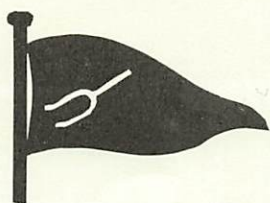


1981/2



Old Gaffers Association Newsletter



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

NEWSLETTER No. 1981/2

COVER PICTURE: SEA FEVER, O.G. Number 526.

28' x 9' x 3'3", converted ship's lifeboat. Owned from 1957 to 1970 by our Vice President, Robert Simper. Until Robert sold her she was one of the few boats to have entered all our East Coast Old Gaffers Races. Robert has written:

When I left school my main ambition was to own a sailing boat. I was greatly impressed with Thames Sailing Barges and indeed sailed on them. However, in the Ramsholt Arms, where I spent far too much time in my misspent youth, the talk was always of going 'Over the other side'. In Suffolk sailing circles 'over the other side' meant going over to Holland. Somehow the two ambitions became fused, owning a boat meant owning a boat large enough to go to Holland. At the age of 19 I had amassed enough money to start looking for a boat. In theory I decided to be very open minded and buy the most suitable modern sailing boat. In fact when I came to it I could not bring myself to buy a bermudian yacht, even if I could have afforded it. I looked at several gaff boats and most of them seemed to be rotten or highly over priced. Finally I did find a boat that I could both afford and was sound. Early in 1957 I found Sea Fever in a creek at Felixstowe Ferry. The reason she was in my financial reach was that the hull was a ship's life boat. Yet she has been skilfully converted to a gaff cutter with centreboard.

What Sea Fever lacked in comfort and sailing ability she made up for in sea worthiness. Basically this converted ship's life boat was reliable but very slow. When I bought her she had what was supposed to be an auxiliary engine which was in fact an ex World War II petrol generating engine. Frankly this engine was a dangerous asset because I used to rely on it in an emergency but it tended to break down. One of its weaknesses was that when it was not running you were supposed to put a cork in the exhaust pipe to stop the water coming up into the engine.

Two months after buying Sea Fever and doing a considerable amount of estuary sailing I managed to talk two of my friends, both of whom had done a minimal amount of sailing, into going to Holland with me. I always remember wondering as we sailed boldly out of the Deben and into the North Sea whether my navigation classes had imparted all the knowledge necessary to reach our destination. We headed for where we were lead to believe Holland was. One of my friends said he was glad to see the decks were yellow because if we did get into trouble the rescue helicopters would be able to see us. I know this seriously dented my confidence at the time. However, far more frustrating was the fact that there was no wind, in the excitement of our sailing I forgot to put the celebrated cork into the end of the exhaust with the net result that in the sea the engine quickly filled up with water and would not start. From then followed two glorious summer days in which we lived a very luxurious life moving slowly across the North Sea, eventually arriving off the West Hinder light vessel. Here the wind freshened slightly and we headed for the River Schelde. Shortly afterwards the wind

2.

increased again and the sea got up. We were considerably impressed with the sea when it became enraged. Sea Fever tore off down wind like a scared cat pushing everything before her. Everything above and below decks quickly became sodden wet and then on our starboard bow the coast of Holland appeared, it was my first foreign landfall and one of the greatest moments of my life. When I went ashore I felt the same feeling of exhilaration that Christopher Columbus must have felt when he discovered America. The subsequent trip through the Zealand Islands without the use of an engine was definitely not easy. Sailing through the canals to Veere and then on to Dordrecht gave many anxious moments, and beating to windward to Rotterdam was very slow work.

We returned home safely and in the following years made other North Sea crossings. In all, I owned Sea Fever for 13 years and all our three children went afloat on her before they were three weeks old. After I sold her she lay in Woodbridge dock for years belonging to various owners. I know it hurt to see the sails I had looked after so carefully left lying on the deck all through the winter and the paint work peeling off. Later Henry Bright bought her and sailed to the Channel Islands and Falmouth. The last thing I heard about Sea Fever was that an American was taking her to the South of France. Looking back I considered her to have been a good conversion and one of the more useful features was the pointed stern which made her very good at sea. Also having cabin sides which extended from the hull side creating a bridge deck instead of a cabin top made more room below and the high sides was a good safety factor. Basically the older wooden ships' lifeboats were intended to be sailed so that after fitting a centreboard Sea Fever was successful, while I doubt if the lifeboats seen on the modern ferries would be much good for sailing.

R. Simper.

SECRETARIAL COMMENTS

There are still some members who have not paid subscriptions. If you receive a reminder with the Newsletter and know you have paid by bankers' order, please let us know, so that we can investigate.

REGISTER OF GAFFERS: I must thank the 12 per cent of our membership who have returned the slips for their boats entries in the Register of Gaffers. Some members have clearly gone to considerable trouble to let me have as much detail as possible of their boats - to these conscientious members, the most heartfelt thanks. Also, thanks for the many kind and appreciative letters concerning the register.

However, the majority of the returns are still outstanding. Maybe it isn't just coincidence that most of the forms sent back are for the boats on which we have reasonably full particulars, and those members who can not be bothered to advise us of changes of boat ownership etc. seem to be numbered amongst those whose slips have not yet been returned.

If you have not yet sent back your form, please do so, and help to get the details in the register as complete and accurate as possible.

Sales of the register have not yet reached even my pessimistic predictions, despite all the hullabaloo which has been made at various meetings about how essential it is to have such a register. We need to sell at least another couple of dozen copies to cover our basic costs on the project. Perhaps some more of those who have repeatedly stressed the need for such a register might like to take advantage of its availability at £6 post paid?

Those who do order copies may find a slight delay in delivery, as it eases the making up to do the work in batches of at least half a dozen.

Fortunately for our Association finances, the present loss on the register sales is covered by the discount David and Charles are offering on sales of Wooden Boats Restoration and Maintenance Manual to members.

SCOTTISH AREA REPORT

Herewith a report on the O.G.A./Royal Northern and Clyde Yacht Club Races held on 6th/7th June this year.

For comparison purposes, it was decided to run the races based on both the O.G.A. handicap and the CYCA handicap to see if there was any significant difference in the results. Many people had voiced their opinion that the OGA handicap favoured the smaller, lighter vessels as has been proved from the results of the past two or three years. The CYCA handicap formula is produced by the CYCA and is based on the performance of different types of vessels, such that, in theory, even the slowest vessel could race against, for example, a modern one tonner on relatively even terms. Obviously quite a number of the boats this year did not have CYCA handicaps and these were produced by the Committee based on the type of vessel and their probable performance characteristics. The results make very interesting reading and I believe that the CYCA handicap has, in this instance, proved to be the better system in that the corrected time difference on the Saturday between first and last boats under the OGA handicap was 172 minutes and under the CYCA handicap only 59 minutes. On the Sunday the difference was 36 minutes and 18 minutes respectively, but under the CYCA handicap, ignoring the boat which finished last, a further 9 minutes could be knocked off the 18.

Anyway the above gives food for thought for next year, and it may well be decided to run it under CYCA handicap in future.

Saturday 6th June, 1981. The forecast promised fairly strong south-west winds and this proved to be the case at the start with a number of the boats reefed in about Force 5 south-westerly wind with occasional rain showers. A long line had been laid by the Committee vessel and the Gourock end was certainly the more favourable, the start being stolen by Rawanah on port tack at this end. However, as the wind died throughout the day she rapidly established for the beat down the Firth to Toward, although Thistle fell into a hole to be overtaken by Ulidia to take line honours and also be first on corrected time under both handicap systems.

4.

As so often happens, Toward was reached with everybody hoping for freed sheets across Rothesay Bay and up the East Kyle, but as usual the wind headed providing a beat for the whole of the race.

Back in Rawanah it was rather difficult to follow the race, we arriving some two hours after the leaders and thus this report is naturally cut short.

The evening party was a great success, although there was a slight hiccup in that the Pier Master at Tighnabruaich was late in turning up and thus the party had to start outside accompanied by the famous Tighnabruaich midges. We were very pleased to have with us Mr. and Mrs. Brown from the OGA and are grateful to Mrs. Brown for presenting the prizes.

Sunday 7th June, 1981. The start at Colintrave was a somewhat ragged affair, Thistle being over the line early but quickly returning and soon gaining the lead on the close fetch down the East Kyle towards Ardmeleish Point. The order was soon established with Thistle, Ulidia and Ayrshire Lass making the running, Thistle setting her spinnaker and having a fast broad reach from Ardmeleish towards Toward and on up the Firth to Inverkip. Pennelee came from well behind to finish fourth and all in all it was a close race, the whole fleet being finished within 33 minutes.

Once again, thanks to the RNCYC for running the event for us and particularly to the Committee boat which finished us at Colintrave and also stood by in the pouring rain on the Sunday off Inverkip.

