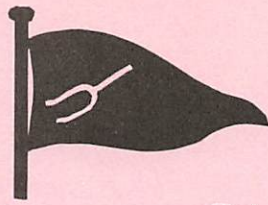


1981/3



Old Gaffers Association Newsletter



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

NEWSLETTER 1981/3.

COVER PICTURE RIPPLE 9 24 foot cutter designed and built by Sibbick of Cowes in 1902 for Lord Orr Ewing, and sailed off the coast of Scotland until 1915, when she moved to the South Coast. At one time she was shipped out to India, and still has the lifting eyes in her keel. Now owned by Peter Lucas of Kingswear, she is a regular entrant in our South Western events, with an impressive list of prizes to her credit.

NOTE: Would all owners of New Blossom Class boats please let me have as much information as they can about their boats for our next issue..

CONTRIBUTIONS for the next issue should be sent in before November 14th.

MARITIME TRUST : from a letter from the Secretary to the Director of the Maritime Trust:

'I know that Old Gaffers Association members are concerned primarily with their own craft (and so they should be, and achieve a tremendous amount in keeping them all seaworthy) but if you feel that any of your members would be interested in becoming Friends of the Maritime Trust, we would be glad if you would include a mention of it in your next Newsletter. The enclosed leaflet indicates what is involved. Currently the Maritime Trust has three traditional sailing boats in commission, Provident, Softwing, and Barnabas, and although the last is not strictly a gaffer we are pleased to see her mentioned in your most recent Newsletter!'

From their enclosed leaflet:

What is the Maritime Trust? Established in 1969 to restore, preserve and display vessels of historic importance in Britain's maritime heritage, the Trust now has in its care some twenty vessels. These give an opportunity to the public to see and go aboard these superb and in some cases unique examples of a by-gone era at sea - ships that have shaped our island history and can be both symbol and inspiration for the future. To extend its work, the Trust has helped many organisations with similar interests with funds and advice.

How you can help: By joining the Friendship Scheme - your subscription will help to provide the urgently needed funds to pay for the restoration of further vessels and the up-keep of the present fleet. By publicising the activities of the Trust - you can bring about greater public involvement in its work and recruit more Friends.

/continued

2.

Benefits: Friends have the opportunity to enjoy free admission to the: Cutty Sark, Greenwich
Historic Ship Collection, St. Katharine's Dock, London
H.M.S. Warrior (1860), Hartlepool
and other vessels, and to receive the Trust's Newsletter and invitations to lectures and visits to other organisations.

Subscription Rates: for twelve months from date of joining:

Friends	£ 7.50
Friend and partner (joint friendship)	£10
Senior Friends (over 60)	£ 5
Young Friends (under 18)	£ 3

Corporate Membership, for companies, is also available.

Applications to become a Friend of the Maritime Trust should be sent to the Honorary Secretary, Friends of the Maritime Trust, 16 Ebury Street, London SW1W 0LH

1982 is scheduled to be known as Maritime 82, and a letter has been received from George Hall of Wandelaar, Folly Lane, Copdock, Ipswich, Suffolk IP8 3JQ, inviting O.G.A. members to join the Rally of Traditional Craft at Ipswich Dock during the period 12th - 25th June 1982. Mr. Hall says he is quite sure that free berthing will be available and that the locals will do all they can to make visitors welcome.

The Maritime Ipswich 82 handout reads:

Tableau of East Coast Traditional Vessels: barges, smacks, gaffers, bawleys, botters and lemmeraks return to the port. A wide variety of typical traditional shallow-draft boats will gather in the Ipswich Inner Basin during June 1982. The Ipswich Maritime '82 Committee is extending an invitation to both British and Dutch enthusiasts to visit the Port between 12th and 27th June 1982. Concurrent with this gathering will be an exhibition in the Maritime '82 Centre depicting the values, traditions and history of the East Coast Barge. This exhibition will be arranged and organised by the Ipswich Branch of the Spritsail Barge Society. Correspondence may be sent to: J.M. Harwood (Chairman), Copdock Hotel, Copdock, Ipswich, Suffolk, IP8 3JD. Tel: Copdock 444.

Jon Ward-Hayne has written about the possibility of an Old Gaffers Race at next year's Regatta at Rocquaine, Guernsey, which will be held on August 7th:

My idea was to get the Bucktrout trophies circulating again, and doing it at Rocquaine would save a lot of problems and expense. The main saving being berthing at St. Peter Port. Admittedly facilities at Rocquaine are minimal, but I'm sure things could be organised at this end to give people full information and ensure they have a good time.

If the O.G.A. were to ask Bucktrouts, I'm sure they would be interested providing they were not asked to put up much money or organising time, and since there is a ready-made regatta committee, that should be O.K.

Pilotage on the West coast is tricky, but we could provide charts and notes, and put local pilots aboard nervous entrants. If any big boats turn up we can arrange an outside course to miss the worst hazards.

Anyone interested should contact Peter Lanoe, Le Haut Chemin, St. Peters, Guernsey.

DEVA'S EAST COAST RACE

As it is now ten years since the old Deva won the East Coast Old Gaffers Race, I thought I might try this year to complete an account of the happening. (Actually it is very useful to have won it that year of 1971 as it helps me remember my wedding anniversary.)

What with the Royal Wedding coming up and the round number of ten, I thought this was to be the lucky year for Deva, despite her ageing sails and waterlogged hull. To make sure the crew were in good shape and to keep up appearances with the better craft in the O.G.A. the Company charter craft was booked for the weekend.

Thus my race started at the Council Quay Manningtree 0600 hours on a pretty miserable Friday morning. Slightly concerned about an engine which had been badly abused by previous charterers we had a good trip down to Tollesbury, Merlyn's iron topsail setting well to windward. Our fourth crew member certainly had the edge over other folk being collected from the hard at Tollesbury when Merlyn steamed up Woodrolfe Creek.

