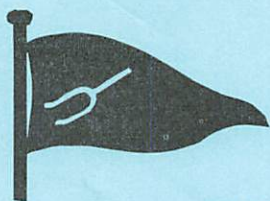


1980/1



Old Gaffers Association Newsletter



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Braeside, 2, Greenbank St., Galashiels,
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OLD GAFFERS ASSOCIATION

NEWSLETTER No. 1980/1

DIARY DATES

- JUNE Sat 7 - Sun 8 Ditchcrawlers Rally, Wootton Creek - See Solent Notes
Sat 7 - Sun 8 CLYDE Area Race. Details from Clyde Area Secretary.
Fri 13 Evening race at MYLOR Yacht Club. Details from Cornwall Area Secretary.
Sat 14 Rally at FOWEY. Details from Cornwall Area Secretary.
Sat 21 Rally at Stone Point, WALTON BACKWATERS. See East Coast Notes.
Sat 28 CORNWALL Area Race. See Cornwall Area Notes.
Sun 29 Seamanship trial in River FAL.
- JULY Sat 12 - Wed 16 Freunde des Gaffelrigs. Anchor in Schleimunde/Ostsee, 1400 hrs. Details from: Bernd Peschka, Semperstrasse 60, 2000 Hamburg 60.
Fri 18 Evening race at MYLOR Yacht Club.
Sat 19 EAST COAST Area Race, 0800. See East Coast Notes.
Sat 19 SOUTH WEST Area Race, 1100. Start Bay. Details from South West Area Secretary. Entry Fee £2, Supper £3.
Wed 30 -
- AUG. Sun 3 FRENCH Old Gaffers Race, BREST. See later in issue.
Sat 2 SWALE Gaffers Race. Details from G. Firth Clark, 2 Cherry Orchard, Chestfield, Whitstable, Kent.
Sun 3 NORTH EAST Area Race, 1000, Amble. Entry Fee £1.50. Details from North East Area Secretary.
Fri 8 Evening race at MYLOR Yacht Club.
Mon 18 - Sun 24 DRAKE 400. Details from Mike Shaw, Sam Poole. See later in issue.
Sun 24 DARTMOUTH Regatta Race. Entry Fee £1. Details from South West Area Secretary.
Sun 31 BRIGHTON Old Gaffers Rally. See later in issue.
- SEPT. Sat 6 SOLENT Area Race. See later in issue.
Sat 6 Rally at ST. MAWES. Details from Harry F. Aitken, 21 St. Peters Way, Porthleven, Helston, Cornwall. Tel: 03265 3728.

An updated list of area secretaries and representatives will appear later in the issue. (Page 17)

We were pleased to receive this letter from Richard Songer, Saltash:

'How nice to daydream about water and rudders and hot deck planking in front of a fire and write out a subscription to the O.G.A. Full of anticipation for the big envelopes and exciting doings of the fleets in the coming year - thanks to your efforts. Haven't yet found another boat, when I do it will be what I can really afford, i.e. an open drop or centre plate day boat, but the banner it will carry has a strange device.

Any extra over the current sub is for your typewriter fund or whatever you need soonest.'

Which leads us nicely to a reminder to those who have not yet paid their SUBSCRIPTIONS. Thanks to all members who paid their subscriptions early. Would those who haven't please note that they are now three months overdue. We apologise if you have

received a reminder and your bankers' order is in force. Please let us know if this has happened.

Unfortunately we shall have no option but to delete those members who have not paid before the next newsletter.

We have a few queries over paid subscriptions, mainly from members' firms; could you please inform us if any of the following is from you?

Auto Marine Ent; Cabana E G North; Int Sailing Craft;
Speedwell Yachts.

Due to large membership we don't know which Brown, B. is represented by Brown B. & P.A. Could M. Henderson of Aberdeen confirm that his bankers order is the one from P.D. & S.M. Henderson?

Finally, J.F. Wollaston of Nuada is fully paid up, but is not known at the last address that we have for him. Can anybody help?

COVER PICTURE - MARTLET (692)

Lloyds Register shows: O. No. 162013 Martlet Aux Gaff Cutter.
Port of Registration Brixham, Home Port Plymouth.
Reg. & Nett Ton 5.55 Length 27.0'
Gross 6.86 Breadth 8.7' Sail Area 478
T.M. 7 Depth 5.8'

Built and designed by J.W. & A. Upham at Brixham 1936
Paraffin Motor 2 cylinders $3\frac{1}{2}$ " x $2\frac{1}{2}$ " Thornycroft

The entries in the Certificate of British Registry are:

2nd July 1936	William Thomas Latham of 74 Green Lane, Coventry in the County of Warwick, Gentleman.
19th May 1938	John Laurence Westmacott of Maidenstone Heath, Bursledon in the County of Hampshire - Mining Engineer Retired.
6th April 1956	Percy Fitzgerald Foley, C.B.E., of Beadonwood, Salcombe in the County of Devon, Brigadier (retired) H.M. Army.
30th March 1960	Roger Timothy Haynes Heeley, Chartered Auctioneer and Adrienne Ann Heeley, Housewife, of Lower Lodge, Newnham, Plympton in the County of Devon.
20th June 1960	Lieutenant-Commander Edward Michael Shaw, Royal Indian Navy, Retired, of Downderry Lodge, Downderry, Torpoint in the County of Cornwall.

So much for the official records!

The Oxford Concise Dictionary gives: Martlet Swift (heraldic) legless bird.

I have tried but without success to get line drawings, sail plans etc. from Mr. S. Upham who is now retired, but Mr. J. Lamswood who still works in the Yard tells me that Martlet was one of six yachts built and were known as Torbay Quay Punts. He also told me that he worked on all six having started his apprenticeship in 1934, and his introduction to the adze was to trim the bevels on a set of frames.

She is built of pitch pine planking on oak frames and has mahogany superstructure. In the main saloon there is six feet head room In the focsle are two pipe cots, with stowage for

ropes, fenders and sails. Then to port is the galley with a primus in gimbals and to starboard the heads - baby Blake plus wash basin. In the main saloon are two settee berths which convert to (very comfortable) root berths when under way. Under the berths is spacious stowage and the saloon table has a neat rack under for essential liquids. In the cockpit for'd on each side are 20 gallon galvanised fresh water tanks which are interconnected and this gives a gravity feed to the galley. You turn on the tap just like home! Under the cockpit deck is the original Handy Billy petrol/paraffin engine.

I know nothing about Martlet's original owner, but John Laurence Westmacott was a very well known cruising yachtsman and I have been in contact with his son who told me that Martlet was laid up during the war, and was one of the first yachts to visit Alderney after the war. Martlet cruised extensively on the Brittany Coast and went round to Belle Isle.

Brigadier Foley I knew. When he owned Martlet he was Vice Commodore of the Island Cruising Club at Salcombe, and he cruised as far as Vigo in the South and Southern Ireland in the West. In fact the Foleys settled finally in Baltimore.

The Heeleys only had Martlet for three months and Martlet found they were not her kind of owners.

So now to the present owner! And I have been that for nearly twenty years. Over such a period I have become very attached to Martlet. She is a great family boat and I know she has taught my three children (now 37, 35 and 31) a lot they would never have learnt on dry land. I must add that I have learnt a lot too!

In the first year - with my then young crew, we went West to Newlyn and East to Dartmouth. During the winters that followed, Sundays out from school were often spent scraping or sanding and one year we humped out the ton and a quarter of internal pig iron ballast and put it all back.

My wife who is really far more interested in her garden, put up with all this and when we were cruising did wonders in the food line with a Primus.

We made the Isles of Scilly one year and having sheltered there from a gale, had to motor all the way back to Plymouth, and the old Handy Billy ran continuously for 25 hours. Another year we visited Guernsey, Jersey and St. Malo and then because of bad weather (and my leave had run out) we had to leave Martlet in Guernsey and fly home...

Martlet's sails when I had her first were all canvas, with one exception. This was an old light cotton spinnaker/Genoa. It had been white, but was no longer an advertisement for Persil, and was affectionately known as 'old dirty'. It did us well for a time but was ageing rapidly and one day I set 'old dirty' as a spinnaker in about force 2 and it must have gusted up a bit; there was a tearing noise followed by a loud cheer and that was the end of 'old dirty'.

In 1965 some friends took Martlet up to Newhaven. I then took her via Dover and Ostend to Dordrecht and back to Dover. We did three countries in one day! I then spent three highly organised weekends (cars, trains and boats) in getting Martlet back to her home port. During the week the wind would blow from the North East, but on Friday THE LAW came into operation and the wind went round to the South West and remained there until Monday.

A few years ago I had the keel bolts checked. When I went down and saw the shipwright who had done the job, he told me that they were worn and said 'They was $\frac{3}{4}$ inch bolts but everything's gone metric now so I've put back 13/16 inch bolts.'

In recent years Martlet has been seen in the events of the South West Area of the Old Gaffers Association and at Bucktrout Rallies and at St. Malo (never to be forgotten). By the way, Martlet and Wilful (Jonathan Ward-Hayne) were the only old gaffers to escort the Royal Yacht up to St. Peter Port.

Martlet has a self draining cockpit, at least that is what it is supposed to be! While in St. Malo we tried to return some of the most generous hospitality of our wonderful French friends. I don't know how many were on board - I know there weren't enough glasses (or life-jackets) for all of them, but most of them were aft (where the bar was) and fortunately someone was sober enough to notice that the cockpit had reversed its role and was self-filling. Disaster was averted.

Sadly now the time has come when Martlet and I must part. I hope the next owner will get as much fun and joy in her over the next twenty years as I have done in the past, and that he will become as fond of her as I am.

(Martlet may be the only boat under the O.G.A. burgee which has also flown the burgee and defaced blue ensign of the Royal Bombay Yacht Club.)

ANNUAL GENERAL MEETING

The Annual General Meeting was held on Saturday, January 12th at 5 p.m., at the Cruising Association Rooms, St. Katherine's Dock, London. About forty members and members of their families attended. Apologies for absence had been received from Alan Armstrong, Chris Waddington, Les Windley, and Graham and Anthea Balmford.

