formula; so we were all very worried until a copy was borrowed locally, and Alec and Maurice disappeared to work it all out.

The handicapping worry was pertinent as one of the two late entries concerned was Cynara; not the Cynara we all know, owned by Basil Heather, but which had not been entered this year; but a great 95-foot giant of a ketch, whose 100 foot topmast head towered over the Cowes-Southampton ferry, and which dominated the fleet, and, in the event, led it by a considerable margin. When our boffins came up with her T(H)CF (after one of two misfires - the figure ten point something was mentioned at one stage) as somewhere around 1.5, it was apparent that she would require a very considerable lead over some of the smaller fry in order to save her time.

To your scribe, the Start is but a hazy memory. Trying to identify and tick off the boats which were there, watching out for untoward incidents, watching the chronometer and calling out the seconds to the bombardier and yeoman, and at the same time admiring the sight of some fifty Old Gaffers jostling for position, dominated by the white sails of the yacht Cynara, and the brown sails of the Brixham Trawler Provident - all this caused too much of a mental blockage to give a coherent commentary on the sequence of starting. Apart from anything else, it was also necessary to keep a close watch on the tail-enders, in order to check who qualified for the Anchor Trophy for the last to start - and still finish; for this exercise, it was nice to know that Fred Hillier was keeping a duplicate check at the other end of the starting line! The Start was timed at about slack water, but the growing flood, even though it was a neap, soon played havoc with those who were late to the line, as well as some who had been forced to bear away and then tack through being blanketed by the bigger boats, especially as the wind started to back from its promised NNW to NW, then later right round to West. More than one boat spent its morning tacking the full width of the Solent and back to Cowes each time.

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To: M. D. Millar, 107, Baker Street, London, W1M 1FE.

I hope to attend the Solent Area A.G.M. and Social Evening at the Emsworth Slipper Sailing Club on Friday 24th November, 1972.

Please ask Fred to allow Soup and Bangers for bodies.

NAME..... BOAT.....

ADDRESS.....

.....

..... Tel No:.....

PLEASE get this form to Michael Millar by Tuesday 21st November AT THE LATEST, or he won't be able to tell Fred how many bangers to buy!

Soon the leaders came back into the view of those watching from the R.C.Y.C., and whose view of the East Lepe area is blanketed by the RYS Castle. First Cynara then a long pause; then a steady procession, not all of whom were recognisable at that distance; but it was noticeable that the big and little 'uns were all mixed up together. They were all running with everything set, and quite a lot more hung up as well, and though a few may not approve of Old Gaffers racing with modern spinnakers, it all makes a very jolly sight! As the fleet, now well strung out, descended upon East Bramble buoy, it became increasingly difficult to sort them out from the Hamble Scramblers who were also milling around in that vicinity, especially after our boats had rounded that lee mark, and were heading back towards us.

However, Cynara was unmistakable owing to her size, and there she was, forty minutes ahead of the next boat, with the wind now due west, and getting lighter every minute. The weather was now overcast and gloomy - almost threatening; was it going to blow up into a storm like 1970 ?, or to get even calmer like 1971 ? Ought we to shorten course to one lap ? If so, we had to do it before Cynara reached the line; once we let her through, we were committed to the second lap, in which case, would we get enough boats finishing to make a race of it ? After all, there were still quite a number of boats not round the East Lepe for the first time, and the tide had a lot of flood in it yet; but - there were still five and a half hours to opening time...! However, the wind seemed to pick up a bit and veer a little at the critical moment, so we decided to let Cynara through, but to time all boats on the first lap in case we had to declare results on those times if too many boats failed to get round again. In the event, we need not have worried, as 37 boats completed the second lap, even if Seaway, in qualifying for the Laggards Ladle, did cut it a bit fine. We have listed these first round times with the final results, as it interesting to see how boats changed places between the laps, nearly all due to their varying ability to beat to windward over a foul tide.

At long last, we can congratulate ALL entrants on being recognisable! Even though one or two had not read their sailing instructions sufficiently thoroughly to haul down their ensignes before the Start, a quiet word from Fred Hillier from the far end of the starting line was sufficient to make them comply. Most boats had their numbers well displayed, but even the smallest entrants waved vast placards at us as they crossed the Line, which gave instant recognition; the only mystery was where they kept the hoardings during the rest of the Race! Well done all of you !

Although the entry in the new Class III was small, it was gratifying to have two finishers in this Class; Mr Slocombe particularly is to be congratulated on sailing Siskin so far up in the fleet as to beat them all on corrected time; he was so far ahead of Alan, that Mr Lane was unaware that there was another Class III boat ahead of him, and was greatly chagrined to read the results! Ron Poulton sailed Firefly well to gain the Channel Cup, despite having hung about at the start waiting for a non-existent one-minute gun! And we are pleased to report that Chris Waddington really did win the Le Havre Plate this year, as no one has complained of faulty arithmetic in Saari's corrected time.

Speaking of Arithmetic, thanks must be given to Maurice Bailey, not only for producing an Electrical Machine for the calculation of the results, but also for sitting down and doing the work himself. However, the machine worked so fast that he was able to leave the Clubhouse where the mains were, from time to time, come down to the finishing line and watch a few boats coming in, collect their result cards, stroll back up the lawn, work out that batch, and still have time in hand.