But from that point on well prepared plans went adrift, and it was a somewhat irate skipper who rowed across to Merlyn just before the ten minute gun to ask where the hell his crew was!

In a frantic hurry Deva was got under way, all thoughts of unloading surplus gear for the race into Merlyn being forgotten. With all the large craft milling about we were unsighted for the start and it was only when I caught a glimpse of Jade bolting for Bradwell that we went to start. Although we were two minutes late, there was at least half the fleet astern; perhaps a louder gun would be better for combatting the creaking of gaffs and curses common to these events.

I should mention at this stage that I was seriously considering nominating Katie, the Essex Smack for the Seamanship prize, after a skilful retrieval of my second mate Eddie's hat. However, when I later spotted her setting her flying jib upside down in public, a jib which split when set the right way, it was with regret that I had to withdraw my noble gesture.

The run down river was fraught with the usual problems of lack of clean wind in crowded waters, problems which did not really affect those who made a decent start. Particularly noticeable was the large Colin Archer L'Atalanta, which steamed up through the fleet from behind. Slightly annoying were slow moving bermudan spectator craft, and one small yawl was particularly badly fouled.

However, we managed to hold off Tollesbury rival Greenshanks and draw slightly ahead of Sheila, a very nippy Albert Strange yawl which had given old Deva a drubbing last year.

On rounding up to lay the Buxey, we had our first piece of luck. A spectator craft had forced us some distance away from the Knoll but at least it meant that we were heading in the right direction as we went past the mark, rather than losing ground by gybing after the mark as most did. Feeling some clear wind at last, Deva starting to race to windward, it was very gratifying to be overtaking many craft who would have to make a tack to round the Buxey. L'Atalanta, despite her deep draft was sagging right off, and Greenshanks whilst holding as good a course as Deva was not footing as fast as our shoal draft nobby. I even felt sorry for Kit Hughes on Miranda as we shot across her bows at the mark. A well mannered man is Kit as I know from Tollesbury, but I shuddered at the thoughts I could read on his face.

The Buxey astern, we were in a hopeful mood again. Deva was showing some zest and there were many aspects of this race like that of ten years ago. Jade was roughly where Fanny of Cowes was, in 1971, and the wind was dropping. Would she drift down to Clacton on the tide, and would there be that miraculous windshift shortly after the Wallet was passed?

Unfortunately we woke the crew of a sleeping smack as we tried to nip through his lee. The good spirited duel which ensued took most of the run down to the Wallet Spitway buoy and made her take off like a witch to windward. However, losing that duel lost my concentration also, and I forgot to double back to the Buxey and avoid the last of the ebb, the unique move which won the race in 1971. Furthermore, my crew needed feeding and the discovery that the pork pie was bad not only threw my eight year old son into uncontrollable hysterics of laughter but also required an alteration in the 'table d'haute'.

Thus a loss of tactical advantage saw Deva in a poor position again and rivals like Miranda, Greenshanks and Sheila moving up to windward of us.

However, local knowledge allowed us to make a very useful board into the shallows off East Mersea, taking us almost out of sight of the others. As we tacked back across the estuary, the dividends could be seen. Not only were our rivals well to leeward, but we had actually gained on the leaders. We were crossing tacks with the modern Harnser and the top smacks.

A further long board over the Buxey consolidated the position and thoughts of working out how far ahead Jade and the other flyers were and whether the handicap might be of use. Astern all looked safe as we made a tack to the Mersea shore searching for the young flood and a favourable slant off the Nass.

Unfortunately it was at this time Deva's fortunes took a tumble. Not only was the flood not running properly along the Tollesbury shore, but also the wind headed instead of freeing. Miranda instead of being a tack behind was now level pegging and going like a train. As often happens at the end of a race when there is no more beer to make up for mistakes, my helming

deteriorated horribly toward the finish. Deva also does not like short tacking, as her hull, whilst being lean is also very heavy with its working boat construction, taking much time to build up speed after going about.

We crossed the line somewhat disappointedly to find Jade at anchor looking as if she had been there all day, bored at waiting for the others to finish.

However, when we looked astern again we realized we had not done so very badly after all. It was just that Jade and Sheena were so much faster than any other class two boats. In fact when compared with previous years' form, Deva had beaten many craft who are normally faster than her, and was the third class two boat across the line, possibly the best result she has had for a long time if ever.

The Sunday after the race saw Katie, Merlyn and Deva sailing back to the Stour, for a regatta which was to prove much less strenuous with mere Bermudan competition.

Conclusions? Well, firstly many thanks to the organizers who must have one hell of a job to put on such a fine show despite the inevitable commitments they must have elsewhere. I don't know how Jane Hiley can still be polite to the disorganized entrants like me who invariably send in the wrong entry fee or forget about entering until the last minute. It is possibly a pity that the event does not attract the sponsorship of a major brewery or distillery like the South West Old Gaffers did at Plymouth last year, but you can not blame the organizers for that!

Secondly, I still have plenty to learn about Deva, despite having sailed her man and boy for eighteen years. She still has a mysterious mind of her own, and can still produce the unexpected, making her very difficult to part with. Technically there is still room for improvement in the rig, especially in terms of headsails and down wind kites, although funds prevent any movement in this area. There has been so much written by pundits such as Robert Simper and John Leather about the problems of topsails going to windward, and even I have made comments about the rarity of topsailed craft on the ECOGA trophy, that it is nice to find the exception on Deva. Despite her shoal prawner hull, she was pointing as high if not higher than deep drafted craft from the West contry and Scandinavia and footing fast as well. Her yard headed topsail does not start to lift until the staysail stalls, and its addition to the leading edge has obvious advantages. I am sure the topsail performance on most craft is marred not only by poor positioning relative to the angle of the gaff and the throat, but also control of the gaff sail itself under way. The Thames Barge gets over the problem to some extent by vang to the gaff, but probably at the expense of the mainsail performance. If we Gaffers thought as much about kicking straps or mast rams as our Bermudan colleagues, that might be an answer. But again I cannot afford to experiment.