The President, Michael Millar, took the chair, and opened the meeting by welcoming all members with a comment on the distances travelled by some of the members who were present. He mentioned the past year's sailing programme, and said that to his regret he had been able to attend only the East Coast and Solent Races, but that he hoped to be able to visit more events in 1980, and left it to the Secretary to give details of the year's programme.

The President then went on to comment on an aspect of the Association's activities which was causing him some concern, pointing out that some 6 or 7 years ago it had been agreed that each Area should appoint an Area Newsletter correspondent who would undertake to keep the Association Secretary advised of all activities concerning gaffers in his area. Michael stressed that this meant all activities, such as which boats had changed hands, etc., and not just notes on any major races or rallies. He suggested that this was a splendid idea in theory, but that in practice it had simply not happened, and he urged all areas to think about the appointment of correspondents.

He then went on to stress that our aim is to have one Association, and not a collection of unlinked areas each sending out mailings to the members in that area. He pointed out that there can be no knowing who is going to sail where and when, and that all our events are supposed to be for all members of

the Association, which he emphasised includes our French friends, who are obliged by French law to have an organisation of their own based in France, but are nevertheless part of the O.G.A. He pointed out that it is necessary to have local people to arrange and run the events in the local areas, but that it is essential that everybody bears in mind that the work is for the Association as a whole, and not just for the members in that area.

The Secretary then presented his report on 1979 (draft follows these minutes) the adoption of which was proposed by Ian Edmond and seconded by Mike Shaw, and carried nem con. The President asked for the thanks of the members present to the Secretary for the work he did, saying (quite wrongly!) that as President he did not have to do any work because the Secretary did it for him.

The Secretary added to his prepared report the fact that shortly before the meeting he had received a letter from a new member who had offered to be our North West Wales Area Secretary, and that immediately prior to the meeting David Cade had offered to run a Cinque Ports Area. The Secretary also read out the list of events known to be planned for 1980. (See Diary Dates, page 1.)

The accounts and Treasurer's report on 1979 were then presented by Len Warren. One member queried the very low sum listed as travelling expenses, and it was urged that Officers of the Association who travel to meetings etc. should claim their reasonable travelling expenses. The Rally loss in the accounts was queried, and it was explained that this was an accounting 'hangover' from the last Bucktrout Rally. The adoption of the accounts and Treasurer's report was proposed by Ian Edmond, seconded by Harry Aitken and carried nem con.

Ian Edmond then proposed that the customary Secretary's honorarium should be paid. This was seconded by Mr. Chandler, and carried nem con.

The change to Rule 10, to bring our accounting date forward from 31st December to 31st October was formally presented to the meeting and approved.

The next item was the announcement of the awards for Newsletter articles, which were:

J.H. Loose, for his account of Amity; with an 'honorable mention' for C.R.H. Temple's account of Undine.

H.H. Linnekamp, for his account of his building of the steel schooner Santa Dymphna.

R.H. Dawson, for his account of Iseult in the Round the Island Race, with 'honorable mention' of Mr. Jefferson's account of Patsy's visit to St. Malo.

Mrs. S. Windley, for her account of Marguerite T's winter in Madeira.

J. Ward-Hayne, for his article 'Why does it always happen to me'.

The prize for the best Limerick was awarded to Mrs. M. Crick for her excessive use of eights, for which the customary bottle of Irish Whiskey was handed to a friend who promised to deliver it. A special award of an R.N.L.I. doll and a calendar was then presented to Miss Kathryn Crook, who at the age of 8 had been our youngest Limerick contributor.

The Secretary commented that he had been particularly pleased to receive this limerick because he had always regarded the Association and its Newsletter as being for the whole family and here was proof that other, younger members were taking their part.

Mr. S. Bayliss queried whether it would be possible to have a list of members and their boats, similar to the list published annually by the Cruising Association. The Secretary explained that full membership lists were not published annually because of the rate at which the membership changed, but that it was hoped to produce a proper listing of boats owned, with details of size, type, etc., and names and addresses of owners. However, this listing was currently held up pending receipt of more details of the boats. Mr. Bayliss suggested that a published list could be of great value in contacting members who sailed particular types of craft. The Secretary pointed out that this was a service the Association had always offered, and that anybody requiring information on members living in specific areas, or owning particular types of boats should apply to the Secretary, and an up to date list could be supplied from the master card index, but not necessarily by return of post! Ian Edmond queried the security of Association records if all the material information is held in master card indexes, and the Secretary said that he was well aware of the security problem, and did in fact keep some material in his desk at work as a safeguard, but that complete duplication of up to the minute listings was impossible unless he abandoned all work on records of boats, races, etc. The President urged all members to complete Boat Register forms and to send them in, pointing out that boats do get lost, and that we need to keep the best records possible. He also emphasised the problems of keeping valid lists by pointing out that in each year's major races, about a third of the entrants were new members.

The election of officers was queried, and as no proposals had been submitted, Mike Shaw proposed that all officers be re-elected en bloc. Harry Aitken seconded this, and it was carried.

On behalf of Graham and Anthea Balmford, Len Warren then asked the members present whether they would prefer our next order for ties to be of the old form, with distributed motifs, or the newer form with a single large motif. The meeting appeared quite unanimous that we should keep with our traditional style. Mike Shaw raised the question of the size and shape of ties, and there was general agreement that the most important point is that they should be capable of being used as starting lanyards for outboards.

The meeting then closed, and after a brief adjournment for replenishing glasses, members present were treated to an excellent illustrated talk by one of our oldest members, Stan Lindsey-Wood, who explained how in the early 1960s he had cut horizontally through his 24' cutter Sea Breeze, raised the deck by ten inches, and added extended frames and a couple of larch planks each side. He included some shots of a lovely little solid fuel stove he had made for the boat after finding that the old Paskall-Atkey small stoves could no longer be bought.

The organised part of the evening was over at 7 p.m., and members adjourned to the bar to enjoy the hot dogs and snacks supplied by Jane Hiley, and to yarn until it was time to go off for a meal.

The new format of an earlier meeting, a short talk, then a free social evening appeared to be a success, and it was particularly pleasant to see that some members had brought their whole families along. We hope that next year there will be an even better attendance.

SECRETARY'S REPORT ON 1979.

1979 has seen the start of a new Area Group, based on Falmouth, with a good surge in membership from that area. At the end of the year, our total membership stood at 622, a nett increase of 54. 27 names had to be removed from the list, either because of non payment of subscriptions or because members have moved and failed to notify their change of address. The annual 'weed-out' of those who have not paid is the least pleasant of the various secretarial jobs.

All the regular events were held through the year, the East Coast Race setting yet another record for the number of entries and finishers. The customary four Newsletters were produced more or less on time, and contained an excellent selection of material sent in by members. However, apart from some advertisements etc. our Newsletter material drawer is now nearly empty.

Work continues on the Technical Register and photographic collection, but of the thousand or so boats currently listed, we lack details of well over half.

The Secretary and family would like to thank all those members who have sent Christmas cards or letters, to which we have been unable to reply individually. The receipt of such letters makes the work of running the O.G.A. a real pleasure.

Finally, I must record my thanks to the Area Secretaries and the other workers who manage all the various events for us, and also thanks to the members and owners who attend those events, and those who have contributed to the Newsletter. The successes of the Association are successes because of the support of the members.

J.A.S.

TREASURER'S REPORT

To fit in with the new date for the Annual General Meeting, the books were closed at the end of October. So this financial year was only ten months long and so balances were rather distorted; but do not adjust your calendars, normal years will be resumed shortly.

We continue to prosper and have the year-end interest on our deposits and insurance commission still to come.

Anthea and Graham sold £76 of sales items and just managed to break even - which is as it should be.

L.J. Warren

SIT. VAC.

Five years ago our Secretary 'volunteered' me to be your Hon. Treasurer. I said I would be for a couple of years - that time is now up.

So I offer the job to another 'willing' member, especially now that I have been 'volunteered' to become Hon. Treasurer of my local Lifeboat Committee. Unfortunately both financial

years end about the same time, which causes a certain strain on resources.

The job? - most satisfying, and needing about 80 hours attention through the year, peaking from November to February.

To my successor I can offer helpful hints on how to stop worrying and start panicking when the books don't balance, and how to look innocent when the accountant asks awkward questions.

Before I resign I shall prepare a step-by-step 'vade mecum' to lead the innocent through the intricacies of keeping the books.

Old Gaffers double-entry book-keeping causes young accountants (trained in more modern methods of accountancy) to raise their eye-brows. But they eventually accept the advantages of such a simple and robust system.

So one volunteer please, to help our Association continue on its worth-while way.

L.J. Warren

NORTH-EASTERN AREA RACE REPORT

The 1979 North Eastern Area O.G.A. race was run on a course of some twelve miles, around Alanmouth Bay and Coquet Island.

Following the usual pre-O.G.A. booze-up, we were pleased to meet the owners of Tara Blue, a ketch rigged Mouette, unfortunately residing in Harrisons Boatyard, along with Gigha (damaged during last winter's gales) and the Grebe, not launched this year, we took our regulation hang-overs out to the start line luckily with light winds and calm sea.

Along with the three regulars, Rowena, Blackwater Girl, and Goblin, was my new boat, a Tamarisk 24, 'Uisgebeatha'. The first leg was a dead run to Boulmer Buoy, at the start of which my crew, Bill Wraith, performed his regulation party piece by throwing the boat hook/jib stick over the side and no-one stopped to pick it up for me!

At Boulmer, Rowena was in the lead from Uisgebeatha, Goblin and Blackwater Girl, the return beat against the tide, with very light winds allowed Rowena to creep further ahead in spite of spending half an hour becalmed off Hawksley, after an interesting creep through Coquett Roads at dead low water.

Results showed yet another win by Rowena, with Uisebeatha second and Blackwater Girl third. Goblin having retired as one would expect. Immediately after Blackwater Girl finished a nice westerly breeze came up, at least it speeded Rowena's return to Blyth.

SOUTH-WESTERN AREA RACE REPORT

The 1979 South West Old Gaffers Race was held on 30th June in Start Bay, outside Dartmouth.

The line was laid between the Homestone buoy and our ex-S.W. Secretary's crabbing boat which made an excellent committee boat.