Philip Pendred is now officially taking over the Area Secretary's job and he can be contacted at:

10 Langside Drive, Kilbarchan (Tel: Kilbarchan 2021).

A.J. Armstrong.

RESULTS

Name of Boat	Sail No.	Elapsed Time	OGA TCF	Corr. Time	Place	CYCA TCF	Corr. Time	Place
Ayrshire Lass	-	5.45.33	.920	317.91	3	.6000	207.33	3
Gertrude	753C	6.17.45	.874	330.15	4	.5917	223.51	5
Martha Kathleen	-	7.07.33	1.025	438.24	7	.5333	228.01	6
Mist	370C	RTD	.930			.5667		
Partan	254	RTD	.849			.5333		
Penelee	-	6.43.55	.998	403.10	5	.5917	238.99	7
Rawanah	141C	7.00.59	.980	412.56	6	.5000	210.49	4
Spray	-	RTD	.849			.5333		
Thistle	13C	5.07.17	.915	279.33	2	.6500	198.43	2
Ulidia	-	5.04.12	.874	265.87	1	.5917	179.99	1

?Non-Starters: Beroe, Ferryman, Hildasay, Idaho, Marguerite.

THE EAST COAST RALLY - ELVER'S STORY

After the 1980 rally, it surely had to be warmer this year so I listened to the forecast with interest. 'North to North East, Force 5 or 6, moderating later, showers, good visibility...'. Straight out of the Arctic - showers, probably of snow, I thought. However, there were rumoured to be prizes for log books and seamanlike activities, so the camping kit was broken out, a dubious brother summoned from the flesh pots of London and we were ready to brave the winter weather and get down to Arthur Ransome's Savages Encampment. (After last year I re-read that wonderful book 'Secret Water'.)

Saturday turned out to be really rather pleasant; it was cool but there was a gentle following wind and a magnificent East Anglian cloudscape. We set sail from Bawdsey with L'Atalanta as Robert Simper had agreed to keep a fatherly eye on us. Elver liked the weather and we slowly pulled away from L'Atalanta, watching her topsail going up and down like a lift in the Post Office Tower. Eventually L'Atalanta appeared to be gaining on us so I was forced to resort to my secret weapon, a large section of RAF parachute suitably modified and recut in the shape of a ghoster. With its assistance we got to Store Point first - no other gaffers were there at all but one was sailing up Hamford Water, looking hopeful.

My brother and I landed, claiming the territory for the Gaffers as we were the first arrivals. The camp was soon established; unfortunately some other visitors who had arrived in plastic, triangular sailed boats had grabbed the best position and could not be shifted, so we pitched camp in a rather exposed spot. By this time Mike Burn's Sheila had also arrived from a lunch time pub session at Ewarton Ness - our numbers were slowly increasing.

It was still a beautiful evening, so we decided to retrace the Swallows and Amazons circumnavigation of Swallow Island (Horse Island) on the conveniently rising tide. This turned out to be a truly wonderful sail, and, apart from the large number of boats and moorings that obviously weren't there in Arthur Ransome's day, not much else had really changed.

We crept over the Red Sea (Horse Mere) - clearly local knowledge is essential as the withies defy logic. We saw the Wade - it was just visible in the middle but there were no posts as illustrated in the book. Our no cost echo sounder (centre board) was in regular use. In the beautiful evening, assisted by a gentle breeze, we crept around into Goblin Creek (Kirky Creek), slipping between Bridget Island and Swallow Island, but were then forced to motor against the flood and wind up into Secret Water (Hamford Water). The Swallow's landing place was clearly visible, with an old yacht lying in the creek in a mud berth.

Once in Secret Water we were able to sail back to the Camp of the Savages, where a splendid fire was being prepared, courtesy of Stadat's crew and Whisstocks timberyard! The fire was soon ablaze - thank goodness - as it was certainly a chilly wind blowing now. The traditional bangers, spuds and beer were consumed but no one seemed very interested in my pea pod wine - I can't think why. Stories were swapped and accordions produced

and we all huddled close round the fire. I'm sure Arthur Ransome would have approved. Eventually the cold drove even the hardiest gaffers back to their boats and we settled down in our tent. It certainly was a cold night!

Next morning the weather was still fine, but a brisk North Easterly was blowing precisely from where we wanted to go. With rather thick heads we cleared up the campsite so that no evidence remained and set off under Seagull power for Bawdsey, anticipating a very long and cold struggle home.

After some twenty minutes L'Atalanta hove into view and most generously offered us a tow home which we accepted with alacrity. We were pulled back in fine style - somewhat reminiscent of a submarine at times. It saved us much time and out-board fuel - thank you, L'Atalanta.

Thus ended another splendid Gaffer happening - it was a shame more didn't turn up, but those that did thoroughly enjoyed themselves. As for the Seamanship Trial, nothing ever happened because the originator of the event never got to the Rally!

Tom Eeles.

BOOK REVIEWS

SINGLE HANDED CRUISING AND SAILING, by Frank Mulville. Published by Nautical Books, Macmillan, London Ltd., 4 Little Essex St., London WC2R 3LF at £7.95. 184 pages, 45 line drawings.

This book was written from Frank Mulville's own single handed cruising experiences, which include five Atlantic crossings. Whilst much of it is obviously aimed at the long distance single-handed sailor, it contains a wealth of material which can be of value to others, such as the owner who moves his boat a few miles along a coast on his own, and also to the owner who sails with wife and young family as crew - a situation which often leaves only the owner available to handle some sailing emergency!

Those who have not been out of sight of land on their own on a sailing boat may feel there is an overemphasis on the mental attitude of the single-handed yachtsman, but whilst obviously much of what Frank has written must be based on his own personality and others may react differently, this topic is probably the most important aspect to be covered. Those who may have been somewhat worried by their own reactions to a short single-handed sail will probably be reassured by what Frank writes.

The book seems remarkably complete in its coverage, ranging through the more obvious topics of rig, gear, instruments, gales and calms to the stowage of food, risks of pirates and robbers, to maladies such as toothache, which is so vividly covered as to leave one wondering whether this was written from a terrible personal experience. One very minor point here is Frank's recommendation of the use of a two-part adhesive to refix a filling or broken tooth. My dentist warns that some glues, even in such minute quantities, can be highly toxic.

Whilst many experienced sailors will undoubtedly know of and use methods and gear other than those mentioned in this book, the use of glue for mending a tooth is probably the only point in the book with which one could really disagree. All in all it is a very well thought out, well written book and it carries the authority of its author's extensive experience.

J.A.S.

WOODEN BOATS RESTORATION AND MAINTENANCE MANUAL, by John Scarlett.
Published by David and Charles Ltd., Newton Abbot at £10.95.
223 pages, 203 line drawings, 23 photographs.

It's hard to believe that yet another book to do with yachting was needed, let alone really necessary, but John Scarlett's Wooden Boats Restoration and Maintenance Manual fills the surprisingly large void in this particular field.

Writing such a book must have been a rather awe-inspiring task as many of the likely readers, wooden boat owners, are already expert in such matters, and could well be quick to criticise.

However, the book has been carefully written and well researched and will be an excellent aide memoir or reference book to the experienced owner.

It will also be invaluable to the newcomer in that it covers almost every aspect of keeping wooden boats in good order.

Certainly I would have been very glad of such a book twenty years ago when I found myself responsible for the maintenance of some large and medium sized old gaff rigged yachts. As it was, one got by with help from an old world boat yard and being in a Club, one had plenty of advice from fellow members.

But a good sound manual like John Scarlett's would have been a godsend then and it will be even more so in the future. Certainly with boat yards becoming increasingly expensive and experienced craftsmen phasing out rapidly, amateurs will have to do more and more of their own maintenance, and so a good manual like John Scarlett's will become increasingly valuable.

It's difficult to point out any particular chapter or section of the book as being of outstanding interest as the whole book is well balanced but certainly the clear and full index will be most helpful to the less experienced. I would certainly recommend 'Wooden Boats' to all owners, whether experienced or newcomers to the absorbing pastime of sailing and maintaining old boats.

Ted Pearce,
Secretary, Island Cruising Club.

A silly old gaffer from Eton,
Had read about a certain Miles Smeeton.
Although he was quite an initiate,
He ventured to imitate,
And by ill fate he was meet'n.

H.H.L.

MASTER HAND

In the February 1981 issue of the magazine 'Coast and Country' there appeared a picture feature about Lowestoft smacks and steam drifters. One of the photographs showed the well-known smack Master Hand (LT 1203).

This smack was motorized in 1946, and when last seen by me was at Plymouth in January 1969, when she lay at the Barbican. At that time she was owned by Tamar Trawlers and was registered at Brixham as BM 43, being fitted up as a side-trawler, and with a 200 h.p. engine. The following year she ceased work, and there were later rumours that she was being restored.