Whilst I may have much to learn about Deva, I have even more to learn about the course, despite having sailed it since 1967. This year's race was better than most, but the mistakes outlined above cost us over twenty minutes, twenty minutes!

worth not wasted by Jade & Co. Learning from tactical errors is of great use to cruising also, as is sailing the boat at her best. There is no doubt in my mind that the sailing of old gaffers has improved considerably in the last decade and much credit must go to the Association and its races.

Finally I regret that my tactics of sailing into the shoals on the way back prevented me from seeing many of the other craft, hence this account being short of names! However, if the Race Committee can organize a reaching breeze both ways next year, Deva might be able to sail in a straight line and see what's going on.

Jon Wainwright.

THE CLYDE RACE 1981 - ON SIX WHEELS

When we said we were going to tour Scotland and arrange our holiday to coincide with the annual event on the Clyde, John Leather suggested that we should convert the caravan to an Old Gaffer. However, we are still awaiting the rigging plan from him!

Anyway, after much discussion with John Scarlett and Alan Armstrong, it seemed a feasible proposition to get to the Race and we planned accordingly.

We managed to reach Kilcreggan in time for the start and optimistically attempted to get some film of this - despite the rain! In true British fashion, the sun came out a few minutes after the start gun, by which time of course most of the fleet was well out of filming range.

A few days before the Race we had been on Arran and seen a gaffer sailing past. From Alan's description we'd guessed that this was his father's boat 'Rawanah' and felt quite chuffed that we'd actually recognised one of the entries!

As the gaffers quickly vanished from view we retraced our road back to Arrochar, took the caravan in tow and made for Glendaruel where we intended staying Saturday night.

By now it was almost 5.00 p.m. and not wanting to miss the finish we set off for Tighnabruaich, stopping at the vantage points along the way. Fantastic views of the Kyles of Bute, but not a gaffer in sight! Assuming they had already finished the race we took the road to Tighnabruaich and parked by the pier just as the first gaffer appeared on the horizon. We introduced ourselves to a 'lady gaffer' who turned out to be Ann Buchanan and learned that 'Partan' (the boat on the horizon now drawing rapidly near) had given up but the others were still all racing!

Perhaps we should have waited a bit longer at one of the vantage points. Instead we were warmly welcomed aboard 'Partan' and drowned any regrets with a dram or two while we awaited the arrival of the rest of the fleet.

Later that evening the rain kindly held off until the arrival of the piermaster - hurriedly fetched from an anniversary celebration - enabled the party to transfer from the pier into more sheltered premises.

Then, after the presentation of prizes, we really found out how the Clyde Old Gaffers throw a party and thoroughly enjoyed meeting everyone.

We had a marvellous evening, finishing up for 'just a final dram' on board 'Rawanah'. In fact hospitality was so great that although we honestly intended to be at Colintrave for the start next morning, we just didn't surface in time! When the alcoholic haze finally cleared we had to set off for Onich ...

But, if you'll have us again, we'll be back.

Bill & Brenda Brown.

DARTMOUTH ROYAL REGATTA OLD GAFFERS RACE

Dartmouth Regatta was held this year in the best weather anyone can remember for the event - clear skies, hot sunshine, cool breezes - day after day - so that one forgot to bother about the weather. Until, that is, on Sunday when the Old Gaffers Race was to be held. Instead, on the day, we had grey skies and a North Easterly Force 5 with a huge swell and in places a nasty chop on top of it. The course involved a long beat to windward from the Skerries Bell Buoy to the Eastern Blackstone Rock, which the results will show proved too much for the majority of boats to accomplish in the time allowed. An alternative course had been available but would have involved going the opposite way round the Skerries Buoy to about fifty of those other things with the triangular mainsails who were racing at the same time and the Race Officer very wisely decided that this was not on, especially as the Toyoto Power Boat Race was also due to round the Skerries Buoy at roughly the same time.

The race was not without its mishaps. 'Vigilance' split her main from luff to leach with an awesome report and controlling her mighty boom and making all secure in the big swell without further damage reflected great credit on her crew. In the melée at the Skerries 'Agnes' was in collision with 'Sea Wigeon', but fortunately the damage was only superficial. 'Daffodil' suffered from the heavy slamming when she broke two timbers and sprang a plank, but she was brought safely home, even to victory. But the most tragic mishap was the loss of 'La Toulonnaise'. It seems that when she was close inshore her bowsprit broke and with the crew all sitting out the sudden release of pressure caused a collapse to windward and she capsized. By good fortune a fishing boat was near and rescued all the crew but attempts to salvage 'La Toulonnaise' failed and she was soon reduced to matchwood on the rocks. Her name is on several of our trophies here in the South West and she was held in great affection and

ebb tide and at times as many as twenty boats trying to get round together, the moderns looking apprehensively at the plunging bowsprits of the real boats. Fortunately there were no serious accidents and then began the long beat to windward. As the hours passed one after the other abandoned the offshore tack and sailed for home into the estuary.

Not the best of races, but a challenging one and great credit is due to the crews of the five boats that stuck it out and finished the course.

B.B. Gibson

FINAL POSN	No.	NAME OF BOAT	CORR TIME	POSN OVER LINE	FINISH TIME	CLASS
1		Spica	2 52 06	1	3 04 51	II
2	1051	Daffodil	3 08 19	2	3 38 28	III
3	727	Nerak	5 17 14	3	5 30 06	I
4	827	Chloe	5 24 32	4	6 35 42	III
5	514	Roxana	5 31 36	5	6 35 42	III

RETIRED: Vigilance; Chloe May; Agnes; Awara; Wild Swan; Penguin; Helen; La Toulonnaise; Aceituna; Sea Wigeon; Avel Mer; Shamrock; Unnamed Cornish Coble.