The day dawned fair and a NE force 3 wafted the 31 boats towards the line. The fleet jockeyed for position on the line and all looked set for a fast reaching start. About three minutes before the guns the wind failed completely and the fleet came to a grinding halt. (Continued after Balance Sheet)

THE OLD GAFFERS ASSOCIATIONINCOME AND EXPENDITURE ACCOUNT FOR THE TEN MONTHS ENDED
31st OCTOBER, 1979. (Account closed until December 31st 1979)

<u>Income</u>	<u>£</u>	<u>Expenditure</u>	<u>£</u>
Subscriptions	1710	R.Y.A. Subscriptions	66
Entry Fees	27	Prize Money	40
Insurance Commission	212	Travelling	35
Bank Deposit Interest & P.O. Interest	45	Printing, Stationery, Post	740
Profit on Sales of Stocks	-	Hire of Rooms	32
Donations	95	Audit Fee	52
		Honorarium	105
		Corporation Tax	19
		R.N.L.I. Donation	66
		Depreciation of Equipment	61
		Sundry Expenses	2
		Loss on Rally	13
		Excess of Inc. over Exp.	858
	<u>2089</u>		<u>2089</u>

BALANCE SHEET - 31st OCTOBER, 1979.Assets

Cash at Bank	
Current Account	518
Deposit Account	906
P.O. Investment Account	<u>2780</u>
	4204
Sundry Debtors	327
Stocks	172
Office Equipment	
At Cost	480
<u>Less Depreciation</u>	<u>138</u>
	342
	5045

Less Current Liabilities

Sundry Creditors	52
Corporation Tax	<u>50</u>
	102
	<u>£4943</u>

Represented by:

General Fund

Balance at 1st January 1979	4085
<u>Add Excess of Inc. over Exp.</u>	<u>858</u>
	<u>£4943</u>

We have examined the above Balance Sheet and Income and Expenditure Account and certify that they are in accordance with the records and information supplied to us.
120 Stratford Road, London E.13.

D.J. Barwick & Co.
11.12.79.

(continued from page 8)

This was one of the most interesting starts we have had down here in the South West. The larger boats still had steerage way and threaded themselves through the smaller competitors - in fact one of the first over the line was the Brixham trawler Vigilance with Baroque close by, and Moya to leeward. The smaller boats were blanketed by these larger ones and took a long while to start. Within five minutes of the start the wind filled in from the West and gave everyone a reach to the Skerries mark. First round was Vigilance followed by Moya and Tern. On the reach down towards the Western mark the wind died completely and the race stopped again for about 15 minutes.

The new wind then came from the N.W. about force 3 and favoured the boats in on Slapton Sands, which stormed up the shore, much to the displeasure of the boats to seaward. The order of rounding the committee boat for the first time was Tern, Moya, Gaivota and then Ripple.

The next leg was back out to the Skerries again and was a reach; positions did not change much and a tremendous luffing match developed between Tern and Moya.

The leg in again to the finish was a beat and this changed quite a few positions. Everyone who started managed to finish in the time limit and all agreed it was a very pleasant and interesting race. The prizegiving was held at the Royal Dart Yacht Club and the prizes presented by Dartmouth's new Harbour Master, Captain C. Moore.

Supper followed, prepared by the Ladies Committee, and the evening continued with the crews reminiscing in the bar.

The prize list is as follows:

Charlotte Rhodes Bell	1st Class 1	Gaivota
Solent Block	2nd Class 1	Moya
Tyrone Trophy	3rd Class 1	Dreva
Boan Boom	1st Working Boat	Shamrock (Class 1)
Whelker Trophy	1st Class 2	Ripple
Dartmouth Deadeye	2nd Class 2	Tern
Pin Rail Trophy	3rd Class 2	John Young
Scrimshaw Trophy	1st Class 3	Agnes
Sheave Trophy	2nd Class 3	Tom Tit
Marie Mahon Trophy	3rd Class 3	Little Millie
RDY Trophy	1st Boat Home	Moya
Kingswear Trophy	1st Local Boat	Ripple
Victory Trophy	1st Solent Boat	Gaivota
Oyster Ring	Most Effort	Rexana
Plodders Pin	Last Boat In	Cap Lizard
Dittisham Trophy	Overall Winner	Ripple

REGATTA GAFFERS RACE

The Regatta Gaffers Race was held on September 2nd at 1130 hours, with the start from the Blackstone Point hut. The wind was SW 5-6, with a choppy sea. Quite a few of the entries looked out and decided not to start, and it was a very small fleet that actually made the line.

The boats got off well with Tom Tit and Wender getting good starts. Ripple tacked and fouled Wender and took the bowsprit out of her so retired - Wender sorted the mess and valiantly sailed on. Tom Tit by now was well away and led all the way round.

Of the bigger boats Shamrock and Speedwell sailed along together with Shamrock getting away at the Western mark. The reach to the Skerries and in to the finish were good sailing for those who braved it.

Prizegiving by courtesy of the Alliance Building Society was at the RDYC that evening. Prizes were awarded as follows:

1st Class 1	Nerak
2nd Class 1	Shamrock
3rd Class 1	Speedwell
1st Class 2	Wender
1st Class 3	Tom Tit
2nd Class 3	Chloe
Overall winner	Tom Tit

RESULTS OF THE SOUTH WEST AREA RACE

Final Posn.	No.	Name of Boat	Corr. time	Class
1	9	Ripple	3.34.45	2
2	7	Tern	3.38.31	2
3	140	Agnes	3.38.36	3
4	936	TomTit	3.39.21	3
5	934	Little Millie	3.50.35	3
6	314	Gaivota	3.55.22	1
7	2334	Moya	3.56.54	1
8	699	Dreva	4.14.59	1
9	445	Velsia	4.15.13	1
10	270	Dilkusha	4.18.47	3
11	783	Eileen Muriel	4.19.22	3
12	656	Aceituna	4.20.17	3
13		John Young	4.22.41	2
14		Wild Swan	4.26.58	2
15	827	Chloe	4.28.13	3
16	749	La Toulonaise	4.28.30	3
17	970	White Kitten	4.29.13	2
18	178	Alando	4.33.16	2
19	514	Roxana	4.36.49	2
20	536	Sea Widgeon	4.39.27	2
21	987	Tee Jay	4.39.50	2
22	474	Shamrock	4.47.38	1
23		Dolphin	4.48.40	3
24	972	Valhalla	4.51.13	3
25	895	Baroque	4.56.44	1
26	76	Vigilance	5.09.15	1
27	456	Awara	5.15.59	2
28	188	Nell	5.21.26	1
29		Avel Mor	5.25.36	3
30	823	Billy Bray	5.55.20	1
31	969	Cap Lizard	6.41.23	1

EAST COAST NOTES

An open letter to all who sail and race on the East Coast:

Dear Old Gaffer, As you may know, both Mary and I have retired as Treasurer and Secretary of the East Coast, after four years. The new Secretary and Treasurer are Jane and Martin Hiley, who sail the Nepanthe, that green boat that first made its appearance among us in 1976, and has since taken part in all the events in

the South and South-West. If they get as much help and support as we had, then their three years will be very happy.

There are many ways to make life a little easier for a new Secretary, especially this year, as Jane will be rather pre-occupied towards June, with a new infant that is due for launching just then. May I suggest that we all get our entry forms in very early this year, even if we postpone sending the entry fee until a little closer the date. These early entries help enormously towards getting a really good programme together.

On race day itself the Race Officer and his team have a very hectic few hours sorting out positions and prizes, and there was a serious suggestion at the A.G.M. that boats that are not adequately identifiable could face disqualification. See how many boats you can identify in the photograph - Casse Noisette, Amity and Fanny are clearly identified by their numbers, but the rest? We all have permanent race numbers, and it can be a pleasant winter's job to make a set of number boards. From experience, two 15" x 18" boards, painted either white or yellow with black numbers are none too big, and in a tight finish the boat with the best identification will stand a better chance of an accurate time.

Filling in the declaration form as fully as possible serves three main functions. It tells the organisers that the boat took part; it gives an additional check to your finishing time; and it helps the Secretary to write as accurate an account as possible of the race. It will prove almost impossible to decide the Titheridge Trophy (husband and wife only) without this information stated on the declaration form, and deciding the winner of the Liferaft Seamanship trophy can be a very hit or miss affair without some comments to guide the Committee. I think that one of our New Year's resolutions could be to attend to all these points, so as to ensure that Jane and the Race Committee enjoy the race day as much as us, the competitors.

See you on the water in 1980, Regards, Rob Williamson.
P.S. Don't forget the Seamanship trial!!

EAST COAST RACE 1979

Having sailed in two previous races on Rick Carlton's smack Maria, sadly this year nursing several broken spars, I was looking forward to entering a much rebuilt dinghy formerly owned by Rick and previous to that by several Maldon residents. I obtained the boat when it was in a very sorry state with most of the starboard gunwhale and sheerstrake missing and the stern fitting at the bottom of the Blackwater! The mast had been sheared off at the thwart and lumps missing everywhere, not all damage caused by Rick I hasten to add - time had not been kind to her but I was going to be. A whole summer of wood shavings on the garden later and gunter sloop 'Habibi' as she was now called, (a name incidentally derived from Arabic meaning 'my love') was resplendant in new paint and bright spars and I was itching to get afloat. That first Sunday in Bradwell Creek was a disaster, it wouldn't sail! Dreadful handling and thinking it was me, went glumly back to the slip only to see Rick on the counter of Maria in her creek mooring watching the delightful antics of the sailing centre's Wayfarers - a quick word with him revealed he also felt it a 'bit funny' and with some very grey looking cotton canvas sails and the winter looming up, a trip to Taylor's at Maldon proved fruitful. After listening to my tales of woe,

Mr. Dennis suggested a short bowsprit and a change in sail areas with a bigger jib - a bowsprit - big boat stuff now! Anyway the trusty spokeshave and a beautiful piece of iron work from Vic Archer Marine at Maldon (see O.G.A. mag earlier!) saw a bowsprit for Mr. Dennis to work from.

The new rig was a dream and the summer has seen Habibi sailed all over East Anglia, inland and sea (marvellous things trailers!).