A letter from a reader showed that this was only partly true. Apparently she was bought by a Mr. J. Blowers in 1975. He took her from Mashford's at Cremyll across the River Tamar to Torpoint, where she was beached near a slipway, and started work on the hull.

Now Master Hand is 70 ft. between perpendiculars, which is a lot of boat for a man to tackle single-handed. The next heard about her was that she had parted her moorings in a Westerly gale and been swept across the slipway, where she grounded.

To clear the slip there was the possibility that she would have to be broken up on the spot, but soon afterwards an Easterly gale re-floated her, and she was swept back off the slipway to her present position, immediately downstream of it. Obviously she has suffered by being stranded across the rails of the slipway, but photographs of her look hopeful. Smacks outwardly in far worse condition have been successfully restored. There may be O.G.A. members in the South-West area who are looking for a suitable hull to restore, which prompts me to send this news.

Master Hand, built as late as 1920, is one of the few big smacks still remaining. Her sisters were among the first to go when fishermen turned to motors in the 1920s and 1930s. A number of the smaller smacks - around the 40-foot mark - remained fishing, partly because it was marginally easier to continue to work them under sail. A motor was expensive to install, and a smack this size could still be operated under sail by a crew of three (two at a pinch) and so they remained economic. A number of them compete in O.G.A. events each year.

There is so much known about the Master Hand, because Edgar March published detailed plans and descriptions of her gear and rigging in his book 'Sailing Trawlers', which is still in print. So intending restorers have information readily available, which is more than can be said for other smacks which have been restored from bare hulls.

I thought that publication of this information in the O.G.A. Newsletter might prompt some members to investigate further. There she lies on the beach at Torpoint, seemingly capable of restoration, but another year or so of neglect might make it too late to do anything to save her.

Patricia O'Driscoll,
18 Dunoon Road,
London, SE23 3TF.

NOTES OF INTEREST TO MEMBERS:

DIRECTORY. I keep a photographic directory of character craft available for film and TV hire. A TV company seeking a particular vessel consult this directory and if they find what they want I set up the charter.

If any of your members would like to be featured in this directory they should send me, at the address below, a large high gloss professional picture of their craft (sorry, snapshots just won't do) along with some details. In return, I shall write acknowledging receipt of the material and inclusion in the directory. It should be understood that this initial contact cannot possibly guarantee work, but it may bring it. The number of charters I arrange each year is increasing dramatically.

Stephen Lowe, Diving & General Services, 'Amazon', c/o Tough Bros, Manor Road, Teddington, Middx. 01 977 4496.

A Letter from Captain D.S. James, Senior Nautical Surveyor, Department of Trade, gives details of approved lanterns for vessels under 20 metres in length:

With regard to oil lanterns, the only ones which have been submitted for approval and accepted under the 1977 Collision Regulations are all round 'red' and 'white' lanterns manufactured by Smith & Barnes of Newcastle, to be used as 'not under command' and 'anchor' lights.

However, the Department has found that oil lanterns fitted with 1" duplex or 1½" single wicks and dioptric lenses are capable of meeting the requirements of the 1977 Rules for all lanterns in vessels less than 20 metres in length and provided your lanterns meet the above criteria and your vessel was constructed before July 1977 you may retain them and not install approved electric lanterns. If they do not, then you will need to fit lanterns which meet the specifications of the 1977 Collision Regulations.

NEWS FROM THE VINTAGE BOAT CLUB OF TASMANIA:

GAFF RIG RACE - BELLERIVE REGATTA

The 1981 Gaff Rig Race at the Bellerive Regatta attracted 11 starters, and promised to be the best yet. Unfortunately the 5 - 10 knot S.E. breeze dropped out whilst most boats were on the first leg, and only three boats eventually completed the course.

Altura, Curlew, Fancy, Matilda, Casilda, Arrabell, Delphis, Aphrodite, Lleeuwin, Helga Ann and Charmaine crossed the starting line in the light breezes and sloppy sea. Gypsy and Janet sent their apologies. Altura and Curlew revelled in these conditions and rounded the first buoy well ahead of Aphrodite. There was close racing between Fancy, Delphis, and Casilda and Arrabella, who were followed by Matilda and Charmaine.

Aphrodite was seen disappearing to the South, whilst the leaders made for the Wrest Point Mark. At this stage the wind began dropping out and the back markers were left with confused seas and little or no wind as they worked up the Bellerive shore.

Altura led Curlew on the reaches across the river, and with eased sheets they lapped the back markers. Fancy and Delphis made a break away from Casilda and a large gap developed behind Arrabella to the rest of the fleet. Arrabella surprised many by sailing well up with the much larger boats around her.

After Altura led Curlew across the finishing line by just under 6 minutes, the wind virtually died, leaving the rest of the fleet scattered around the course. As the afternoon wore on the boats retired one by one until Fancy was the only one left still racing. In occasional puffs gusting up to 1 knot, Fancy crossed the finishing line at 7.29 only 3 hours 22 minutes after Curlew to take third place.

It was unfortunate that the conditions did not favour some of the shorter rigged boats. The light winds and sloppy seas allowed the racing yachts to show their superiority over the working boats. It is hoped that we now have sufficient starters to divide the next Gaff Rig Race into 2 divisions - yachts and workboats. This will allow the handicapper the opportunity to provide realistic handicaps, and give everyone a chance to achieve honour and glory.

Next year we should see Altura and Curlew trying themselves out against Gypsy, Janet, Maggie and Cygnet, whilst the more staid vessels such as Casilda, Fancy, Matilda, Lleeuwin, Helga ann and Arrabella can compete on more equal terms. If we cannot do it that way the handicapper will have to decide how many galvanised iron buckets each boat will have to tow!

Michael Desmarchelier.

RESULTS:

1.	Altura (W. Weidenhofer)	4.01.59	Scratch	4.01.59
2.	Curlew (T. & P. Carr)	4.07.47	3%	4.05.10
3.	Fancy (M. Desmarchelier)	7.29.00	20%	7.01.36

Retired: Delphis, Casilda, Matilda, Lleeuwin, Arrabella, Aphrodite, Helga Ann, Charmaine.

ADVERTISEMENTS

WEEKEND CRUISING Members can enjoy a weekend cruise on a fast, well-found gaff cutter based on the Solent Area. For further details please telephone 01 399 4777.

PINTAIL (478) 23' x 6' x 3'9" gaff yawl, reputedly built in 1914 by May, Harden & May, Hythe (Southampton Water) and designed by Morgan Giles for a retired army officer. This has not yet been authenticated but is believed to be true. 'Swan' stern is typical of this period and is of great advantage in a following sea, providing the stern is not used to carry heavy stores. Almost brand new diesel engine drives her at 6 knots and consumes approx $\frac{1}{2}$ gall per hour. The engine has been regularly serviced by the Petter agent. In heavy weather, the owner has crossed the Channel very comfortably using jib, staysail and mizzen, stowing the mainsail. In the owner's opinion she would benefit by a light 'cruise shute' type of sail as she appears rather under canvassed.

Inventory - Anchor, chain & rope. Boat hook. Warps. Bucket lavatory. Bucket. Water can w. tap. Cover from mizzen mast - mainmast. Petter 2 cyl Diesel 1979 & under 100 hrs. running. Bilge pump. Survey rept. carried out Aug. 1980. Gas bottle w. regulator, spare gas bottle. Tilly Talisman 2 burner stove w. grill. Paraffin port & starboard lights, riding light. Compass. Cold water pump at sink. Nets above port & stbd bunks. 3rd bunk can be made suitable for child. Mainsail, mizzen, 2 jibs, staysail, all terylene, v. good cond. 1 cotton staysail. 1 canvas balloon jib. Standing & running rigging v. good cond. Halyards for burgee & mainmast & ensign on mizzen mast. £3,000. Major R. Eyton-Lloyd, 35 Courtenay Place, Lymington, Hants. (0590) 74020.

SCIT OF 8 oz. TAN SAILS from Itchen Ferry, made by 'G' Sails, Southampton, used only one season, so immaculate. Loose-footed main (13'2" foot, 11'6" luff, 10' gaff), hanked staysail, free-hoisting jib. £250.
A.J. Rouse, 5 Tyrrel Road, Chandlers Ford, Hants.
Tel: (04215) 65757.

WANTED: SAILS for 32 ft. Navy Cutter, lug sloöp rig.
Main: Luff 8'4"; Head 20'4"; Leach 30'3"; Foot 18'6".
Staysail: Stay 18'3"; Foot 10'; Leach 14'6".
J.K. Wilson, 10 Chapel Lane, Little Downham, Ely, Cambs.
Tel: Pymoor 035387309.