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BOOKING FORM FOR THE SOLENT AREA A.G.M. IS BEHIND THIS. PLEASE USE IT !

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ADVERTISEMENT

=====: MUD BERTHS AVAILABLE on Upper Crouch. A secluded and quiet creek, well protected both from weather and vandal hazards. Fresh water and scrubbing blocks available; also conversation and help with boat repair, construction, &c. Boat fanatics interested in these ideal winter berths which are about ten bob a week should telephone 01-531 3359 for further details.

WILLIAM & EMILY (also known as ODD TIMES). 15ft Essex Oyster Smack. Built 1886 at Tollesbury. Fully converted to sleep 6 (plus 2 optional extras). 3-cyl Gardener diesel. Main, staysail, storm jib in heavy tan cotton; working jib in tan terylene 2-burner Primus. £2,500 ono. Owner off to New Zealand, so contact K. Moscrop, Mole End, Chipping Hill, Witham, Essex; tel: Witham 3694.

So, to the Party. There seemed to be more people than ever before around the Royal Corinthian bar that evening, and the decibel level higher than one can recall. A tentative approach to Bill Thornback as to whether, possibly, we might be overdoing it, brought the beaming response that this was the best Old Gaffers evening yet! The thanks of all must go to Bill and his staff for coping so well. The fact that the supper was not ready until 8 o'clock, when we had advertised it for 6.30, was due to a breakdown in communication with the chef, for which we apologise; we will do better next year!

We were very pleased to have our senior Elder Gaffer with us for the Party, and grateful that he allowed us to persuade his wife to give away the prizes; thank you Mrs Clarke! Equally we were disappointed that Mike Richardson was unable to be present to receive his Elder Gaffer's flag....perhaps at the A.G.M.?

It was pleasant, for once, to have all the Trophy winners present, so that they could receive them in person, apart from the risk of sending some of the more delicate Trophies through the post. We appear to have made only one mistake this year (one day we will get them all right), in that we gave the fourth prize in Class I to Velsia instead of Valerie, due no doubt to the alcoholic haze which pervaded the atmosphere; this has now been put right, and we apologise to messrs Cox and Ellis for the mistake. The full list of prize winners is as follows:-

The Channel Cup	FIREFLY	R. Poulton
The Dead-Eye Trophy	CYNARA	W. Eve
The Le Havre Plate	SAARI	C. M. Waddington
The Emsworth Cleat	SKIPJACK	A. H. J. Davis
The Channel Plate	ISEULT	R. Wallace
The Quiver Trophy	SISKIN	J. B. Slocombe
The Anchor Trophy	SIMBA	P. D. Blackman
The Laggards Ladle	SEAWAY	L. S. Bowen
The C.H.Paxton Memorial	GAIVOTA	R. Francis
The Pitchfork	TERN	J. McKillop

	2nd		3rd		4th	
Class I	GAIVOTA	R. Francis	DREVA	J.B.Pot	VALERIE	A.J.Ellis
Class IIA	BETTY	J. Richardson	WHITE MOTH	R.D.Brewer	LADYBELLE	S.Melrose
Class IIB	PAGUERA	D.Ettling	NORWIC	D.Roper	TERN	J.McKillop
Class III	ALAN	R.Lane	(only 2 finished)			

NOTICE The Solent Area Annual General Meeting will be held at the Emsworth Slipper Sailing Club, South Street, Emsworth on FRIDAY 24th NOVEMBER at 2000hrs. The bar will be open from 1830, and the business part of the meeting will be kept as brief as possible. Members having matters of importance which they wish to raise at the meeting are asked to notify the Hon. Secretary in advance, so that he can arrange the agenda to include them. All members intending to come are urged to notify numbers on the booking form provided in order to facilitate catering.

CHRISTMAS PRESENTS Set of six tot glasses plus small water jug, all emblazoned with the O.G.A. burgee £2.00 the set, plus 25p postage. Apply F.W.Hillier, at 17, Queen Street, Emsworth, Hants. Allow him a couple of weeks to stick the burgees on.

Burgee transfers to stick on your own glasses (like the ones on the finishers' beer mugs): Michael Millar now has an ample stock, and is selling them at 5p for two, sold in pairs, plus 3p postage per order. Apply 107, Baker Street, London, W1M 1FE, or to Fred Hillier at Emsworth.

ADVERTISEMENT: UNDINE 35ft x 7ft 6in x 5ft 6in Gaff Cutter. Built Menai Bridge in 1889; rebuilt 1947. Rig and sails new 1971. 4 berths. W.C. Stuart 8. Dinghy. Lying River Stour, Essex. £1250. Dr N.D.T.Temple, 24 Cornwallis Avenue, Clifton, Bristol 8. Tel: Bristol 298841.

MEROPE II. Hillyard 1932. 30ft x 9ft x 4½ft. Pitch pine on oak. 6 berths in 3 cabins. Thorny croft gives 6 knots. D.F. Echo. Blake. J. Greentree, Lansdown, Stein Road, Southbourne, Hants, wants £2,800.