WITHDRAWN: Olive Mary; Skipjack; Swift.

WHO LOVES SALTMEAD?

Solent Race Day dawned quietly with the windsock at BHC Hovercraft Depot just managing to rise to 45 degrees. So it was to be a motor-sail to the startline round in Osborne Bay. We in 'Chiriya' - me and the boy that is - just about made it for the ten minute gun. Course B again this year taking us down to Saltmead Buoy in a light breeze on an ebb tide should be easy. Ship and crew were better prepared than in 1980 with three weeks around Cherbourg behind them - including some wet experience up a lively Alderney Race.

A reasonable start with Chiriya across about 30 seconds after the gun right up by the committee boat and the rest of the fleet spaced out down the line. Very well spread were the gaff-sailed craft allowing plenty of room to avoid those with right of way - and the hailing soon started. It was a slow beat to windward even with the fair tide and we were crossing and recrossing with dozens of others losing out most of the time due possibly to our lack of topsail. Our favourite tack in toward Egypt Point to look closely at the promenade was a bit overdone. Here we went in out of the best tide and lost out badly on Patsy, Whitemoth and Olive Mary, who had been fairly close up to then.

After 90 minutes racing we had progressed 3.5 miles and were at the East Lepe Buoy near to Nellie shining in the sun and carrying a good time advantage on us. And then we saw Pelagic running back toward Cowes - they apparently forgot to pass Gurnard Buoy to starboard which is a guaranteed event if you aim to touch Egypt Light. The West-going spring tide was

running strongly by now and two more tacks brought the windward mark to the foreground. Yes the tide did run strong. Off the wind now my boy or we shall pass the wrong side of the mark - as happened to some unlucky people. More power is required - Big Red to the rescue. Out came our jib-headed foresail-cum-spinnaker (BR is an old bermudian mainsail donated about 1965 and used with a massive figure-of-eight knot tied in its head to improve its setting if not its appearance). So we fetched across to the mark with BR ready for the downwind work about to begin.

At 1140 we safely rounded the buoy in close company with Maggie, Nellie, Black Bess, Three Sisters, White Moth, and Catriona. Now all that had happened on the beat down from Cowes could be forgotten. Here there was just enough breeze to stem the tide and almost the whole fleet were strung out across the Solent on a new imaginary start line. The exceptions appeared to be Gaivota, Betty and a few more who had managed to make up to eastward. We aimed to follow these experienced campaigners and with the red sail drawing well started broad-reaching across the tide making for the North shore. Immediately we closed up with Paguera and Little Apple - nice company. Things were improving fast for we were leaving many craft virtually stationary seemingly attracted to Saltmead Buoy like moths to a light. Who loves Saltmead! Slowly the North shore came closer, although we slipped back to the West we managed to hold up better than many including the well-fancied Iseult way back down by Sowley. I ventured to guess to the crew of Little Apple that we were now in with the first ten in the race.

Midday saw us running goose-winged up the Hampshire coast still with friends Paguera and Little Apple. A fine sunny run butting the tide past W. Lepe Buoy and the wind was increasing as we ran - we were overtaking Gaivota and Betty. Beautiful weather off Beaulieu - time for lunch. But the relaxed two hours running had to end as the tricky bit was ahead. We watched Betty weaving out round sand bars and in to the bays to gain against the tide and tried to follow suit. Then we followed Melmore as pilot in the shallows off Stone Point - we could sail past if she grounded. They ran well up toward Calshot but I made a boob - mistook N.E. Gurnard for W. Bramble Buoy if you please! So we stood out into the tide sooner than necessary to throw away the lead gained over Paguera and Little Apple - and also raise a question on Sailing Instructions (see note at the end).

Now we were among the first dozen gaffers all in line-ahead formation breezing along toward the next mark - S. Bramble Buoy. As we approached we made note of the leading runners. First round was Ron in Gaivota soon followed by Betty and three more. Then Melmore, Duet, Paguera, Skipjack and we in Chiriya just made it before Little Apple. Rapidly on the wind at the mark Big Red came down and we headed for Cowes again. But we didn't head well enough for Little Apple was moving up fast and sailed through our weather to set us back one place at the Prince Consort Buoy. The wind had come up to a good strength now and the sailing was superb. With BR up again we ran close behind the Apple following her black transom on course for Hill Head - and some fun was just coming. The Cowes racing fleets were out in force and three groups of racers in close formation came slicing up from the East - all starboard attackers. Little Apple and Chiriya negotiated in gentlemanly fashion through about 20 J24s then 15 Etchells and a dozen X-boats. Or something of that order.

Round Hill Head Buoy and we were on the home stretch anticipating a shortened course with the omission of the confusing come and go trip. Big Red came down with no trouble or trawling this time and Chiriya the Itchen Ferry was now on her traditional track - reaching home toward Southampton on a fresh South-West breeze. She went along well. Slowly we crept up to weather of the fast-moving Apple still carrying her large wasp-coloured jib. We got through clear ahead and spent the last exciting 10 minutes holding her off dead astern crossing the finish line at 1545 after six hours really enjoyable racing. All that was left was the run up the Hamble River in the procession of gaffers heading for the annual hospitality up at the Elephant Boatyard.

SAILING INSTRUCTIONS NOTE. In discussion of tactics (with Little Apple of course) the clarity of Safety Notes (a) and (b) were in question. On a strong ebb tide it pays to carry on well up toward Calshot close inshore (as did Betty and Melmore - and Chiriya too apart from my error) before turning out to pass close southward of W. Bramble. This involves crossing the deep water channel (shown hatched in the instructions) although I suppose one could avoid obstruction to large vessels. Perhaps it would be better if Course B were changed and we had Saltmead (P) then Prince Consort (P) and then S. Bramble (S) - especially as everyone must now see the great advantage on the North shore. Who loves Saltmead anyway?