GOLDEN VANITY (511) Aux. Gaff Cutter. Built Galmpton 1908, Sanders, designed Gibbs, for marine artist Arthur Briscoe. Pitchpine on oak, 38 x 36 x 12 x 7. Extensive work on hull by Uphams of Brixham. Some internal fitting required, further details from Woolley, Halifax 52539.
Must sell, hence reasonable offers considered. Moored afloat Brixham. Heavily built, safe sea-going craft. Registered.

PAGUERA (451) Exceptional opportunity to buy well constructed and problem free traditional wooden gaff cutter by leading yacht designer. 27'(+bowspt) x 21' x 8' x 5'. Designed Alan Buchanan, built Burnham on Crouch 1961. Fast & easily handled, good cruising record & many OGA racing successes. $\frac{7}{8}$ " mahogany on CRE ribs, oak backbone, varnished mahogany coamings etc., external iron keel, 4 good berths, baby Blake, Calor cooking, standing headroom. Prout folding dinghy. Seafix DF. Stuart Turner 10 h.p. engine w. alternator. Electric light & starting. Varnished spruce spars w. good sails & gear. Winter cover. 2 anchors & chain. All in excellent condition & ready to go. Lying Hamble. £8,900
D. Ettling, 155 Grand Ave., Surbiton, Surrey. 01 399 477..

SAILS: Canvas fore lug sail by Retsey & Lapthorn off Holyhead Lifeboat. 11' luff, 16' loose foot, 16'3" leach. Tanned. £10.
Cotton jib sail: 25' wire luff, 19' leach, 9'6" foot. Mitre cut. Tanned. £5.
Lightweight cotton dinghy mainsail - tanned. 14'3" luff, 17'9" leach, 10'3" foot, one row of reefing points. £5.
Although natural fibre, all 3 sails are in quite good dry cond., and would do as stand-ins in an emergency, or until new sails could be purchased. Buyer collects.
Miss P. Paterson, Moss Cottage, 3 Layer Road, Abberton, Colchester, Essex. Tel: Peldon (0206 35) 533.

SOPHIE (718) Cornish sailing drifter, built 1904 Tom Pearce, Looe. 28.5' x 9.5' x 9.5' + 8' bowsprit. Much planking & 75% iron fastening replaced during last 7 years. New coach roof, side decks etc. Larch on oak, carvel hull with iron fastenings. Pine on teak beams foredeck, canvas covered. Superstructure: marine ply on mahogany beams. Engine- Coventry KF 50 h.p. diesel. Cruising speed 6 knots ($\frac{1}{2}$ gall per hour fuel consumption). Norway spruce spars made in 1976. Galvanized standing rigging. Sails - Terylene main & jib 1976, canvas staysail & storm staysail, cotton jib & staysail. All sails in tan.

2 Barton jib sheet winches, Simpson & Lawrence anchor winch, 8'6" G.R.P. dinghy. Galvanized guard rails. Fisherman & CQR anchors. 30 fathom chain. Winter all over cover. Accom. for 5 plus 1 child. Crockery etc. for 5. 2 burner grill/cooker. Marine toilet. Standing headroom in main cabin, 5'5" in forecabin. Offers around £7,250, exchange considered. Chris and Gill Wherry, Ward Cottage, Bere Alston, Yelverton, Devon. Tel: Tavistock 840856.

SHY TALK (446) Gaff cutter, 27' x 26' x 8.5' x 4.5'. Built Perkins, Whitstable, 1939. 8 h.p. Stuart Turner, inner staysail, outer staysail, flying staysail, 2 mainsails, topsail & storm trysail. Solid fuel stove, Paraffin cooker, echo sounder, S.L. toilet. £950 o.n.o.

P. Davenport, 30 Lodge Road, Writtle, Essex.

CURLEW (324) Aux. gaff cutter built on pilot cutter lines by R. Pearce, Looe, 1903. 37.2' (+ bspt) x 35' x 11.2' x 6'. 17 tons T.M. OGA TCF 1.016. Pitch pine on oak frames (some planks renewed in iroko). Teak laid decks. Doghouse. Wheel steering. Galvanised standing rigging. Good suit of working sails (new No.1 Jib). Ford/Thornycroft 220 4 cyl. 56 h.p. diesel (1964) overhauled 1978/79. Comfortable accommodation for crew of 6. Good inventory inc. clinker dinghy & liferaft. Cruised & maintained by Island Cruising Club since 1976. 1980 survey report. Lying Salcombe, £14,500. Contact: Cruising Captain, Island Cruising Club, Salcombe, Devon. Tel: (054 884) 3481.

GAFF SLOOP (centreboard). Mylne designed, 26' x 7'6" x 3'6" (5'6"). Mahogany on oak, flush decks. Kelvin inboard, lots of equipment. £2,750.

Further details: Telephone John Bird, (0632) 656247.

KIFFA (863) Very pretty Falmouth Oyster boat, built Thomas's Yard c.1880 as a yacht. 25.7' x 8.5' x 5.3' x 5'. Pitch pine on oak, copper fastened (lead keel), teak coachroof & coamings, 3 single, 1 double berth, standing headroom. Perkins 4107 diesel engine, two sets of sails, new tan jib & staysail. 2 anchors, in fact fully equipped in mint condition. Survey report & registered. Lying Portsmouth in commission. £5,950. Paul Baker, 1 Denewulf Close, Bishops Waltham, Southampton. Tel: 048 93 4002.

PETTERS Diesel engine. 3 h.p. Type AA1 air-cooled. 3,500 r.p.m. max. fitted F.N.R. marine gearbox. Built 1966. £200. Also, bronze shaft $1\frac{1}{8}$ " dia. (no shaft tube) & 3 bladed bronze propellor 11" dia R.H. Price by agreement. M. White, 80 Kilmersdon Road, Radstock, Nr. Bath, Somerset. Tel: Radstock 32237 (evenings only).

THISTLE 28 ft. of gaff rigged speed. Winner '79 and '80 Clyde Old Gaffers Race; overall winner '80 Tobermory Race. Built 1909 by Malcom of Port Bannatyne as a racing sloop, pitch pine on steamed rock elm (recently extensively doubled with laminated frames). Limited overnight accommodation for 4, cooker, seagull outboard, v. old road trailer, good overall wintering cover, brand new ('81) set of Hood sails, M.&W. Dynac spinnaker, top-sail and several other older sails. A superb looker in good condition (recent survey available) this boat was built to win and is still doing so against her modern counterparts. £2500 o.n.o. F.W. Coghill, 30 Renshaw Road, Bishopton, Renfrewshire.
Tel: 041 889 2645 (Day); 0505 86 2581 (Evening).

PRAWNERS

Nobbies (prawners) were built in many yards from mid-Wales right up to the Solway and though Crossfields and Armour are credited with their design or conception in fact the type did exist for some time prior to the 'modern' pattern as a more conventional long keel and straight stemmed craft. According to Ronnie Baines of Deganwy who owned many nobbies in his long life running most of them down the Mersey from Warrington and Bill Edwards (now dead) of Crossfields, Conwy, the new pattern evolved more from the need for a fast and highly manoeuvrable vessel to work the difficult conditions of the prawn fishery. The low freeboard was very much to make the trawl and shrimp and prawn washing easy, the beamy yet sharp shallow hull was to enable the vessels to take the ground well and go nicely to windward. The cutaways and rockered keel were to promote rapid handling in narrow swatchways when beaming for their quarry. John Wainwright does not mention that many of these little ships had internal ballast and my former vessel, Sam Bayliss's Venture, is an example of a nobby with a wood keel and full internal ballast. Ronnie Baines reckons that many of those built with external keels had more pleasure boating in mind than fishing though he admits that the differentiation is a shaky one. Some superb fishing prawners had external ballast keels. It is also certain that turn of the century boatbuilders kept their eyes wide and were quicker than we credit them at copying ideas. They didn't need drawings, just an accurate eye looking at a yacht dried out or for that matter a stranger workboat.

Venture is an example of a nobby with very much more powerful sections than most. She has quite a good flare forrard which combined with her considerable bows made her a dry boat in the time that I owned and worked her between Scotland and North Wales. She also has a stubbier and wider counter than is normal for these craft and must have been an able boat with a trawl in tow. She has big towing knogs and a massive samson post.

Curiously, though Ronnie and his pals could recall nobbies by the dozen they could not put a firm finger on Venture. Old Alf Crossfield who died some years back now positively disowned her as a Crossfield product. Anyway she looks most unlike any Crossfield product I have seen. He could not label her at all though he did say that she had some similarities to a big prawner called Gin Me.

In answer to Sam Bayliss's question about anchor stowage, it was most emphatically near to midships and not in the bows. The chain and anchor were fitted in under the cockpit floor wherever there was a space good enough and accessible enough for it. Often Ronnie and his Warrington compatriots used a short length of chain and a good long warp.