DOROTHEA: 27½ft x 26ft x 8½ft x 6ft. Built Thomas of Falmouth 1909. 6 hp Pet/Par Kelvin. Lying Itchenor, Chichester Harbour. Apply: J.C.Norbury, Jacquets, West Chiltington Common, Pulborough, Sussex. Tel: W.Chiltington 2159.

RESULTS OF THE 1972 SOLENT OLD GAFFERS RACE

		TIME OF START: 1030			Posn.		Time		CLASS
FINAL		CORRECTED	over	Finish	1st	1st	1st	1st	
POSN.		TIME	Line	Time	Round	Round	Round	Round	
1	SISKIN	4 29 58	6	15 47 37	2	12 58 58			III B
2	ISEULT	4 44 52	12	16 02 48	11	13 26 13			II B
3	FIREFL	4 45 22	7	15 48 30	8	13 11 50			II A
4	PAGUERA	4 45 28	2	15 39 57	4	13 04 17			II B
5	SKIPJACK	4 51 49	4	15 45 29	6	13 06 17			II A
6	BETTY	4 55 49	9	15 51 32	5	13 05 01			II A
7	ALAN	4 59 51	13	16 06 54	14	13 39 04			III B
8	WHITE MOTH	5 01 42	5	15 45 55	7	13 08 59			II B
9	NORWIC	5 01 45	14	16 07 09	12	13 31 10			II B
10	TERN	5 07 16	3	15 45 09	3	12 59 27			II A
11	SAARI	5 17 38	10	16 00 32	13	13 34 02			I A
12	LADYBELLE	5 31 03	17	16 31 48	16	13 52 29			II A
13	CAIVOTA	5 31 36	6	15 48 38	10	13 24 51			I B
14	NGATAKI	5 41 57	22	17 01 42	20	14 09 40			II A
15	ROSABEL	5 44 46	26	17 13 42	22	14 18 13			II B
16	DREVA	5 46 21	16	16 20 33	17	13 59 18			I B
17	SIMBA	5 48 15	30	17 24 35	31	14 39 23			II B
18	VALERIE	6 04 01	18	16 39 34	21	14 15 00			I A
19	VELSIA	6 04 34	20	16 42 01	19	14 03 30			I A
20	EQUINOXE	6 08 41	11	16 02 09	9	13 17 03			I B
21	ONWARD of ITO	6 09 50	32	17 28 22	30	14 38 03			II B
22	FERRYMAN	6 11 37	34	17 50 50	35	14 50 33			II B
23	CARN DHU	6 16 20	29	17 21 18	26	14 30 26			II B
24	REYMERSWALE	6 18 29	15	16 18 50	15	13 46 12			I B
25	MORNING STAR	6 19 20	35	17 51 05	36	14 53 26			II A
26	RICHARD DAVEY	6 21 31	36	17 53 51	32	14 46 40			I A
27	CYNARA	6 30 37	1	14 39 55	1	12 14 12			I B
28	SEA BREEZE	6 31 35	33	17 43 39	29	14 36 59			II A
29	PEGGY H	6 32 34	25	17 12 13	33	14 47 41			I A
(	SOPHIE	6 39 52	31	17 27 50	28	14 35 12			I A)
30	MELMORE	6 51 04	23	17 07 10	25	14 28 41			I B
31	MARGUERITE T	6 51 22	19	16 40 57	23	14 18 28			I A
32	SEAWAY	6 57 35	37	17 56 37	38	15 08 30			II B
33	ISEULT	7 22 53	24	17 10 48	24	14 19 19			I A
34	NELL	7 47 44	21	16 44 11	18	14 00 55			I A
35	REGARD	7 51 23	27	17 15 36	34	14 47 54			I B
36	PROVIDENT	8 30 00	28	17 18 00	27	14 33 52			I B
<u>AFTER TIME LIMIT</u>									
	ACUSHLA		38	18 13 30	39	15 10 04			
<u>DID NOT FINISH SECOND ROUND</u>									
	ORINETTE				37	15 02 19			
	KIRSTY				40	15 10 29			
	MARIHONA				41	15 30 43			
	DUSKY MAID				42	15 33 15			
	MINA				43	15 36 48			
	THERESA				44	18 06 00 !			

DID NOT FINISH FIRST ROUND or DID NOT START

ALICIA, BRIES, BUNNY, CATRIONA, CUTLASS, ELIZABETH MARY, FANCY, MARIAN,
OLIVE MARY, REDSHANK, SANDERLING, SEA FEVER, STORM, TANGO.

Michael Millar wishes to apologise to any member who may have written to him and has not received a reply when one was called for. The correspondence connected with this year's Race has been treble that received in previous years, and there are just not enough hours in the day.... He also apologises for shortcomings in the typing of these pages connected with the Solent Race, most of which has been done between the hours of 11 pm and 1 am; also his typewriter seems to attack the duplicating stencils rather savagely, resulting in whole letters being cut out.

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70b Fambridge Road,
Maldon, Essex.

* STOP PRESS *

* CORRECTION *

* SOLENT AREA A.G.M. 10th NOVEMBER. *