Terence FitzPatrick.

ADVERTISEMENTS

FOR SALE

GADFLY II (631) Aux. Gaff cutter, 4½ tons TM. 22'6" (excl. bowspt) x 7'6" x 3'9". Cast iron keel plus internal ballast. Built Anderson, Rigden & Perkins, 1946. Terylene jib, staysail & main, cotton yard topsail & genoa jib. 4/5 h.p. Stuart Turner Avoc P.5 petrol engine with reverse gear & sailing clutch. Saloon with galley, 2 settee berths, fo'c'sle with pipe cot and Baby Blake. Decks recovered and vessel repainted recently. 7' inflatable dinghy & well provided with gear. Lying afloat Rochester, River Medway. £3,950.

N.P. Knight, Cray House, Bexley, Kent. Tel: Crayford 524291.

L'HENRY LOUISE (1003) Gaff sloop 16' x 6' x 4'. Breton sailing fishing vessel. Mahogany on steamed oak, copper fastened. Built Quarantee 1953. AV water cooled Dolphin diesel, new Apr. 1980. Lying Guernsey. £2,500.

P.A. Hearne, Moulin Huet House, Rue du Hurel, St. Martin, Guernsey, C.I. Tel: (0481) 37392.

VIVIDA (133) Gaff cutter: Gravesend Bawley, 24' x 9' x 3'3". Rebuilt 1956, sound. Traditional Bawley rig but no topmast (topsail goes up on yard). 4 berths, toilet & well found. Good condition. Stewart Turner 9 h.p. Aux. diesel. £5,500.

I.P. Foster, 34 Colchester Road, Great Totham, Maldon, Essex.

Tel: Day: Kelvedon (0376) 70345

Evg: Maldon (0621) 891457.

FOR SALE

HERITAGE Gaff cutter, built 1979/81. 44' x 36' x 11'10" x 5'5". Planking $1\frac{1}{2}$ inch Iroko. Hook scarfe joints. Copper fastened to steam bent oak frames. Ballast keel 4 tons cast iron. 8 inch Iroko keelson. Floors 6 inch oak. Stem/Apron 1 ft. thick oak. Giving 8 inch plank landings. Stern Post, Deadwoods, Knee, all heavy section oak. Transom 3 inch Iroko. Decks 2 layers $\frac{1}{2}$ inch Marine Ply sheathed. Pitch pine spars. Engine Volvo MD3 36 h.p. Accommodation: Sleeps 6. One berth in forecabin, Three berths in Saloon, two berths in Deck saloon. Galley with Iroko worktop, S/S sink, Gas cooker. Navigation area with seat & large table. Hanging locker. Toilet in forecabin.

Heritage was built for ocean cruising with a capability for chartering. Deck saloon allows undercover watch keeping or can be used as a cabin for crew, leaving private area for charterers. While in harbour the deck saloon, which has a removable table, can be used as a comfortable social area for 8 persons.

All timber used in construction was treated with wood preservative and linseed oil and the interior of the hull has been left unpainted so that occasional further treatment can ensure proper maintenance. The yard cost of building this yacht would be around £50,000.

Owner moving abroad, so has decided to sell. Finishing work would include sails, water tanks, navigation equipment, electrics, & details such as lockers in galley. £20,000 no VAT. J.R. Jackson, Yacht Heritage, c/o Restronguet Yacht Basin, Mylor, Falmouth, Cornwall. Tel: Penryn 72793; 73613.

And now our usual welcome to the following new members:

D. Eeles, 54 Trumlands Road, St. Marychurch, Torquay, Devon.

J. Crisp, Willow Springs, 118 East Road, West Mersea, Essex.
Madeline 794

P.J. Collett, 6 Woodlane Crescent, Falmouth, Cornwall.
Sarah 1072

M.A. Betts, Fintry, Barrow Hall Road, Great Wakering, Southend-on-Sea, Essex.
Content of Leigh 1073

M.W. Sherwen, 3 Pin Mill Lane, Chelmondiston, Ipswich, Suffolk.
Siskin 335

R. Ladds, 36 John O'Gaunt Close, Aylsham, Norfolk.
Xebek 616

P.D. Bouchard, Hazeldown Cottage, Hamblets Hollow, Norley, Cheshire.
Janie 1074

P. Wilkinson, 8A North Lane, Canterbury, Kent.
Charlotte Louisa 1075

B.W. George, 209 Arbury Road, Cambridge
Buccabu 948

G. Johns, London Coffee House, 3 Picton Road, Neyland, Pembrokeshire.

J.B. Woodruff, 67 Felton Road, Parkstone, Poole, Dorset.
John Henry 1076

G.H. Honey, Aldix Copse Farm, Isington, Alton, Hants.
Tarantella 243

R.G. Williams, 12 Brougham Close, Great Wakering, Southend-on-Sea, Essex.
Iona 346

W. Winter, The Square, Lymm, Cheshire.

Elizabeth Margaret 1077

G.B. Bremer, Pelham Lodge, 37 St. Edwards Road, Southsea, Hants.

S. Willard Bridges Jr., 187 West Street, Carlisle, Massachusetts,
01741, U.S.A.

T.M. Felgate, Foxgrove End, 32 Foxgrove Lane, Felixstowe, Suffolk.
Jubilee 14

Sail Number allocation:

P. Watkins, c/o 138 Mapledene Road, Hackney, London.

Anthea 1071

Changes of address:

D.T. Davies, The Lodge, 1 Church Road, Warsash, Southampton, Hants.

P.B. Flutter, Yacht Kirsty, c/o Falmouth Yacht Marina, North Parade,
Falmouth, Cornwall.