The last nobby built by Crossfields was in Conwy in the post war years (exact year I forget) and she was called 'Welsh Girl'. She stayed on the Conwy most of her life and was a motor sailer with a transom stern. A few years ago she was owned by Bill Hooson of Deganwy and used as a pleasure boat. She had been built as a fishing boat. Incidentally the first Crossfield Nobby to be built with an engine was the 'What O', and she is owned by Tony Price of Conwy and is still active as a workboat. Her shaft is straight through the deadwood and the stern post is a little less raked. She was built in the inter-war years.

Sam Bayliss mentioned Venture's mast spreaders. They were fitted by Dennis Crompton, her owner prior to myself and who also saved her from possible oblivion, but where he got them from I know not.

To close I must mention the speed of these craft. Venture always seemed to be a fast vessel especially when motorsailing about our business. I remember one passage from Tarbert to Peel. Myself and my crew, Nig, had just left Tarbert and once out in Loch Fyne we discovered a very strong wind coming off the Western shore. This meant reaching conditions so we set everything, shut down the trusty Petters and went like blazes. I've never been so fast in a small sailing monohull. She seemed to take off and we drove down the Loch with a great bone in Venture's teeth. The sky was overcast and squally showers were frequent. To be honest I do not know our true speed as I had no log and a chip log was out of the question as I was hanging onto the massive tiller which seemed to have locked up. Suffice it to say we reckoned we were shoring along at 9 knots plus and the crews of two of the Tarbert fishing vessels came out on deck to stare as we hurtled close by them. As it happened the whole passage to Peel was made at an average speed of 7 knots and we were utterly knackered when we arrived. That old cutter had shown her mettle. Whilst driving Margaret Alison around the lochs I often dream of Venture. Yes folks, I am the proverbial marine lorry/bus driver depending upon which hat I am wearing. One consolation is that Margaret Alison is beautiful in her own right. Oh, and the wheelhouse keeps the winter chill off me!

Jay Cresswell.

NOTES FROM THE UPPER CROUCH

It's the same every time we go in for the Race. We lollop round the course like a pregnant duck and watch the rest of the fleet sluice past us. We have our own little race with the tail-enders and nurse the comforting thought that we have had our moments of glory.

Like the time we sailed down the coast to the Deben with a Cherub, a Folkboat and some glass boats.

In the lee of the land we couldn't hold them, despite full rig with topsail and watersail. But as they cleared the Naze and caught the full brunt of the north-westerly over Stoney Banks they began to falter. By the time we arrived, some of the smaller boats had turned for shelter and the rest were reefing and nursing.

Then those two tons of sash-weights stowed below began to earn their keep as we pounded into the cross-seas and kept boring on. We literally thundered past the Cherub as the wind thrummed the rigging with the noise of distant thunder.

By then the Folkboat helmsman was looking up and about, wondering what he was doing wrong; but as we creamed past him to windward we all realised that we were invincible. We could have eased the sheets a bit; but this dog was determined to have his day, so we covered ourselves in spray and glory and left them all behind us.

So if you just keep sailing long enough and far enough, every boat becomes a winner one day.

Len Warren.

THE ANNA PINK - 1740-1741

The 'Anna' was a small trading ship of a type known in the 18th century as a Pink. Her tonnage was 300 and she carried a crew of 16 hands and a master, Mr. Gerrard. In 1740, when an expedition consisting of six Royal Naval ships under the command of Commodore Anson was being sent out to round Cape Horn and harry Spanish possessions and trade on the West Coast of South America, she was chartered by the Admiralty to carry additional supplies and stores for the expedition to a point half-way down the Atlantic (Latitude 13° North) where she was to replenish the squadron and return home.

On reaching this point the Commodore informed her that as yet he had no room for the extra supplies, and asked the Pink if she would continue with him until he could unload her. This she accepted. *

She thus took part in Anson's epic struggle, lasting over two months - between March and May 1741 - to round the Horn during which she got seriously damaged in continual gales and finally got separated from the remaining ships of the squadron. (Two 40-gun ships had given up and gone home, and one had been wrecked on the South American coast.)

The 'Anna' was by now so badly damaged that during a gale she was unable to avoid being swept towards a mountainous and rocky lee shore on what is now the Chilean coast. After dragging her anchor across a bay, she miraculously found a small opening among the rocks and brought up in a sheltered inlet where two months were spent repairing the ship and recovering the crew who were in the last stages of sickness and exhaustion.

She was then able to rejoin the Commodore at his rendezvous at Juan Fernandez Island, arriving there on 16th August 1741 with a badly needed cargo of flour and other valuable supplies. Her

condition was such, however, that she was judged unfit for further sea-going, and having been stripped of everything that could be of value to the expedition, Anson bought her on behalf of the Admiralty for £300 and she was burnt on the shore.

In his account of Anson's voyage, Captain Pack, a naval historian, has written:-

'So that was the end of the 'Anna Pink'. She and her crew of 16 had played gallantly and faithfully their part in the Expedition. Small, undermanned and never intended for the enormous waves of the Horn she had weathered them where others, more able to do so, had failed and given up. In so doing she had saved those that remained from starvation and, even in her end, had supplied the other ships with essentially required stores of mast, sails and fittings, and - most required of all - 16 good stout hands to help navigate the expedition onwards. No ship could have done more.

'It is pleasant to record that, though now almost forgotten in this country, the Chilean successors of the Spanish colonists have not forgotten her. The Bay across which she dragged her anchor still bears her name, and is marked on both the Chilean and Admiralty charts as 'Bahia Anna Pink' and the inlet which was so providentially discovered and where she found refuge is named 'Puerto Refugio'. (Admiralty Charts 1255 and 1893).'

* P.S. The Admiralty chartered two Pinks as 'victuallers'. The other one 'The Industry Pink', refused to continue with the squadron beyond Latitude 15° North and was captured by the Spanish on her way home.

M.W. Hope

ROUND THE ISLAND RACE, 1981

It was an interesting sail with the wind from N/NE about 4/5 at the start, moderating to 2/3 by early afternoon. One of the new 'maxi raters', Challenger, was first boat home and Yeoman XXIII hit the wreck off the Needles!

D. Reynolds.

RESULTS

<u>No.</u>	<u>Name of Boat</u>	<u>T(H)CF</u>	<u>ELAPSED</u>	<u>CORRECT</u>	<u>POSM.</u>
1009	Idyll Gryphon	.842	12 27 44	10 29 35	1
1506Y	Skipjack	.925	11 52 37	10 59 10	2
1005	Verity	.923	11 55 18	11 00 13	3
Z	Merryn	.894	12 49 23	11 27 50	4
2334	Moya	1.075	11 04 46	11 54 37	5
2286Y	White Moth	.975	12 40 17	12 21 17	6
454	Olive Mary	.980	12 39 59	12 24 47	7
583	Iseult	1.013	12 15 35	12 25 09	8
951	Morvoren	.996	12 29 48	12 26 48	9
585	Dunlin	1.067	12 23 29	13 13 18	10
952	Jolie Brise	1.231	11 34 46	14 15 15	11

Jubilee Trophy - Idyll Gryphon
Shamrock Trophy - Moya.
(first gaffer home)

Pareta. disqualified
Trammel retired
Dayspring non-starter.

Now our usual welcome to the following new members:

R. Coles, Lothlorien, Knapp Lane, Ampfield, Romsey, Hants.
Figaro 1049

J.C. Cragie, Gate House, Chapel Road, Langham, Colchester, Essex.
Alfred Corry 1060

J. Davidson, c/o Hampshire County Museum Service, Chilcomb House,
Chilcomb Lane, Bar End, Winchester, Hants.
Snowdrop 1104