Now my 1979 East Coast Race - what no wind I groaned to brother-in-law and crewmate as 0800 approached, but I think I was nearly first over the line as the gun went and when I looked round I was loosing a lead, surprise everyone was rigging spinnakers! Old gaffers with spinnakers! Was this like putting water in whisky I wondered, and settled back to watch the fleet of class 3 sail or was it drift? away from us. Nothing for it but to break out the soft tack and coffee (with magic ingredient) and hope to make that No. 2 mark before the tide turned.

I reckoned that the tide went slack as we drifted past the end of the baffle wall of the power station and the huge guffaws and some encouragement emitting from the Thames barge moored up near the No. 2 buoy as we paddled using hands towards that buoy certainly livened up a dull 3 hours! Have I just disqualified myself I wonder?

That buoy was getting closer, and with a little wind now appearing we were slowly overhauling our nearest rival, 'three men in a lovely 14 ft. lugger', and was that more wind we could feel? Yes, with only $\frac{1}{4}$ mile to go the mark we were sailing, but now in the company of a baltic ketch and from nowhere Fortuna, with lots of way on appeared to perform some strange but effective manoeuvres around the bows of the ketch - wonderful to watch, but when we realised he/she were rounding that WMYC No. 2 for the last time we both looked at each other! Plenty of action now and fun all the way with two other boats for company as we found the wind. Two behind us by the time we reached the Mersea shore and No. 3 was our next target once round No. 1.

The view was marvellous on the beat up river from the last mark and the camera came out of its polythene bag!

The only hard part now to come was that tide off the Stone, and once again I gave up trying to sail through the moorings to the finish line! 1625 climbing the stairs with the declaration form and with all those empty glasses already on vacant tables in the Stone clubhouse I'll have to buy a 'sharpie' or maybe even a spinnaker for 1980.

Mike Crossman.

HABIBI OGA No. 867

10 ft. dinghy, probably 1920s built, glass fibre clad (groan - but sensible) and with a 10" bowsprit and 4 oz. terylenes, very nice to sail but oh is it heavy! Its big advantage is that when it is low tide in mid January I can find an excuse to work on the boat - it's in the garden!

Latest project is a 10'6" ex Broads lugsail dinghy - no glass fibre on this one but no intact bent frames either!

EAST COAST PROGRAMME, 1980.

There are three events planned for 1980 in the East Coast Area, and we very much hope that all members will come and take part in them.

1. RALLY TO WALTON BACKWATERS

This is our first event of the season and is a purely social event. A chance to get rid of the cobwebs on the rigging and stretch the canvas a little. June 21st, Stone Point, Walton Backwaters are the date and place. We usually sail there during the day bringing our own food ready for an impromptu Bar-B-Que or what-have-you on the beach, followed by lots of boat visiting, consumption of alcohol not compulsory but frequently included. If you are new members please make yourselves known for all are welcome.

2. EAST COAST RACE

Our main event of the season is the race on the Blackwater. This year it will be held, as usual, at Stone Sailing Club, who have been our generous hosts for some years. July 19th, with an 8 o'clock start and the courses will be as usual. Entry fee £2.50 for members. Further details with sailing instructions when you enter. I would like to take this chance to point out that especially in view of the number of new committee members we have this year and our potential lack of personal knowledge of all boats we have made a new rule which will be strictly adhered to. IF WE CANNOT IDENTIFY YOUR BOAT EITHER BY NAME OR NUMBER YOU WILL BE INSTANTLY DISQUALIFIED. There can be no compromise on this even if you have entered the race every year since it started. (You try to read 100 6" high name boards in the space of 15 minutes from 300 yards away or more). 2 foot high O.G.A. numbers would be most appropriate for both start and finish.

The prizes will be as last year and we hope to have a super special guest to present them. Suppers will be available, price £3.40 per head, bookable in advance.

3. SEAMANSHIP TRIALS

It has been decided in view of the many difficulties members have incurred in entering the trials, bad weather, lack of time, necessity for commencing home trips before trials end etc., to hold these as a completely separate event later in the season. We would like to encourage members to venture further afield and consider entering the Swale match in August, an exciting event raced in conjunction with the Thames barges. And we have formed a committee to consider holding the seamanship trials on the Swale in early September, possibly based at Harty Ferry. Anyone with ideas to offer should contact the East Coast Secretary as soon as possible.

RACE PROGRAMME AND OTHER DETAILS

The race programme takes time and trouble to compile and the work is entirely voluntary so please help if you can by sending interesting details about your boats, to be included in the programme, even before you send in your entry forms, but if you are going to enter then please do so as soon as possible because late entries are difficult to process in time and it would be a pity to be excluded because you are too late.

For further details of East Coast events please contact your new secretary: Jane Hiley, 7 Buckingham Gardens, Hurst Park, E. Molesey, Surrey. KT8 9TH. Good luck to all members and a good sailing season.

CORNISH NEWS

CORNWALL RACE will take place on Saturday 28th June, Start 1100 hours. Pendennis Point area. Class 1, 2 & 3 as usual. Course in open sea if good weather, harbour if bad. Entry fee £1 up to 14 days before the race, late entry £2. Further details from Cornwall Area Secretary (see later in issue).

David Carne, the marine hydraulics chap has bought the 35 ft. cutter Benbecula, ex Myfanwy, which was built at Birkenhead in the 1890s. The hull shape and rig are very like those of Undine, but Benbecula has no coach roof, merely a sliding companionway and a skylight similar to a West Solent.

Ian Minchin of North Cornwall Marine, whose 29' Tamarisk was at the Boat Show reports a good deal of interest having signed contracts for one boat at the show and orders for another 6 taken subsequently. It is interesting to note that North Cornwall Marine have peaked the gaff higher after comments passed on the design at the first area committee meeting. The latest design is for a 37' gaff schooner, the first hull being under construction at Cygnus Marine. Area committee member 'Bodger' Brooke is impatiently awaiting the coming of Spring in order to start the plastering of the prototype 25' hull designed by Percy Dalton, which is taking shape in Terry Heards yard at Tregatreath.

Members interested in having 'one off' metal fittings made could do worse than contact John Jackson, the Mylor blacksmith at Comfort Road, Mylor Bridge. Wooden blocks, deadeyes, panel beads and gaff span shackles are among the many items for gaffers stocked by West Country Chandlers, 39 High Street, Falmouth. The proprietor is an O.G.A. member.

Harry Aitken.

SOLENT REPORT

An ANNUAL GENERAL MEETING is at its worst an earthly form of Purgatory, where time stands still and dialogues are conducted with little regard for what has gone before. But the Solent Area are renowned for the facility with which they combine business with pleasure and their A.G.M. this year was a shining example of this philosophy.

The meeting was held at the Sinah Warren Hotel on Hayling Island and members had been asked to submit colour slides for a competition which would follow the business part of the evening. They were also asked to bring along a friend or two. The turnout of both members and friends was excellent; about 80 in all who mustered about fifty slides for the competition. There was obvious eagerness to dispense quickly with the business but the Chairman Les Bowen (PierceEye/Cinders) allowed full discussion on each item and deftly navigated the meeting through the smoke-screen of erudition produced by the President, Michael Millar.

Four categories of slides were judged by Ron Francis (Gaivota) who needed all his skill and picture sense as a professional photographer to arrive at a decision, as the quality of all the entries was very high. After the showing Ron gave a slide show to illustrate his own approach to photography at sea.

A raffle was held to provide some funds for the Lionheart Challenge for the America's Cup, Richard Clampett, one of the crew came along to show some pictures and talk about the yacht.

Richard was an Old Gaffer in his younger days, cutting his teeth on the gammon iron of his parents' boat. Showing a picture of the interior of Lionheart, Richard described how basic it all was; no bunks, no cooker, no loo - 'just like an Old Gaffer' quipped a member of the audience.

After all the lovely slides, good food and pleasant company, the meeting was brought to a reluctant close by the appearance of the hotel staff in their night attire, taking the hint, the members and guests dispersed vowing to do it again next year.

DITCHCRAWLERS RALLY

At the Solent Area's A.G.M. there was much talk of trips to Brighton for the rally and race at the Marina and to Brest for the French O.G.A.'s rally in July. These are fine events, but somehow Class 3 representation may be a little thin.

So the idea was proposed (by Gary Flashman and myself) that a special Class 3 get-together might be a good thing. We have come up with a 'Ditchcrawlers Rally' for the weekend of 7th - 8th June at Wootton Creek.

The rally is intended to be informal with no racing and no entry fee. The venue will be the Sloop Inn, Wootton Bridge, with berthing alongside the pub. We have selected 7th - 8th June as this gives a morning and evening tide, which we think will be something like 1930 on Saturday and 0750 on Sunday, and we will be on the mud at midnight.

We would like to know who is coming so that at least we can warn the landlord of the size of the invasion. Supper is expected to be informal - 'something in the basket' ordered from the bar.

Anybody (not in Class 3) who can get up to the Sloop Inn is very welcome. Those attending will be asked to suggest where and in what form a 1981 Class 3 event should be.

Good sailing.

Robert Aish.

If you are interested in this event, please send the following details to Karen Flashman, 59 Old Turnpike Road, Fareham, Hants: Name of Yacht; Master; Phone No.; Draught; LOA; can she take the bottom?; Number of crew (for pub supper - menu to be arranged).

FRENCH OLD GAFFERS RACE

The French Old Gaffers, desirous for many years to make a great gathering have fixed a date for it: July 30 & 31st, August 1st, 2nd, 3rd & 4th 1980. Place: La rade de Brest.

You are all heartily invited to participate in this meeting, which will begin in Douarnenez on July 30th and end in Brest on August 4th with calls at Camaret and Logonna Daoulas.

The participation to the expenses will be of £12 for the whole of the meeting including the welcome in the various harbours and the official receptions.

Would you please return your inscriptions to the secretary:
Daniel Bredoux, 10 rue G.G. Felix Eboué, 35100 RENNES.

Transfer: Old Gaffers Association - Vieux Gréements de France,
Credit Mutuel de Bretagne,
34 rue Ville Pepin - Saint Servan, 35400 Saint Malo.
Account: 289385.

You will be sent a complete and precise programme current of May 1980. Jean Le Faucheur

Details required: Name of boat; Type; LOA; Number of crew.