R. James, The Kinton Bakery, Guiting Power, Cheltenham, Glos.

D.N. Kay, The Forge, Singleton, Chichester, W. Sussex.

L.W. Morrish, Bishops Lodge, Oakley Green, Windsor, Berks.

P. Van Druenen, c/o G.P.O., Cork, Eire.

K.G. Van Neijenhoff, Van Dishoeckstraat 174, Vlissingen, Holland.

G. Wadeson, 20 Abbots Walk, Thorpe Bay, Southend-on-Sea, Essex.

THE GAFF RIG ERA

5 After the Race

Rather than sail the 'America' home, Stevens offered her for sale, and she was bought by Lord John Blaquiere for 25,000 dollars. Under his ownership her rig was cut down and she was raced with only moderate success, losing badly to 'Mosquito' in 1852. Her lack of success being due to the unfamiliarity of her English crew with the flat setting and laced in sails that she carried.

Her later career was very varied. She cruised the winter of 1852 in the Mediterranean, and in 1853 was sold to Lord Templeton who used her for a year. She then lay in the mud at Cowes until 1859 when she was towed to the Thames and refitted. Purchased by an Englishman who changed her name to 'Camilla' and in her made a cruise to the West Indies, returning to race again in England in the 1861 season. During the American civil war she was bought by a Savannah man, and with guns mounted on her deck became a blockade runner and despatch boat until, chased up the St. Johns River in Florida she was scuttled. During this stage of her career she was known as the 'Memphis'. Then raised by the Federal Government, and under her original name, served with the blockading force off Charleston until 1864 when she went to Annapolis as a training ship. Six years later she was at the line to meet the first challenger for the America's

Cup - 'Cambria' and was still fast enough to beat her. After this she was sold to General Benjamin F. Butler of Massachusetts and her days of glory were over. From 1900 to 1916 she lay neglected in Boston Harbour until bought - to save her from a blacker fate - by C.H.W. Foster of the Eastern Yacht Club, and she lay in the Lawley Yacht basin until 1921. Then a group of public spirited yachtsmen had her repaired and presented her to the U.S. Naval Academy. In 1945 she was broken up and souvenirs in the way of hardware, timber and gear were distributed among yachting organisations and individuals.

The victory of the 'America' caused much reflection among English yachtsmen and in the years succeeding the race changes were made to existing yachts, and new ones built to 'the American model' in an attempt to disprove her superiority. Even the conservative Joseph Weld was persuaded to alter his cutter 'Alarm' to a schooner of 218 tons, and Michael Ratsey was influenced by his influential customers to produce Anglo-American sails. As the authors of 'The Memorials of the Royal Yacht Squadron' put it:

'... So, too, with the sails. These were laced and stretched like boards, and applied to hulls of a model to which such a system was quite unsuited. It is certain that all this enthusiasm for American models and methods was exaggerated, and there was a suspicion of this truth even at the height of the fever. A writer in the 'Isle of Wight Observer' apropos the racing of 1852 was bold enough to make the following remarks: "The result of the matches this season has certainly not been favourable to the American system, and in every match the large deep powerful English vessels have proved victorious, and it must be admitted that though two seasons have elapsed, we are as much in the dark as to the relative merits of the English and American systems as when the 'America' first came over".'

The long hollow bow was not new. The basic idea was contained in John Scott Russell's theory of the Wave Line principle of design, set down in 1840. And as has been stated, Assheton-Smith's 'Menai' of 1826 had a hollow bow. But these concepts of hull design were largely ignored by builders and yachtsmen alike, though there were two English yachts contemporary with the 'America' which were, by their hull lines at least, capable of beating her. 'Mosquito' was a small yacht of 50 tons and came on the racing scene in 1851 in the ownership of Lord Londesborough. She had easy lines, a long hollow bow, large displacement, a well raked sternpost and a deep keel, but most of all she was built of iron by the Thames Iron Shipbuilding Company, to the design of Tom Waterman. George Watson writing some twenty years later commented that, 'If the 'Mosquito' had been the product of an American, or foreign yard she would have created a greater sensation than the schooner, for she exhibited quite as much ingenuity in her design.' And Lord Dunraven in his contribution to the 'Encyclopedia of Sport' (1898) wrote, 'The 'Mosquito' cutter was built on the Thames by Mr. Mare of Blackwall. She was 59 feet long, 15 feet 4 inches beam, draft aft 11 feet, forward 7 feet 3 inches. The greatest beam being 4 feet 6 inches abaft the centre of the load waterline length. (Beam/length ratio 3.84, draft/beam ratio 1.36.) Scotland must take credit for the most striking departure of the period. In 1850 William Simmons, a Renfrew shipbuilder

turned out 'Tiara', LWL 38 ft. 6 in., LOA 45 ft., beam 10 ft., draft extreme 7 ft. 3 in., draft forward 4 ft. (B/L: 4.5, D/B: 1.37). She was much narrower than her contemporaries, and in addition to having a fine long bow and a clean fair afterbody, she was a long way before her time in the matter of shallow draft of water forward. The Royal Clyde Y.C. possesses a very interesting model of her.'

Much of 'America's' superiority came from the suit of sails made for her. Vanderdecken writing in 1872 commented, 'The material of which the America's sails were made deserves some more distinctive name than mere canvas. I have a piece of it before me now as I write, obtained for me from the makers by a well known New York yachtsman. When I first received it, I remember showing it to a veteran of the sea whose whole long life had been spent yachting, and who imagined that there was nothing new in that line that he had not seen; he had seen the 'America', examined her, as he said 'most super-minutely' and yet strange to say, further than noticing that her sails being very neatly cut and made, he never noticed the canvas itself. When I asked his opinion of it, his words were few - 'A craft should sail with stuff like that over her; it is more like veneer board than canvas'.