G.L. Davies, Tregatreath Cottage, Mylor Bridge, Falmouth, Cornwall.
Naiad 1069

D. Dimbleby, 2 Lower Common South, London S.W. 15.
Rocket 1054

J.P. Drummond, 15 Wiggan Lane, Sheepridge, Huddersfield, Yorks.
Delight 1056

F. Forrester, 48 Romsey Road, Shirley, Southampton, Hants.
Black Duck 471

J. Gibbons, 12 St. Mary's Lane, Maldon, Essex.
Fortuna 1058

C.J. Gill, 3 Adams Row, Wheal Busy, Chacewater, Truro, Cornwall.
Maud 1059

A.C. Gleeson, 119 Mousehole Lane, Bitterne, Southampton, Hants.
Pierrette 475

E.A. Harrison-Hall, 1 Fountain Court, Birmingham 4.
Skipjack 541

D.I. Kilpatrick, Mayfield, 2 Hill Street, Dumfries.
Tringa 1065

C.C. Ruddlesden, 16 Victoria Road, Dartmouth, Devon.
Roxana 514

J. McDonald, Ferry Quay, Trefusis Road, Flushing, Cornwall.
Girl Sarah 1119

B. Marley, 30 Stonebarton Road, Plympton, Devon.
Avel Mor 1057

G.A. Marshall, New Buildings Farm, Barling, Essex.
Mayblossom 86

C.D. Matthews, 11 Hilliard Court, Demesne Road, Wallington, Surrey.
Merlin 5297

D.C. Pridie, 20 Picton Street, Bristol B56 5QA.
Peggy 1070

Major R.I. Radford, St. Ives, Maypole Road, East Grinstead, Sussex.
Pameta 302

C.L. Rihan, 18 Edwards Road, Shirley, Southampton, Hants.
Pameta 302

Mrs. B.J. Robertson, 30 Dane Hill, Margate, Kent.
Jenny 1061

J. Simper, Sluice Cottage, Ramsholt, Woodbridge, Suffolk.
Pet 1145

D.M. Thompson, 2 Stafford House, 295 Main Road, Southbourne,
Emsworth, Hants. Arrow 1064

Major H.P. Webb, 11 SY Coy, BFPO 53.
Speedwell 1052

G.W. Wheeler, Winnall Cottage Farm, Easton Lane, Easton,
Winchester, Hants. Dunlin 1063

P.G. Wilkinson, 20 Salisbury Avenue, Rainham, Kent.
Thistle 1062

There was an Old Gaffer from Mull,
Met another Old Gaffer from Hull.
They sailed off together
And went hell for leather,
And then got becalmed in a lull.

A.D.S.

The following members have changed their addresses:

B.W. Allen, The Glebe Cottage, Affpuddle, Dorchester, Dorset.
 J. Beale, 5 Malting Lane, Kirby le Soken, Frinton on Sea, Essex.
 J.P. Boogaerdt, 6 St. Michaels Close, Lowestoft, Suffolk.
 R.P. Cole, 52 Beacon Way, Park Gate, Southampton, Hants.
 M.I. Cox, Becksteps, Caldbeck, Wigton, Cumbria.
 R.E. Doig, 21A Ballyhampton Road, Larne, Co. Antrim.
 G.J.R. Ellison, Tern Cottage, Mill Lane, Rowington, Warwick.
 D.W. Fuller, c/o 26 Patchins Road, Turlin Moor, Poole, Dorset.
 C. Gaches, Brooklyn, The Shute, Newchurch, Isle of Wight.
 R.A. Kyffin, Efail Uchaf, Golan, Garn Dolbenmaen, Gwynedd.
 P.G.W. Meakins, Escot House, 64A Portsmouth Road, Woolston, Soton.
 J. Morrison, Rosewall, Scarborough Road, Old Heath, Southminster, Essex.
 A.R.G. Munro, 19 Ashley Street, Ipswich, Suffolk.
 P.A. Newman, Oak Lodge, Bergholt Road, Bentley, Ipswich, Suffolk.
 J. Pearson, Groesffordd Afonwen, Mold, Clwyd.
 A.D. Sharpe, 75 Church Street, Tewkesbury, Gloucestershire.
 P.A. Smith, Greenways, Churchfields, Hurstpierpoint, W. Sussex.
 M.L. Taplin, Shalom, Tomlins Farm, Main Road, Marchwood, Hants.
 M.R. Thomas, † Little Back Lane, Debenham, Stowmarket, Suffolk.
 E.A. Winter, Le Clos du Parcq, Route de Noirmont, St. Brelade, Jersey.
 D.M. Brown, Eagle Corporation Ltd., 51 Colin Street, West Perth,
 Western Australia, 6005.

SAILS FOR DISPOSAL:

- A Loose footed gaff mainsail - very heavy tan canvas. Excellent condition, hand sewn. 33'6" x 22' x 22' x 10'. by Perry's, Birkenhead. As new. £800.
- B White canvas headsail, 50'6" x 44'6" x 18'. Ratsey & Lapthorne Good condition. £150.
- C White light duty headsail, 41'6" x 30' x 16'. Condition only fair. Cotton. £50.
- D White cotton headsail 27'6" x 27' x 11'6". Condition only fair. £50.
- E Medium weight canvas foresail, 24'6" x 20' x 11'6". Condition only fair. £40.
- F Light white canvas foresail, 20'6" x 19'6" x 9'. Condition only fair. £30.
- G Medium canvas foresail, 34'6" x 30' x 18'. Condition good. £150.
- H Light canvas foresail, 27' x 20' x 20'. Condition only fair. £20.

Above prices are a guide and offers would be accepted, with the exception of Item A, which is superb and worth the money.

R.A. Kyffin, Efail Uchaf, Golan, Garn Dolbenmaen, Gwynedd.
 Tel: 0766 75 684.

CANCELLED ADVERTISEMENT:

19.

CURLEW Since the advertisements were printed, we have been told that Curlew (page 12) has now been SOLD.

SOUTH WEST AREA RACE RESULTS

FINAL POSN.	No.	NAME OF BOAT	CORR TIME	POSN OVER LINE	FINISH TIME	CLASS
1	2334	Moya	2 36 28	1	13 25 33	I
2	1051	Daffodil	2 38 53	7	14 01 47	III
3	1054	Rocket	2 41 59	2	13 42 58	II
4	-	Spica	2 42 45	4	13 54 49	II
5	37?	The John Young	2 47 52	6	14 00 30	II
6	934	Little Millie	2 50 03	11	14 16 22	III
7	987	Tee Jay	2 51 25	9	14 03 20	II
8	270	Dilkusha	2 59 40	15	14 39 06	III
9	699Y	Dreva	2 59 48	8	14 01 59	I
10	544	Roxana	2 59 58	13	14 34 45	III
11	536	Sea Wigeon	3 05 31	12	14 31 03	II
12	-	Peggy	3 05 34	3	13 47 47	I
13	817	Swift	3 08 14	10	14 12 52	II
14	-	Chloe May	3 13 00	5	13 59 12	I
15	-	Petronella	3 29 48	16	15 06 49	III
16	656	Aceituna	3 34 13	18	15 11 43	III
17	1000	Earendil	3 34 49	14	14 37 39	I
18	749	La Toulonnaise	3 40 01	19	15 16 44	III
19	816	Mignonette	3 53 08	17	15 09 53	II
20	1045	Penguin	4 06 41	21	16 06 03	III
21	203	Pleione	4 20 14	20	15 54 03	II
22	456	Awara	5 05 18	22	16 16 03	I

Retired: Wild Swan, Verity, Shamrock, Tern.

COURSE: Western mark - Skerries - Homestone - Western mark - Homestone. 11 July 1981, 1100 hours. Wind SW 4 - 5.

PRIZE LIST

Charlotte Rhodes Bell	1st Class I	Moya
Solent Block	2nd Class I	Dreva
Tyrone Trophy	3rd Class I	Peggy
Whelker Trophy	1st Class II	Rocket
Dartmouth Deadeye	2nd Class II	Spica
Pin Rail Trophy	3rd Class II	The John Young
Scrimshaw Trophy	1st Class III	Daffodil
Sheave Trophy	2nd Class III	Little Millie
Marie Mahon Trophy	3rd Class III	Dilkusha
Boan Boom	1st Working boat	Peggy
Kingswear Trophy	1st Local boat	Daffodil
Victory Trophy	1st Solent boat	Moya
Lewthwaite Trophy	1st Cornish boat	The John Young
Tupperware Trophy	1st GRP boat	Rocket
Oyster Ring Trophy	Greatest effort	Chloe May
Plodders Pin	Last boat in	Awara
Royal Dart Yacht Club Trophy	Line honours	Moya
Lloyd Attree Trophy	Best time to second finish line	Moya

THE EAST COAST OLD GAFFERS RACE

Right from the very start this year's East Coast Old Gaffers Race on July 25th seemed all set to be a successful event. The great point which was in our favour, over which none of the organizers have any control, is the weather. At the start of the two main classes at 9 a.m. the South Westerly wind had regained strength and this was to keep up all day. These two classes were able to race over the complete seaward course A.

There only seems to have been one minor collision at the start when Greenshanks was run in to while at anchor. Just after the start the Pin Mill Yawl Gwenili and a small grey gaffer went aground on the Thirstlet Spit. The rest of the fleet bore down river on a broad reach. They were so close together and moving so fast that the surge of moving water could be heard clearly. The Medway based smack Stormy Petrel and the smack Gracie made good starts but it was difficult to pick out other boats in the mass of sails. Certainly Sheena and the bawley Helen and Violet quickly emerged as the leaders.