DRAKE 400 - 1980 Sponsored by Bells Scotch Whisky.

Sunday 17th - Sunday 24th August.

Millbay Docks - Plymouth Sound - Cargreen - Dartmouth - Start Bay.

Sunday/Monday 17th / 18th. Boats muster at Millbay Docks.

1830/1930 Lord Mayor's Reception.

Tuesday 19th. The Golden Hind Race.

1830/2000 Bells Scotch Whisky Party on board replacement 'Cabby'.

Wednesday 20th. Drakes Drum Navigation/Seamanship 'fun' day in and around Plymouth Sound.

1830 Bar-B-Q at Cargreen anchorage.

Thursday 21st Return to Millbay.

1830 Royal Western Yacht Club, Prize giving.

Friday 22nd 0800 Passage Race to Dartmouth.

Sunday 24th Start Bay Race.

Details, entry form, etc. from: Sam Poole, Perry Farm Cottage, Doddiscombsleigh, Exeter, Devon. Tel: Christow 52541.

RALLY AT BRIGHTON MARINA Weekend 29th - 31st August.

Brighton Marina is the latest venue for an Old Gaffer Rally. This will be organised by the O.G.A. in conjunction with Brighton Marina Yacht Club.

If you are taking part in the rally, free berthing is offered from Friday 29th August to Sunday 31st August and the Brighton Marina Yacht Club offer temporary membership to participants. There is a public restaurant at the Marina, aboard the old Red Funnel ferry, the MV Medina, and the town of Brighton is well-known for its many restaurants, cinemas and theatre.

Tamplins - the real ale people - are throwing a party at the Yacht Club on the Saturday evening for participating crews.

On Sunday, the race will start at 9.30 over a thirty mile course, suitably reduced if conditions dictate, and prizes should be both numerous and imaginative.

The race is open to all O.G.A. members, and to owners of historic craft, and it is hoped that this Rally will be the first of many.

Further details from: Valerie M. Gardner, Brighton Marina Company, Brighton Marina, Brighton BN2 5UF, Tel: 0273 693636.

AREA SECRETARIES AND REPRESENTATIVES

North East:

Graham Carr, 14 Henderson Street, Amble, Northumberland.

East Coast:

M. Hiley, Esq., 7 Buckingham Gardens, Hurst Park, E. Molesey, Surrey.

Cinque Ports:

D.J. Cade, Steps Cottage, Playden, Rye, Sussex.

Solent:

Chris M. Waddington, Wicormarine, Portchester, Hants.

South West:

B.B. Gibson, 16 Crowthers Hill, Dartmouth, S. Devon.

Cornwall:

Mrs. L. Wilkes, Trenant, 11 Truro Hill, Penryn, Cornwall.

Bristol Channel:

M.E. White, 80 Kilmersdon Road, Haydon, Radstock, Bath.

North Wales:

David A. Caton, Lorient, Caergelach, Llandegfan, Anglesey.

Clyde:

A.J. Armstrong, 46 McLeod Drive, Helensburgh, Dunbartonshire.

U.S.A.California:

W.E. Vaughan, 17 Embarcadero Cove, Oakland, California 94606.

Virginia:

Peter Wright, 10904 Belmont Blvd., Lorton, Virginia 22079.

North East (Catboat Association):

John M. Leavens, P.O. Box 85, Chilmark, Martha's Vineyard, Massachusetts 02535.

FranceSt. Malo and North Brittany:

Martial Roulois, 28 bd. destalards, 35400 St. Malo.

South Brittany:

Yves Guillou, 26 rue du moulin de Suette, 29110 Concarneau.

Granville and Normandy:

Popof Touze, 1 rue Roger Maris, 50400 Granville.

La Rochelle:

Michel Bernard, 3 rue d'oulme, 17480 Ors Lechateau d'Oleron.

STOCK (Burgees, Ties, etc.):

G. Balmford, 35 Winstree Road, Burnham-on-Crouch, Essex.

SOLUTION TO CROSSWORD IN NEWSLETTER 1979/4.ACROSS:

- 1 Antifouling
- 9 Elite
- 10 Ratio
- 11 Aback
- 12 Tidal
- 14 Sloop
- 1 Floors
- 17 Gammon
- 19 Cleat
- 22 Atoll
- 24 Angel
- 25 Trawl
- 26 Brief
- 27 Measurement

DOWN:

- 2 Naiad
- 3 Ideal
- 4 Oceans
- 5 Lurks
- 6 Nitro
- 7 Certificate
- 8 Topping-lift
- 13 Aroma
- 15 Limit
- 18 Jigger
- 20 Evade
- 21 Tales
- 22 Album
- 23 Orion

ADVERTISEMENTS

MARCUS PHOTOGRAPHY, 2 High Street, Lymington, Hants, have pictures of the following boats, taken during last year's race: Coryphee, Nellie, Verity, Baroque, Curlew, Provident, Mariner, Cornish Salamander, Regard, Hoshi. If you are interested in buying copies, would you get in touch with them please.

MORLEY WESCOMB, Morley's Art Gallery, Church St., Mevagissey, (Tel: 2634) has a large collection of photographs from 1880 of Meva Harbour and is willing to help with information on ex Meva luggers (re. article on Margaret in last issue).

FOR SALE:

MAYHI 27' x 8' x 2'3" x 5'3". Sliding gunter centreboard sloop. O.G. No. 102. Winner of East Coast O.G. Race 1975 & 76, and of Rose Bowl 1974 & 79. Glass fibre covered decks & cabin. New mainsail 1977, Spinnaker, Compass, Cutlery, Navigation light, Winter strongback & cover (new 1978). £1750 o.n.o.
Apply R.J. Prior & Son, Burnham on Crouch, Essex. Tel: 0621 78 2160.

WENDY (388) Gaff Cutter, 4½ tons T.M. 28' (+ 4' bspt) x 8' x 3'6". Built Sindon Bros, Fishbourne 1912. 1 double bunk, 1 single. 2 burner & grill cooker. New main, two jibs & beating genoa. Old main & 2 jibs. V. sound. Lies Pin Mill. £4000.
Wendy Laycock, 2 Howlets Terrace, Chelmondiston, Ipswich, Suffolk.
Tel: Woolverstone 254.

GAUNTLET (319) Gaff cutter, 7 tons T.M. 30' x 8'6" x 3'6". Built as yacht by Haywards of Leigh in 1906. Larch on oak. Canvassed t & g pine decks, teak trim. Converted from center boarder in late 50s by Fox of Ipswich. Counter rebuilt 1973. New Saab 8 h.p. diesel 1976. Keel bolts 1976. Pickled in 10 galls of Brunaphen 1978. New main, jib, staysail, topsail by J. Lawrence of Brightlingsea 1979. New Bosch dynastart electrics, h/d battery, tricolour, auto bilge pump 1979. New boom & all running rigging 1979. 2 anchors, 25 fathms chain, adequate warps. New V.A.W. echo sounder 1979, Bosun compass, 2 berths + pipe cot, S.L. 400 heads, solid fuel heater, life buoy, life jacket, 2 fire extinguishers, gas cooker, cutlery, etc. V. pretty boat, sound & comfortable. Much love care & cash (over 1600 in last yr or so) lavished on her & only pressing need of growing family induces sale. £4500 o.n.o.

D. Sumpter, 12 Granville Mansions, Shepherds Bush Green, London
Tel: 01 749 6543. W.12.

MARTLET (692) Aux. gaff cutter. Built Uphams 1936. Thorneycroft Handy Billy Pet/par. V. Full inventory & maintained to v. high standard. See cover picture & story. £6700.
E.M. Shaw, Blue Haze, Donderry, Torpoint, Cornwall PL11 3JA.
Tel: Donderry (05035) 280.

WILLIAM & EMILY CK212. 45' 6' draft smack. built 1876 Tollesbury. Deck beams, covering boards, shelves, frames replaced in past 2 years. 7 sails (5 new), new spars, rigging & sheets. Sleeps 6. Separate Alsan toilet. 30 gall water tank, 50 gall diesel. 3 cyl 54 h.p. Gardiner completely overhauled. Log, Seafarer, all oil lights, pram dinghy, etc. £14,000.
David Hunt, 59 St. Judas Road, Englefield Green, Surrey.
Tel: Egham 33196.

FORTUIN Aux. Cutter rig gaff yawl, built 1936 Abeking & Rasmussen in Bremen. British Regd. Pitchpine on oak, new galvanised steel frame throughout. Laid teak & marine ply decks, teak & mahogany superstructure. 51' (inc. bspt) x 11' x 6'6". B.M.C. 40 h.p. electric start diesel engine. New hydraulic gear box & stainless shaft. New jib, staysail, main, mizzen, trisail. Accom. 6 in 2 cabins. Fully fitted interior. During past 3 years has undergone major refit & now in v. good condition. Fully rewired. Full inventory. Lying Ramsgate Marina. Offers to:
Felicity Hollings, 11 Murray Court, 80 Banbury Road, Oxford.
Day tel: 01 370 6141 Evenings: Oxford 50510.

DOLPHIN (654) Aux gaff sloop. 20' (+ 4'7" bspt) x 7' x 2'8". Fin keel. Inboard 8 h.p. Stuart Turner. 2 berths, toilet, sm. galley, Terylene sails. New rigging 1979. 2 anchors, Compass, Plywood dinghy w. oars. Afloat Dartmouth. £3300.
T.A. Collins, 2 Oxford St., Dartmouth, Devon. Tel: Dartmth 3481.

RHODA GOSTELOW (126) 38' x 31' x 11' x 5'6" gaff cutter, 6/7 berths, heavily built 1938 on Lincolnshire fishing boat lines. 1 $\frac{7}{8}$ " pitch pine on oak, Lister 15 h.p. diesel, 7 terylene sails. Interior rebuilt 1975, full headroom, liferaft, echo sounder RDF, clinker dinghy, solid fuel stove, etc. Lying ashore Hamble. £13500 o.n.o.

A.J. Richardson, 18 Raymond Rd., Southampton. Tel: Soton 28897.