Early sails were of hand woven flax, grown principally in Ireland, and the West of England. There was also Long White Dutch, Long White Flemish, Revel, Riga, Pernan, Narva, and St. Petersburg. Of all these, Irish flax was considered supreme. It was made up in different weights, from No. 1 the heaviest and strongest, to No. 8 and beyond that the light 'ducks'. Width varied, the commonest being 24" 22" 18" 15" and 12", although it could be made in any given width. Weaving in England until the 1860s was a cottage industry, carried on in seaports and villages, often with fishing as the families' trade. Inevitably the quality of hand woven cloth varied, depending no doubt upon the families' connubial state or the weaver's sobriety. The spinning of the yarn by hand was gradually replaced early in the 19th century by machine spun yarns, and the development of the steam engine took weaving from the cottage into the factory. In the 1830s it was this development that with the introduction of cotton yarn led to the American superiority in sailmaking.

For an explanation of the development of cotton sails I can do no better than quote Lord Dunraven again. 'The materials used in sailmaking are flax, cotton and ramie fibre. Flax is never used for racing sails, though on account of its greater pliability and the comparative ease of handling, it forms the best cloth for cruising sails. But for racing, cotton cloth is far superior, and the best canvas is made of the long fibred American Sea Island Cotton; but the expense involved in its use is enormous. The quantity is very limited, and as the fibre is nearly twice as long as that of ordinary cotton, and of a beautiful silky character, it is used largely for lace making, for which purpose the yarn fetches 21 shillings a pound. The market price of Sea Island cotton is three times that of the best Egyptian cotton. Sailcloth made of the former costs double as much as that made of the latter, and the cost of a mainsail is about half as much again. As the best Egyptian cotton is scarcely inferior it is generally employed.

Though cotton has been grown in Egypt from time immemorial, it was as an ornamental plant; and it is only during the present (19th) century that it has become an important article of export. The value of a long stapled variety from Dongola and Sennar, growing in the garden of the Maké Bey in Cairo, was observed by a Frenchman, and being brought under the notice of the Pasha its cultivation was undertaken with such success that Maké cotton became an important production. Cotton seed was also introduced from the Isle de Bourbon, and under instructions from Mehemet Ali its cultivation was carried on so energetically that in 1824-5 the yield amounted to 9,464 tons. The Civil War in America and consequent cotton famine in England greatly stimulated the cultivation of the plant in Egypt and in 1892 the production amounted to about 220,000 tons. The cotton is of a superior quality, and the best Egyptian fetches nearly twice the price of American, with the exception of that known as Sea Island cotton. This Sea Island cotton is grown on some small islands off the coast of Florida. It is very long in the fibre and of unequalled quality, but the supply is small and the price practically prohibitive.

Ramie fibre is no new discovery. It was known to the Egyptians and has been found in mummy cases. It is obtained from a tropical or semi-tropical plant which grows wild and in very great profusion, and is very easily cultivated. Although the fibre has very many good qualities, it has not been able to compare favourably with cotton for various reasons, the chief of which is, that whereas cotton can be put straight from the field on to the spinning machine, Ramie fibre has to be separated or de-gummed from the bark of the stalk on which it is found. This operation is costly, and until very recently could not be accomplished without damaging the fibre. This latter difficulty has been overcome by the 'Gomess' process, but the former objection of cost remains. Another objection to Ramie cloth is that, although the fibre is long and very strong as compared with cotton, and is of a fine silky texture, the small loose fibres work up during the weaving, with the consequence that the surface is more thickly covered with small hairy fibres than is the case with cotton cloth, and it consequently causes more wind friction than the latter material. A composite cloth is now made composed of cotton warp and Ramie weft threads, and the difficulty of wind friction has been overcome. The 'Defender', the yacht that defended against the challenge of 'Valkyrie III', had a Ramie mainsail and topsail, but the mainsail was not used in the race. Report said that the 'Defender' syndicate bought up all the Ramie fibre on the English market, took it to Belfast where it was spun, then over to the United States where it was woven into cloth ... Great importance was attached to her (America's) flat cotton sails, and it was thought that her close-windedness was due to that cause alone. Such, however, was not really the case. The 'America's' were undoubtedly suited to her model, but they did not suit the British yachts of the day equally well, as was very soon discovered by experiment. Flat sails did very little to increase their speed, and until improved models were introduced, the advantages of flat sails were not made apparent. Cotton cloth was introduced about this time, but although tried for a year or two was found useless in making full bottomed boats go any faster and was abandoned.

Sailcloth makers and sailmakers busied themselves for years developing improved sails, and progressed faster than did the designers and builders of yachts, for it was not until the advent of the 'Alarm', 'Gloriana', 'Flying Cloud', 'Galatea' and 'Shark' that lace footed and flat mainsails came into use. The year 1863 saw a lot of famous schooners, among them the 'Aline', 'Albertine', 'Egeria', 'Pantomime' and 'Witchcraft', all vastly improved in model, and therefore capable of standing their sheets pulled in. Flat sails accordingly became the rule but flax cloth was still used, for the yachting world was not yet educated up to cotton. In 1868 there appeared the beautiful 400 ton schooner 'Sappho' from America, she was a lovely model and canvassed with cotton, but she had neither the power or the ballast to stand to her cloth, and she made a sorry show in a race against such boats as 'Cambria', 'Aline', 'Oimara' and 'Condor'. Completely remodelled and rebuilt in 1870 by Bob Fish, one of the smartest men in America at designing and sailing boats, she sailed three matches against the 'Cambria'. As 'Sappho' measured 400 tons against 'Cambria's' 200, and as no time allowance was given, the former had the best of it, and her success set the fashion for cotton cloth. The following year, Mr. Ashbury built the 'Livonia'. She was canvassed with cotton and the sails did well, but the boat was not a great success, and cotton cloth dropped out of use for some years, and was not tried again until 1887, when the 'Thistle' had all her sails made of that material. However, East India cotton was used and did not come up to expectations. The next boats to use cotton were 'Yarana', 'Valkyrie', 'Deerhound' and 'Iverna', and all the succeeding racing yachts, including 'Britannia', 'Satanita', 'Calluna' and 'Valkyrie II and III' were canvassed with cotton cloth. The mainsails of both the Valkyries were made of Sea Island cotton, but 'Valkyrie III' was also given a white Egyptian cotton mainsail which was used for the cup races, as it was considered a better sail.