On L'Atalanta, we have usually set a watersail under the mainsail when running in other years, but this time the wind was fresh enough to make the watersail more of a nuisance than a help. Within an hour the whole fleet was strung out over the sea so that for some five miles between the Knoll buoy and Bradwell there were gaff boats dotted everywhere.

A private battle was going on between two whalers of which the Intrepid got ahead by the Knoll. It is these small open wooden boats which might vanish in the near future as they wear out, although it is heartening to see modern boats like the Cornish trader Martha II and a Cornish shrimper sailing. Personally I prefer wooden hulls, which is probably just sentiment. The fact that boat yards are turning to gaff craft is a tribute to the efforts of our association, which will soon be twenty years old. However being modern is not necessarily an advantage, the Harnser, a light displacement sloop with a cold moulded hull did not get round the course this year as fast as some of the smacks and yachts which are over seventy years old. It would seem that gaffers built since the mid-60s are good at going to windward, but not as fast down wind as the old timers.

At the end of this race, 62 boats were timed in. Just how many craft there are is always something of a mystery since some retire and others sail the course without paying an entrance fee, shame on them, the entrance fee was low and it's the only way we have of getting the money together for this super event.

After the knoll buoy the race livened up considerably. Amongst the leaders were Helen & Violet, Nepenthe, Miranda and Nereid, who all had to put a tack in to reach the Buxey buoy. However Sheena, ADC and others particularly the little yacht Isobel steamed the ebb tide and reached down to the buoy. Charlotte Ellen picked up places at this stage, but probably her delay in setting the topsail earlier in the race prevented her from being really up with the leaders. The Gracie was hard on the heels of ADC and stayed there to the finish.

The run down to the Wallet Spitway was done on the last of the ebb and was fairly peaceful with few place changes. After this there was a re-shuffle in the brisk beat back up river to Stone on the first of the flood. However at the finish it was Sheena first over the line followed by Jade and ADC.

A new prize, the Austin Edge Trophy was given for the first ferro-cement boat home. Austin Edge, who died last year, did much of the pioneer work in ferro-cement building so that there are several boats eligible for this trophy. This year it was won by the Burnham bawley Olivia Mary.

At Maldon several wooden boats of an advanced age have been coated in ferro-cement, they are not eligible for the Austin Edge Trophy, but counted as wooden hulled. The Old Gaffers, with so many different types of craft taking part, always has problems with border line cases. This year, some eyebrows were raised about the Cairras in Class III whose gunter rig amounted virtually to a bermudian sail. The Cairras got below the line at Class III's 9.30 start, failed to return to re-start and had an hour added to her time. Although this open boat was the first to go round the course, the winning prize, because of the penalty hour, went to the Winkle brig Wanderer followed by Laurie. This class raced in the Blackwater down to Mersea and back to Stone.

The Seamanship Cup was awarded to Tom Eeles' Elver in Class III. They gave up their race and went to the assistance of an open gaffer William Dampier, which had capsized.

Class IV, for vessels over 50 feet was a non-event this year. The schooner Stina started, but her charterers wanted to go on to Yarmouth. The Dutch Klipper Avontuur, which was to have sailed over with the charter party got held up in Brementhaven. The 50 foot ferro-cement gaff cutter Advent, built at Maldon last year, followed the race.

The prizes were given away by the novelist and writer Hammond Innes. Although he has never owned a gaffer he is very sympathetic towards the rig. He sailed on Theodora in the 1947 Fastnet Race and regards his sailing on the Canadian schooner Bluenose II and American schooner America as being highlights in his sailing career. He certainly brightened up the prize giving which was held outside the Stone Sailing Club this year so that everyone could attend.

Robert Simper.

WALTON RALLY

One point which is certain if you attempt to hold an O.G.A. Rally is that the weather will turn foul. In the case of the East Coast Rally at Stone point on June 27, the weather forecast predicted force 8. Of course the day started with force 6 and it dropped to about force 2. I thought that the gale forecast was an omen because it was bound not to appear. However, such a forecast plus rain kept away the Colne and Blackwater boats. In the anchorage off Stone Point in the evening however, were Elver, Stadats, Sheila, Lindy and ourselves on L'Atalanta. At least two gaff boats belonging to the O.G.A. sailed manfully past us! Somehow we have to get across the message that everyone is welcome. There have been no cases of plague reported at an O.G.A. rally for some time now!

The Woodbridge contingent as usual brought a huge pile of wood for the fire to cook the sausages. I do not know much about the different rigs of squeeze boxes but Mike Burn was definitely doing some good playing with his 1880 concertina while Mike Illingworth came across with recognizable folk tunes. Among the talk round the fire, apart from gossip about the East coast, was about next year's rally at Ipswich in June. It seemed a good idea that since the Blackwater and Colne smacks and gaffers were going to have a passage race from Bradwell to Pin Mill, that we should have a passage from the Deben Bar up to Ipswich on the same day.

The next morning it was again blowing hard North Westerly Sheila had dragged back into the Walton moorings and we had also dragged anchor. We set off to motor into a head wind and took the Elver in tow in the Walton channel. I don't think they would have made it back without a plug.

Robert Simper.

RESULTS

FINAL POSN.	No.	NAME OF BOAT	CORR TIME	POSN OVER LINE	FIN TIME	CLASS
1	747	Jade	316.94	2	212.00	2
2	932	Sheena	329.61	1	209.50	2
3	268	Deva	342.57	16	240.40	2
4	22	Tarka	352.38	21	248.74	2
5	AA	Isobel	356.37	15	238.11	2
6	7	Winona	361.52	22	249.33	2
7	582	Nereid II	363.88	11	236.87	2
8	877	Sheila	364.36	17	244.27	2
9	719	Greenshank	364.99	18	244.27	2
10	86	May Blossom	365.39	35	262.56	2
11	940	Mole	367.27	37	264.86	2
12	482	Pomona	368.32	72	257.86	2
13	312	Fanny of Cowes	373.58	25	252.77	2
14	744	Capri	374.63	26	254.28	2
15	AB3	Varwind	375.55	36	263.24	2
16	256	Hyacinth	377.32	5	227.53	1
17	850	Olivia Mary	382.49	8	228.81	1
18	866	Dorothy	383.10	12	236.97	1
19	425	Miranda	383.71	13	237.35	1
20	46	Gracie	385.48	4	227.2	1
21	307	Foam	386.08	30	257.39	2
22		Witch	386.82	20	245.6	2
23	569	Tamarisk of Maldon	390.73	33	258.48	2
24	106	L'Atalanta	391.09	23	251.18	1
25	1007	Harnser	391.71	7	228.63	1
26	729	Teal	398.66	47	288.19	2
27	1008	Martha II	400.49	19	245.2	1
28	286	Eliza Maude	402.33	42	282.34	2
29	171	Peace	403.41	9	230.52	1
30	694	Nepenthe	405.78	24	251.52	1
31	64	Sea Pig	408.68	38	270.65	2
32	1059	Lady Hilary	409.74	41	280.97	2
33	395	Lizzie Annie	411.93	14	238.03	1
34	431	ADC	415.71	3	226½35	1
35	225	Carina	416.82	51	305.74	2

36	517	Sanderling	419.16	48	290.08	2
37	1026	Helen & Violet	422.43	10	231.47	1
38	721	Charlotte Ellen	424.03	6	228.18	1
39	14	Alan	429.33	49	290.42	2
40	406	Main Topman	425.82	46	287.36	2
41	795	Skua	437.4	27	256.04	1
42	930	Intrepid	441.38	40	296.73	2
43	47	Amity	443.76	28	257.22	1
44	983	Kittiwake	451.56	29	257.27	1
45	71	Stormy Petrel	453.43	31	257.88	1
46	379	Abaca	461.41	50	302.59	2
47	1058	Fortuna	463.46	53	317.76	2
48	82	Katie	464.51	43	283.53	2
49	122	Band of Hope	466.93	39	272.0	2
50	325	Glad Times	467.92	52	312.99	2
51	212	William & Emily	470.90	44	286.52	1
52	1062	Thistle	524.57	45	287.44	2
53	840	Stadats	565.83	54	332.19	1

Retired: Beagle, Coronation, Fleetwing, Gwenili, Providence.
 Non-Starters: Andante of Tollesbury, Avuntuur, East Breeze,
 George & Alice, Kilindy, Stonechat, Tanero, Privateer, Wemara.

CLASS III

1		Wanderer	182.70	2	156.76
2		Laurie	197.97	3	162.86
3	89	Winnie	205.66	6	178.26
4		Widge	208.91	8	193.31
5	865	Mystery	213.66	4	175.3
6		Bumble	216.78	5	175.66
7		Cirrus	219.15	1	137.6
8	753	Rapunzel	231.28	9	193.66
9		Froggy	232.36	7	190.72
10					

Retired: William Dampier, Elver, Lucky Star, Lady Daphne,
 Habibi, Natter Jack.