ROSABEL (683) 1927 built Hillyard Aux. gaff cutter. 3 $\frac{1}{2}$ tons. 20'6" x 7' x 3'6". Terylene main, jib & staysail. Cotton topsail. Stuart 4 h.p. 2 saloon berths + pipecot in forepeak. Anchors, chain & misc. gear. Requires superficial work, basically sound. Reg. Colchester 1929. £1500 for quick sale. Tel: Wootton Bridge (IOW) (0983) 883109.

STURDY (555) Itchen ferry gaff cutter. 20' x 8' x 3 $\frac{1}{2}$ '. New sails, topsail, inboard 4 h.p. Stuart-Turner. Lavac toilet. Good galley & storage space. 2 adult berths, 1 child.. Good inventory. Rubber dinghy. Fast & stable £2000 o.n.o. Apply Elephant Yard, Bursledon, Hants, or Tel: Chandlersford 2774.

DUNLIN (172) 28' yacht built Camper & Nicholson on lines of Falmouth Quay Punt. Pitch pine on oak, copper fastened, 2 ton lead keel, iron ballast. Kelvin Ricardo 4 Pet/par engine. Excellent survey following extensive rebuild & caulking. All gear, inc. sails, anchor, chain, windlass, lamps, blocks, shackles, etc. £3000. Roger Ward, 2 Hailsham Road, Polegate, Sussex. Tel: Polegate 6463.

BILLY BRAY (823) Peter Ferris built Looe Lugger 1904; now gaff ketch. 23 tons T.M. 40' x 12.5' x 6'. 1 $\frac{3}{4}$ " pitch pine on oak. Mahogany deckhouses. Full terylene suit of sails + light weather sails & canvas mizzen and main. 36 h.p. Perkins diesel. Sleeps 10. Full inventory inc. dinghy & liferaft. In commission, lying Holland. Peter van Druenen, c/o Zuiderparkweg 63, Den Bosch, Holland.

PINGLE (836) 20' x 8' x 2'4" Centreboard 2 berth Gunter sloop. Built 1920 reputedly by McGruer. Good condition. Mainsail & jib new last year. 1 other jib & old style spinnaker. Seagull Century Plus O/B. Winner East Coast Rose Bowl 1977 & Class 2 1979. Ashore West Mersea. £1300 o.n.o. Mick Rayner, Tel: 0206 38 2520.

STAR (109) Aux. Gaff cutter. Built Wade, IOW, 1907 for Admiralty. Carvel, pitch-pine on oak; copper fastenings, brass & bronze fittings, spruce spars, mahogany interior. 3 berths plus hammock. LOA 25'9"; 8' bowspt; LWL 20'; beam 7'; draft 4'. Sails Taylor of Maldon, main, staysail, foresail, genoa, jib w. Wyckham-Martin reefing. Complete overhaul & re-rigging 1978; survey report available. Stuart-Turner 8 h.p., 2 cyl petrol, currently being rebuilt. New sail cover, 20 fath. chain, echo sounder, steering compass, cooker, tender, etc. Afloat Walton on Naze. Mud berth & jetty available Tollesbury. £4500 o.n.o. Thorne, Eton Cottage, New Mossford, Civic Way, Barkingside, Essex. Tel: (home) 01 551 3508 (business) 01 551 4456/7.

EIKEL BU119 (819) Dutch Botter. 45' x 14' x 2'6". Built about 1900, oak on oak. Reconstruction started; fish wet well removed, bottom doubled, several new frames made. Craft with enormous potential as converted comfortable cruising yacht. Can be lived on by enthusiastic owner/restorer. Berthed at Hoo, Kent, with fresh water, electricity & slipway available at moorings. £1500. E.C. Hinchliffe, 15 Ivy Gardens, Mitcham, Surrey. Tel: 01 941 0606 (9.30 - 18.00)

DORANA (734) 34'6" x 11'9" x 3'6". Bawley shrimper. Built 1939. Interesting gaff cutter in sound condition, but looking tatty. Lot of equipment to go with the boat - offers required about £4500 - or an offer for the recent sails, spars & rigging as a local fisherman would like to work the hull.
Wood, 6 Clinton Road, Lower Buckland, Lymington, Hants.
Tel: Lymington 72456.

HELEN (942) Gunter sloop 17' x 5'8" x 9"(3'). Built 1900 Ventnor spruce on elm. Terylene main, variety of jibs. Offers to:
Roger Hayles, 30 Howards Lane, Holybourne, Alton, Hants.
Tel: Alton 85969.

BLUE JAY Gaff sloop (793) 25' x 7'6" x 2'6". East Coast design built at Leigh on Sea 1906. Well cared for & in superb condition, at present lying ashore at Topsham having undergone winter refit. Carvel, yellow pine planks on oak frames, pitch pine keel. Terylene main & roller reefing jib & others. 2 berths, space for 2 more, with cushions. Calor gas cooker & utensils. Stuart Turner 8 h.p. with watermota feathering prop stern drive, warps, anchors, etc. Good spars, dinghy. £2750 o.n.o.
Martin Minter, 49 The Strand, Topsham, Exeter, Devon.
Tel: Topsham 3766

LARGE HEAP OF ROTTEN WOOD and corroded fastenings of great interest to the true enthusiast. Nearly £2000 and over two years hard work spent in part restoring to the fine Morecambe Bay Prawner she once was; owner unable to complete. Quite a lot more work but little expenditure needed. 35' (+ 11' bspt) 29' LWL x 10' x 4.5'. 4/5 berths, 15 h.p. diesel, excellent sails & spars. Offers to:
S.G. Bayliss, 135 Peperharow Road, Godalming, Surrey.
Tel: (04868) 28652 (evenings)

THALIA (11) Gaff cutter. Built 1889. 45' + 13' bspt, x10'6" x 6'6". Elm below, pitch pine above. Grown oak frames, bronze fastened. BMC 32 HP Diesel engine. Sleeps 6. Copper sheathed. Original Victorian Willow Patterned loo with bronze fittings. Thalia spent recent years cruising Portugal, Canaries, North Africa, Balearic Islands & recently returned from Ibiza to England. Having done a lot of work & little maintenance, re-work is required to restore her. Structurally sound, cosmetically poor, some storm damage to cappings, gunwales, etc., hence price £9000, but owner shortly commencing restoration and price will increase as work is completed. Lying Hamble.
Bruce Willard, Chandlers Ford 66388 (Office) or c/o Yacht Beacon, A.H. Moody & Son, Swanwick. (Mud berth).

LUCY FOSTER (707) Gaff ketch. 27' x 7' x 2'6". Drop centre plate. Built 1914 by Major Wickham-Martin of furling gear fame. Teak on oak with glass fibre covered decks & cabin, 1920 Pet/par. American Universal engine. Cabin completely rebuilt. Needs tidying up inside. Cooker, toilet, 4 berths, echo sounder. £2950 o.n.o.
Bill Upchurch, 106A Fairway Ave., West Drayton, Middlesex.
Tel. West Drayton 21003.

SCOTIA (523) Aux. gaff cutter. 25' + bspt, x 8' x 3'6". Built Claude Whisstock, Woodbridge, 1936, to designs of W. Maxwell Blake. Pitch pine planking on C.R.E. timbers. Sleeps 3, all new cushions, new marine toilet just fitted. Perkins oil fired heater in cabin, Taylor paraffin cooker, ample locker space. Varnished cockpit, tiller steering. Reconditioned Volvo Penta M.D.2, fitted 1977, electric start. Tanned terylene mainsail.

new 1972, and full suit of older sails. Gear includes such items as Seafarer echo sounder, auto helm self steering, canvas dodgers, Avon Redcrest dinghy plus wooden clinker dinghy. Fore and aft pulpits, guardrails. Surveyed 1975 & regularly inspected since, all known defects put right. Seen by appointment Chichester Harbour. Price reduced to £5500 o.n.o. and must now be good value for this traditional gaffer and an opportunity not to be missed. David A. Bunn, 'Hookers Dene', Selworth Lane, Soberton, Hants. Tel: Droxford (048 97) 683.

KATE CK139 Essex oyster smack built Paglesham 1883. Rebuilt 1971/74. Most sails new since. 36' x 10'3" x 5'. Brit 12 engine. Regular O.G.A. & Smack Race prize winner. Owner lives aboard. Daytime tel: Tim Balfour, Old Maltings Quay, Burnham on Crouch Essex. (0621)784215

PAGUERA (451) Well known traditional gaff cutter yacht. 27' x 21' x 8' x 5'. Good cruising & racing record & potential O.G.A. race winner. 7/8" mahogany on CRE; oak backbone; fibreglassed ply decks; varnished mah coamings etc. Calor cooking. Seafix DF. Prout folding dinghy. 4 berths. Baby Blake WC in fsle. Standing headroom. Stuart 10 h.p. Electrics. Winter cover. Varnished spruce spars. All in good cond. Lying Hamble. David Ettling, 155 Grand Ave., Surbiton, Surrey. 01 399 4777.

GAFF MAINSAIL 10 oz white terylene, triple stitched, luff 12.75'; foot 20.5'; head 19.5'; leach 28' approx. Little used - bargain at £95.

TOPSAIL 8 oz cotton. Luff 27.7'; foot 18.4'; leach 13.0' approx. £30.

S.G. Bayliss, 135 Peperharow Road, Godalming, Surrey. (04868)28652.

KELPIE 147C (OGA 1147) Aux. ketch conversion by James Miller, Fife, 1950. 26' x 8' x 3'. Clinker, larch on oak. 300 sq. ft. sail area, gaff main, bermudan mizzen; bspt w. jib & staysail, topsl, 2 spinnaker poles. Volvo Penta M8 10. Tiller steering. Sails all blue terylene, jib & topsl new 1979. Wykeham-Martin gear on both headsails. Sail covers & cockpit dodgers new 1979. CQR & Daneforth, 30 fath. galv. chain. 2 steering compasses. Shark DF Marine receiver, echo sounder, log, International Marine VHF radio telephone, all new 1979. Sleeps 4 + 1 child. Gas cooker, separate toilet, de-luxe B.Blake wash basin. 10 gall. fuel & water tanks. Complete cruising inventory inc. polyprop. warps, teak folding accomm. ladder, hand-lead & line, radar reflector etc. Exceptionally seaworthy, safe & comfortable. Strongly built by skilled shipwrights. 50/50 motor sailer & ideal family cruiser yet can be handled single-handed. Maintained to highest standards for past 23 years. In yard of Frederick Mitchell & Sons Ltd, Poole, but will be on swing mooring off Poole Harbour Y.C. Marina May - Oct. £5570. A.N. Robertson, 6 Kenilworth Court, 3 Western Road, Canford Cliffs, Poole, Dorset. Tel: Canford Cliffs (0202)708849.