PRIZE LIST

East Coast Old Gaffers Trophy	Jade	
Stone Trophy	Tarka	
Zetland Trophy	Wanderer	
Sheave Trophy	Gracie	
Boat World Rose Bowl	Sheena	
Tom Bolton Memorial Cup	ADC	
Cockleshell Trophy	Laurie	
Cup for Trying	Witch	
Dulcibella Trophy	Capri	
Neva Trophy	Hyacinth	
Liferaft Hire Company Seamanship Trophy	Elver	
Titheridge Trophy	Tamarisk of Maldon	
Old Harry Trophy	Stadats	
Thirslet Spittoon	Gwenili	
Austin Edge Trophy	Olivia Mary	
CLASS I 1st Miranda	2nd Dorothy	3rd L'Atalanta
CLASS II 1st Deva	2nd Isobel	3rd Winona
CLASS III 1st Winnie	2nd Midge	3rd Mystery

CORNWALL AREA RACES AND RALLY

JUNE 28th. Thirty boats started on an outside course in force 2 - 3 Easterly winds. The day had started bright and sunny, but had clouded over by the start which was delayed 30 minutes to allow boats which could be seen coming down the harbour. Boats starting at the outer distance mark got the best of the wind as the fleet set off with the breeze on the port quarter. Girl Sara the 23 foot working boat of John MacDonald was soon leading the fleet closely pursued by A'ert, Alando, Ro-an-Mor, Benbecula and Lufra, up among the leaders, Velsia, visiting from the Solent, and Lesley were in hot pursuit. As Lufra approached the Maenporth Mark, Velsia attempted to pass to windward. A sharp luff and a boomed out staysail taken aback put paid to that, but allowed Lesley the Tosher of Terry Wilkes to close. By this time the leaders were stretched out along the coast towards the Helford River making for the 2D radar buoy some 3.7 miles to windward. Now however, the light wind died away and was seen no more that day. Boats that had rounded Maenporth were slowly carried South by the ebbing tide. Velsia and Lufra anchoring in about 4 fathoms just North of the Helford and Alando being carried up the Helford, Looking back toward the start a long string of boats were lying still on the glassy sea no movement to be seen. Between Lufra and the mark the St. Ives lugger Barnabas was slowly but surely turning circles in the tide. As the hours passed one by one engines were started and boats retired and headed for home. Barnabas got out the sweeps and with four men to the oar rowed away achieving a speed that some vessels under power could not match. At about 3.30 the Committee boat which had left its station to keep an eye on things hoisted the 'race abandoned' flag and motored among the leaders spreading the news.

JULY 25th, saw Lufra heading for the Helford River again to take part in the Durgan Rally. The North West wind swept us down Falmouth harbour but backed inexorably into the South West as we rounded Pendennis Point. As we beat across the bay we saw Marishka heading apparently for the Lizard. We started the engine as we beat into Durgan Bay and anchored in 3 fathoms close to Sapphire, the Cornish Crabber of Roger Bowden who had sailed round the night before. The fireplace was constructed and wood gathered by the combined crews of Sapphire and Lufra and by then other boats started to arrive. Marishka, Sea Breeze, Sarah, Ro-an-Mor, not forgetting Gay Abandon, the Crusader of Steve Gore, the Area Treasurer, using his triangular sailed boat as his gaffer Buccabu was laid up for repairs. As the fire burnt and the cans opened the appetising smell of sausages, chops etc. wafted across the beach and the drizzle which had been threatening all day set in in earnest. This did not stop the younger members of the crews starting a game of cricket with an oar from Lufra's dinghy; they were soon joined by some of the not so young members. Luckily bad light stopped play before anyone had a heart attack and a few cans of ale soon brought the pulse rates and gasping back to normal. The crew of Lesley appeared, having come by road and they were followed at about 10 p.m. by Stella Charnock, who said that Harry Charnock had set off in Mahronda at about eight thirty. She was just about to leave for home thinking they must have turned back when a Stuart Turner was heard pattering away out in the darkness and a pilot was despatched to guide him in. By this time Marishka and Sarah had left for home and most other crews had returned on board to sleep. We finally left the beach at about 1.30, returning next morning to ensure that no rubbish had been left before returning to Mylor.

AUGUST 2nd. At moorings prior to the race, the sun is blazing down out of a clear sky and only occasional ripples disturb the mirror like water. However, by the time we're rigged a light breeze is making from the East. As we sail down towards the line, Mystic and Sea Breeze are following us down. Sea Breeze hails that he is not going to start and we see his dinghy still towing astern. The Committee Boat is anchored due South of Governor, so it looks like the inside course. They are taking no chances with a failing breeze. A quick sail around collecting gaffers looking for the Committee Boat outside, then settle down for the 11.30 start. We decide on a port tack start along with Barnabas and it soon becomes apparent that the starboard tackers are early and sailing down the line. At the gun Barnabas is first across, closely followed by us in Lufra, and Sapphire first of the other group. Lufra is quickly put on to starboard for a long leg out to Castle. Back on to Port and cross ahead of Ro An Mor, Kwinana, Miss Agnes and several others. John MacDonald in Girl Sara is well in front pursued by Sapphire, Kwinana, Julie and Glenda. Lufra rounds the mark on starboard tack upwind of Alando and just ahead of Ro An Mor who tries to pass to windward. We luff him into the shallows under St. Mawes Castle and bring a worried look to his face. Marishka is downwind setting a huge blue balloon jib as the fleet streams away for St. Just mark. First round is Girl Sara, closely followed by Alando, Sapphire, Julie and Ro An Mor, but Girl Sara's lead is steadily increasing. Ella Speed, Don Hill's converted lifeboat is doing well and rounds shortly after, then Marishka, Glenda, who hits the mark with his boom, Miss Agnes, Lufra and Emily Alice. Marion, the little 15 footer is close astern. By the time we round Northbank the wind is moving into the South, making it a close fetch down the harbour. Our enormous light weather jib won't let us point as high and we are set down below the two moored ships losing several places as a result. Time to change jibs and we round the Governor for the first time with Emily Alice and Marion. We fight these two all the way round the course until coming up to Governor we tack out into the Channel while they head for Falmouth harbour behind the moored ships. At the buoy we are well ahead but have been passed by the tosher Lesley, storming up from the back of the fleet. As we cross the line to start the last round, Girl Sara comes up behind to take her gun. A quick glance round shows Ro An Mor, Alando, Ella Speed, Kwinana and Barnabas streaming down to the finish but they will be 20 minutes behind Girl Sara. After beating round Castle we set the big staysail and tighten the jib luff. We're now steadily drawing away from Emily Alice and Marion and behind them we can see Magnolia and Mystic. Well back is Mahronda, and as we round Northbank for the last time the quay punt Moon is ahead on her second round, fighting against the tide, but getting little help from her cut down Sunbeam mainsail. After two attempts in the dying breeze we ease past Governor and over the line at Three Twenty, then back to the mooring to await the arrival of the Committee Boat and to work out the results.

The prizes were presented in the Mylor Yacht Club premises by Mrs. Margaret Hughes, wife of the Commodore, during a social evening to which all participants were invited.

Harry F. Aitken.

RESULTS OF THE 1981 CORNWALL OLD GAFFERS RACE

POSN.	NAME OF BOAT	CORR. TIME	CLASS
1	Girl Sara	136.40	II
2	Julie	153.85	III
3	Ro-An-Mor	156.13	II
4	Miss Agnes	165.40	III
5	Sif	165.63	III
6	Alande	173.90	II
7	Sapphire	174.19	II
8	Lesley	174.82	III
9	Kwinana	177.12	II
10	Marishka	182.09	II
11	Barnabas	187.73	I
12	Ella Speed	188.50	II
13	Marion	195.86	III
14	Lufra	202.14	II
15	Emily Alice	206.84	III
16	Magnolia	242.90	II
17	Mystic	254.76	II
18	Mahronda	304.81	II

Retired: Glenda; Moon
 Non-starter: Sea Breeze.

PRIZE LIST:

Sirius Trophy (Class I)	Barnabas
St. Meloris Trophy (Class 2)	Girl Sara
West Coutry Chandlers Trophy (Class 3)	Julie
Gaffers Dead Eye (1st over 50 years)	Marishka
Peak Purchase Pin	Ella Speed
Tortoise Trophy	Mahronda
Devenish Gaffers Cup & Area	
Commodore 1981	Girl Sara

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APOLOGIES for the lateness of this Newsletter - the timing of races and holidays held up production.

The thanks of the officers of the O.G.A. and all members in the Scottish Area must go to ALAN ARMSTRONG for his sterling work in running the Clyde Area for us and making such a success of races with the very limited number of boats in the area.