ENGINE Coventry Victor opposed twin 803 c.c. petrol engine with clutch but no gearbox. Complete and in good condition. Ex 'Sea Wigeon'. £85.

B. Gibson, 16 Crowthers Hill, Dartmouth. Tel: Dartmouth 3704.

ENGINE PARTS for Kelvin pet/para 3.5" bore engine. Purchased from Kelvins just prior to their decision to phase out spares for this engine 2 years ago, after 70 years availability. D.J. Chadwick, A. & C. Marine Services, Holly Lane, Walkford, Christchurch, Hants. Tel: Highcliffe 04252 4861.

Just found an attached list of these, which I'll continue on p. 23:

- 1 CYLINDER GROUP: Cylinder block; Pistons c/w Rings; Piston rings; Connecting rods; S/end bushes; Compression cock; Valves; Valve springs.
- 2 CRANKCASE GROUP: Crankcase - S/H; Front end cover; Rear end cover; Inspection door; Hand hole cover; Crankshaft - S/H; Big end bearings - S/H; Flywheel; Flywheel gear ring; Camshaft - S/H; Camshaft bearings; Cams; Pump cams; Push rods; Push rod guides; Camshaft gear; Camshaft sprockets.
- 3 CARBURETTOR GROUP: Carburettor assembly; Float chamber; Float chamber cover; Throttle chamber; Extra air valve body; Jet assemblies; Floats; Air silencer.
- 4 WATER PUMP GROUP: Pump body; Plungers; Plunger springs; Discharge springs.
- 5 EXHAUST GROUP: Silencers (divers helmet type).
- 6 GEAR BOX GROUP: Gear box casing - S/H; Inspection door; Crankshaft gear wheels; Clutch & shaft assemblies; Counter shafts; Counter shaft wheels; Counter shaft sprockets; Reverse sprocket wheels; Reverse levers; Output shaft bush & nut.

WANTED 2 enthusiastic & capable 'gaffers' to buy part shares in my traditionally rigged Itchen Ferry auxiliary gaff cutter. 5 tons 22' x 8' x 3'9". Built Warsash 1949. Full suit of sails. Inboard aux. engine with marine gearbox. Recently subject to boatyard survey. Overhauled & repainted ready for season. Lying at mooring Dumbarton. (R. Leven). £800.
J. Shaw, Deveron House, Dumbarton. Tel: Dumbarton 32159.

STORM TRYSAIL 20' luff, 11' foot, cringles at 19 inch centres on luff, $\frac{1}{4}$ " dia wire halyard length spliced on 2 port wire down haul. White canvas, heavy, guess 20 oz?

STORM JIB 22 ft. luff, 16' leach, 8' foot, canvas as above. Obviously a suit of storm sails for a fairly large boat.

JIB 22' luff, 14' foot, light cotton.

The storm sails are in brand new condition, the reaching jib has had use but is pretty good. All sails are bagged.

Offers to: Dave Hill, 2 Hillary Close, Fareham Hants.

Tel: Fareham 281272.

UNUSED HEAVY TERYLENE SAILS made by Sadler & Sons of Burnham. Main: 16' luff; 12'6" foot; 23'6" leech; 13' head. Topsl: 17' x 10'6" x 13'. Jib: 16' leech; 9'6" foot.

Also mizzen & mizzen staysail in lighter terracotta material by Raksail, as good as new. All made for 45' M.F.V. but never used. In makers bags. Offers to:

Ken Borden?, 4 Fowke Street, Rothley, Leics.

BOOK REVIEWS

YACHTS AND YACHTING by Vanderdecken, with an introduction by John Leather. Published by Scholar Press, £27.50.

This 391 page book is a reprint from the original 1873 edition of William Cooper's book, the full title of which is: 'Yachts and Yachting, being a treatise on building, sparring, canvassing, sailing and the general management of yachts with remarks on storms, tides etc. etc.'

This marvellous Victorian title is an excellent guide to the book itself, which as well as having an appeal to any true yachtsman should also appeal to any lovers of Victoriana. I found the style of writing enjoyably different, and whilst reading the book one is transported back to a more leisurely age of deeply pondered deliberations. Probably it is fair to

class the style as heavy, commensurate with a Victorian sideboard, or perhaps more appropriately a 'gentleman's yacht of some fifty tons' (or a small yacht of twenty-five tons). The longest sentence I found took a mere 67 lines - well over a page and a half!

The illustrations match the style of the text. I assume they are woodcuts, and they are all wonderfully shaded in. The drawings of knots, bends, splices and tackles represent hours and hours of painstaking work (ever tried drawing a fisherman's bend clearly, never mind showing the fibres in the strands of the rope?!). One (and probably the only one) illustration not likely to have much significance to modern O.G.A. members is the two methods of slinging heavy gun barrels.

I found it regrettable that in places the original text had been corrected at some time, especially as some of the 'corrections' were themselves faulty, but in a reproduction such as this of a rare classic, it is perhaps inevitable that one would find some such markings. Our forebears seemed to be rather keen on adding marginal notes and comments to their books. The few corrections in this book can not be said to be obtrusive.

The style of the book may be outmoded, and in so far as the main subject matter is about boats somewhat larger than are now normal, some of what Mr. Cooper wrote over a century ago now has little relevance. Few modern owners are worried about whether the steward should have a cabin of his own, should sleep with the other paid hands, or sleep in the galley. However, take away all the paragraphs which can be said to have no relevance to building, owning and sailing a gaff rigged wooden hulled yacht today, and one is still left with a wonderful treasure house of valuable information.

It is fashionable in certain circles (even including today's R.Y.A. staff) to sneer at 'traditional' yachtsmen and to suggest that they did not really know what they were up to. This book destroys utterly all such false illusions, and it is not difficult to think of instances in which modern 'scientifically designed and built' boats might be improved by the observance of principles laid down over a century ago. Certainly some owners or skippers of modern boats could benefit by reading this book.

As the full title suggests, the book covers the building, rigging, crewing and sailing of yachts, so the cover given to actual boat handling, racing, passage making and navigation is limited, but what there is is all first class stuff. I found the chapter on weather forecasting particularly interesting. Cooper did not have the benefit (?) of satellite pictures, regular radio broadcasts, etc. to help him forecast the weather, and I can not recall having read elsewhere such a full and interesting compendium of weatherlore.

At £27.50, this is an expensive book, even by today's prices; but nevertheless I would rate it as very good value, both for its solid practical information and also as a wonderful piece of nostalgia.

J.A.S.

GOTTY AND THE GUV'NOR by A.E. Copping. Published by Mallard Reprints, £5.95.

It is an odd coincidence that in one issue of the Newsletter we should have two reprints and no new books to review. This is a totally different book from 'Yachts and Yachting'.

First published in 1907, this is a loveable account of how a journalist and writer became friendly with a Leigh fisherman, bought a second hand bawley, went fishing with Gotty in the Thames estuary, and then enjoyed a cruise from Leigh to Penzance (via Harwich).

The book also contains enjoyable pen pictures of the pleasures of local regattas, and some snippets of the everyday life of the local fishermen around the turn of the century. All members who enjoy the writings of W.W. Jacobs will be sure to enjoy this book.

Most boat owners (especially in the O.G.A.) will have experienced nights aboard similar to Copping's first night on his bawley, when he decided after an inspection of the cabin that he would prefer to sleep in the hold. But the hold was not quite suitable - 'Manifestly there must be a great clearing and cleansing and fumigating ere the hold could become a sleeping chamber'. So he turned in on deck. What followed has probably happened to most of us, but Copping describes it very well indeed.

Copping and Gotty had their problems with crew for their cruise to the South West, most of which resulted in various humorous incidents. Problems of having money transferred to other towns to finance the cruise led to an almost farcical attempt to sell a case of fresh caught fish.

Copping seems to have been one of those owners who attracted unusual and not usually excessively damaging incidents, and he also managed to meet a fair selection of odd characters. Fortunately for us he was able to write about them in a pleasant, somewhat dry style which accentuates the humour of the situations far better than would outright comic writing.

This reprint volume is nicely illustrated with photographs of bawleys and other working craft of the time, and also of some of the places Gotty and the Guvnor visited. Altogether a book to savour and enjoy.

J.A.S.

Our usual welcome to the following new members:

J.P. Boogaerdt, 23 Crooked Billet, Wimbledon, London SW19.

D. Bosomworth, 10 Osborne Gardens, Whitley Bay, Tyne & Wear.
Eel (993)

S.P. Bott, Tolvan Cross, Gweek, Cornwall.

D.A. Caton, Lorient, Caergelach, Llandegfan, Anglesey.
Rona (628)

H.B. Charnock, Reefton, Church Road, Mylor, Falmouth, Cornwall.
Mahrona (649)

M. Collins, Prince Regent House, Perranwell, Truro, Cornwall.
Mystic (1178)

N.C. Dick, 14 Upper Heath Road, St. Albans, Herts.
Adelle (789)

R. Dodds, 13 Clifton Terrace, Falmouth, Cornwall.
Elwing (997)

P. Durnford, The Rectory, St. Just-in-Roseland, Truro, Cornwall.
Gadfly Jack (17)

J.D. Earle, Rowden, Widecombe-in-the-Moor, Newton Abbot, Devon.
Helen (61)

D.A. Edgar, 38a Gloucester Road, London SW7 4QT.
Aluna (975)

26.

- E.P. Grace, The Cottage, Longfield Manor, Alvechurch, Birmingham.
Valhalla (972)
- R.L.H. Holden, 6 Chatham Place, Ramsgate, Kent.
Emanuel (858)
- P.A.R. Hough, 57 Farriers Close, Martlesham Heath, Ipswich, Suffolk.
Julia (976)
- G.T. Muir, 56 Godolphin Road, Helston, Cornwall.
Tomboy (999)
- S.R. Newitt, Tanglewood, Limes Close, Bramshott, Liphook, Hants.
- D. Pedersen, 22 Westgate Street, Hackney, London E.8.
Alan (147)
- T.F. Price, Beacon House, 12 Yorke Road, Dartmouth, Devon.
Swift (817)
- M.S. Rangecroft, Harbour View, Trevisson, Flushing, Cornwall.
Miss Agnes (996)
- G.C. Redfern, Quiet Quay, Quay Road, Devoran, Truro, Cornwall.
Marie Sophie (973)
- R.G. Richens, Ivy House, Gosbeck Road, Helmingham, Stowmarket, Suffolk.
Siwash (815)
- J. Robbins, 122 Councillor Lane, Cheadle Cheshire.
Winsome (974)
- Earl of St. Germans, Penmadown, St. Clement, Truro, Cornwall.
(1228)
- P.C. Schuller, Prinsesseweg 38A, 9717 BJ Groningen, Holland.
Sea Nymph
- D.G. Simpson, 54 Elizabeth Road, Henley on Thames, Oxon.
Mag-de-Layna (955)
- A.J. Timms, 7a Lincoln Drive, Wallasey, Merseyside.
- C. Turner, Broom Cottage, Ferris Ave., Cold Norton, Chelmsford, Essex.
- J. Walters, c/o Exhibition Department, Royal Festival Hall, South Bank, London SE1 8XX. Daisy (992)
- T.R. Wilkes, Trenant, 11 Truro Hill, Penryn, Cornwall.
Lesley (1053)
- N.E. Williams, 48 Alexandra Road, Rayleigh, Essex.
Beagle (995)
- N.A.R. Willis, Nervelestone, Lochwinnoch, Renfrewshire.
Molly (58)

The following members have changed their address since the last issue:

- T.N. Balfour, Old Maltings Quay, Burnham on Crouch, Essex.
- J.W. Creswell, East Smithy Cottage, Adlamont, Tighnabruaich, Argyll.
- R.J. Hackett, 128 Hawthorne Cres., Cosham, Hants. (from May 1980)
- G. Kent, 29 Burlington Flats, Ann Street, St. Helier, Jersey, C.I.
- M.P. Minter, 49 The Strand, Topsham, Exeter, Devon.
- P.M. Phillips, Studio North, Fryern Court Road, Fordingbridge, Hants.
- A.W. Smith, Seafields, 26 Pound Road, Old Netley, Bursledon, Hants.
- D. Sumpter, 12 Granville Mansions, Shepherds Bush Green, London W.12.

We just have room for one LIMERICK:

A sweet young lady from Mersey
Went bathing just dressed in her jersey,
An old gaffer got mad
Seeing her thus clad,
And chased her and caught her in Yersey.

H.H.L.

OLD GAFFERS ASSOCIATION

RACE ENTRY FORM

Please PRINT in BLOCK CAPITALS throughout. Delete inapplicable alternatives

I wish to enter the boat named below for the _____ Area OLD GAFFERS RACE which takes place on _____ 19____, and enclose my entry fee as detailed below.

NAME of OWNER or ENTRANT _____ NAME of BOAT _____ O.G.A. No: _____

ADDRESS _____ Tel. No. (day) _____
" (evng) _____

ADDRESS FOR SAILING INSTRUCTIONS (if different) _____

IDENTIFICATION DETAILS (Used both for compiling the Programme and for recognition in the Race).

RIG _____	LOA (excl spars) _____ ft	SAIL No: _____	OGA.T(H)CF _____	YEAR BUILT _____
COLOUR of TOPSIDES _____	COLOUR) MAIN _____	TOPSL _____		
DESCRIPTION of RACING FLAG (COMPULSORY: burgee not permitted)	of) MIZZEN _____	TOPSL _____		
	SAILS) JIB _____	STAYSL _____		

HANDICAP DETAILS To be completed only if this is a first-time entry in an Old Gaffers Race, or if there has been ANY CHANGE IN MEASUREMENTS since the last Race entered. In either case, ALL details MUST be given. (See diagram overleaf). All measurements to be given to the nearest INCH.

MAINSAIL: b _____ h _____ g _____ TOPSL: h _____ i _____

MIZZEN: b _____ h _____ g _____ TOPSL: h _____ i _____

FORE-TRIANGLE: i _____ j _____ (N.B. Actual headsails are NOT measured)

L.O.A. _____ L.W.L. _____ BEAM _____ DEPTH _____

YEAR BUILT _____ RIG: Sloop/Cutter/Yawl/Ketch/Schooner/or.....

PROPELLER: Fixed/Folding/Without CENTREPLATE: With/Without DRAFT _____
(When centreplate fitted, give draft with plate UP)

HISTORY OF YOUR BOAT: The RACE PROGRAMME is not complete without a description of the boats taking part. Only YOU can keep us up to date. Please give us the information overleaf.

I would like _____ tickets for the Supper after the Race at _____ each. I enclose remittance as follows:-

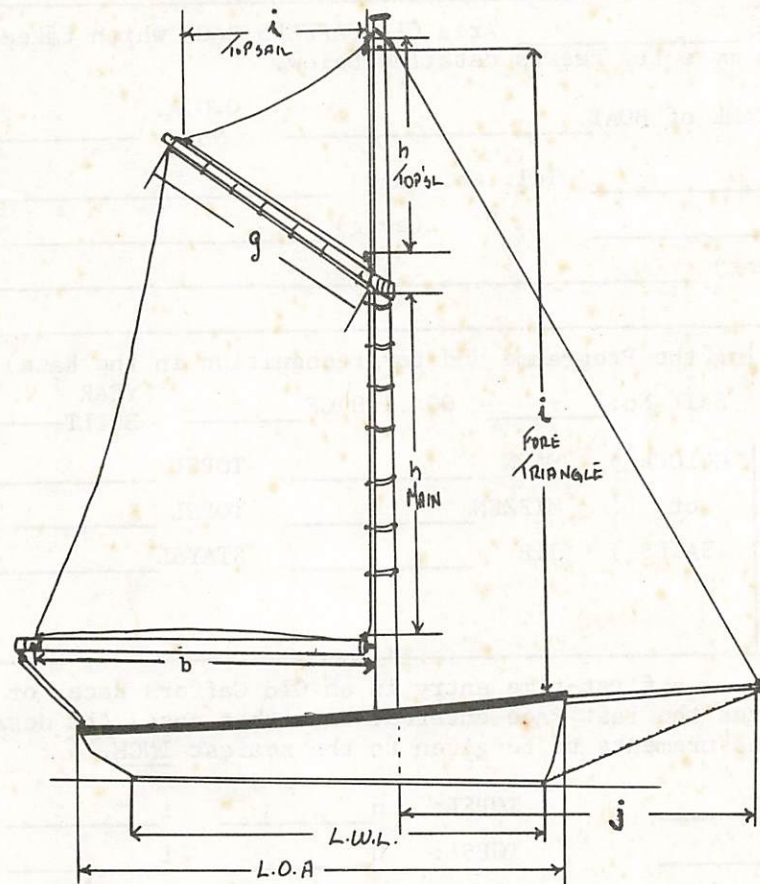
RACE ENTRY FEE.....	£	.	
LATE ENTRY SURCHARGE.....	£	.	
NON-MEMBER SURCHARGE.....	£	.	(see note below)
O.G.A. INSURANCE SCHEME RACE EXTENSION..	£	.	
SUPPER TICKETS (as above)....	£	.	
DONATION.....	£	.	
TOTAL REMITTANCE		£	.

I understand that the Race will be sailed under current R.Y.A. and I.Y.R.U. Rules (except as specifically modified in the Sailing Instructions), and that Handicapping will be by T(H)CF. I agree to accept the Race Committee's decision as final on all points of handicapping and conduct of the Race.

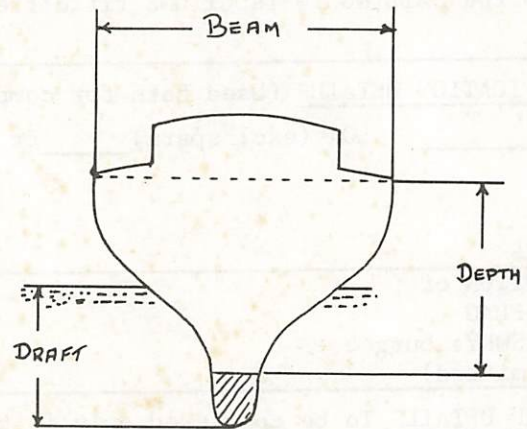
(signed)

PLEASE NOTE: Payment of the Non-Member surcharge, or indeed entering the Race, does not give automatic membership of the Association. This can ONLY be achieved by completing a Membership application form, and sending it with the appropriate fees to the Association Secretary, as indicated on the form. Area Secretaries will be glad to supply the Forms but NOT to collect the fees!

Applicants who join the Association in the same year in which they have paid a Non-Member Race surcharge, will be excused the membership Entry Fee, but NOT the annual subscription.



THE MEASUREMENTS
REQUIRED FOR
OGA T(H)CF
HANDICAPPING



NOTES: g and b (main and mizzen), and j and i (fore-triangle) are measured to the swallow of the sheave of the topmost halyard, outermost outhaul, etc.
h (main, mizzen and topsl) and i (topsl) are measured on the sails.
DEPTH is the vertical height amidships (in the way of the Main Beam) from the top of the wood keel / hog, to a line joining the underside of the deck at the sides.
DRAFT is what the lead-line reads immediately after you have gone aground.
NO ACCOUNT is taken of the actual sails set forward of the mast; the TRIANGLE in which they are set is what is measured.

HISTORY OF BOAT If your boat has not previously competed in an Old Gaffers Race in the Area in which you are now entering her, or if there were inaccuracies in what was previously published about her, please bring us up to date below. Of interest are: Where built, when, by whom; any commercial use; if, when, and by whom, converted to yacht use; any other major alterations; noteworthy previous owners, past voyages, major mishaps, etc; past successes in Old Gaffers events.
The Editor of the Programme is not omniscient: please keep him up to date!