It is no compliment, but a universally recognised truism to say that the best sails in the world are made by Lapthorn and Ratseys. George R. Ratsey, born in 1769, served his apprenticeship at East Cowes and in 1790 set up on his own account in that town. In those days hundreds of merchant ships called there for orders; and Mr. Ratsey's business was principally concerned with them, but he also made sails for his majesty's navy, and made the sails for Lord Belfast's 'Waterwitch'. Mr. Ratsey subsequently retired in favour of his son, and the Cowes business was carried on by him very successfully until 1880 when he retired and his sons entered into partnership with Mr. Edwin Lapthorn. James Lapthorn served his apprenticeship at Kingsbridge near Salcombe, and then went to London, where he managed a large sail making business. In 1825 he migrated to Gosport where he started sailmaking on his own account and in the course of time was joined by his own two sons, James and Edwin, who carried on successfully for many years. James Lapthorn died in 1868 and his son James in 1869, and the business was conducted subsequently by the surviving son, until he entered into partnership with the Ratsey brothers in 1880. The firm carried on the business at Cowes, Gosport, Gourock and Southampton, and there can be no doubt that the combination of talent and experience derived from this amalgamation has been very beneficial to sailmaking.

Under these circumstances, immense strides have been made in the art of sail cutting of late years, and the difficulty in setting sails properly and keeping them in their places has been proportionately decreased. Five and twenty years ago racing yachts were started from anchor with all their sails down, and it was a very difficult business, especially if there was any weight in the wind, to set properly the canvas of a 100 ton cutter in those days. In fact with much wind the mainsail could never be got to set all day. Hemp stays and gear were stretching all the time, and even if all the sails were properly set at starting, a pull here and there was constantly required to keep them in their place. Nowadays with perfectly cut sails, and with wire gear and rigging a sailing master's difficulties in respect to setting canvas is much diminished.'

In those years, Ratsey and Lapthorn built a reputation that has lasted to this day. John Irving writing in the 1930s (The King's Britannia) commented: 'Britannia's sails were made - or should one say built - by Ratsey and Lapthorn of Cowes. Ratseys always made her sails, and her sails have always fitted her and been set to perfection; Ratsey dressing Britannia in her best, has been the sailmaker of kings; he is also the King of Sailmakers. When Britannia first came out the vogue for cotton canvas had just set in after a long age of flax. Her huge mainsail was laced to the boom and was designed to set not quite flat, for at that time it was, to quote Mr. Tom Ratsey 'generally conceded that a mainsail with a little pull in it was a much better driving sail than an absolutely flat one'. Perhaps the most interesting feature about this mainsail, to present day eyes at least, were its cloths which ran vertically and parallel to the leach. This had the advantage over the cross cut and horizontally cut sail, that no strain was put upon the stitching. A vertical cut moreover did not need battens to keep the leach setting properly.

Vanderdecken had a great deal to say about sails and sail-making but perhaps a quote or two on the cost of a suit of sails in 1870 will be of interest. A complete suit of sails for a 25 tonner, consisting of:

Mainsail	380 yds	No. 3	canvas	£39	11	8
Foresail	78 yds	No. 3	canvas	8	2	6
1st Jib	128 yds	No. 7	"	12	0	0
2nd "	100 yds	No. 4	"	9	15	0
3rd "	65 yds	No. 3	"	6	0	10
4th "	30 yds	No. 3	"	3	0	0
Balloon Jib	160 yds	18"	duck	15	6	8
1st Gaff topsail	133 yds	No. 7	canvas	12	3	10
2nd " "	112 yds	No. 6	"	10	10	0
3rd " "						
(jib-headed)	80 yds	No. 5	"	7	13	4
Balloon gaff topsl.	90 yds	linen		9	15	3
Spinnaker	140 yds	light	duck	7	0	0
Storm trysail	120 yds	No. 3		12	10	0

TOTAL

£153 18 10

Similar canvas for a 50 tonner was priced at £253 17s 5½d.

To think I paid nearly as much for a complete suit for my little four tonner.

The second half of the 19th century saw more yachting experiment and development than any other period of history. A study of today's racers will show in their hulls the lines of yachts built 80 - 90 or even 100 years ago. No doubt modern boats are faster, lighter, with more efficient sails and rigging. If they are not, then men such as Watson, Nicholson, Morgan Giles, Ratsey and Lapthorn and very many others were wasting their time.

But one invention, if that is the right word for it, has influenced the design and development of racing and cruising yachts more than any other, and that is The Rating Rule.

Martin E. White

OLD GAFFERS AT BRIGHTON MARINA

The first Old Gaffer Rally at the Marina was held in 1980, and there was a surprisingly good turnout, since Old Gaffer owners are relatively conservative and two well-established Rallies already existed - the East Coast and the Solent Races.

Local gaffer 'Baroque' won an embarrassing amount of prizes, whilst 'Mariner A' was awarded the Ron Wooler Memorial Trophy for the best-presented boat, and 'Mildred' the Evening Argus Centenary Prize for the oldest boat attending the Rally.

The second Rally was even better attended, although it was a sad day for the Baltic trader 'Meridian', owned by Gavin Galtère and Angela Fay, which was dismasted two miles off the Marina, fortunately with no damage to her twenty-strong crew. The John Perkins Trophy for the first boat to complete the course went to 'Gladys', owned by Ron Wooler's widow Sue, who presented the Memorial Trophy to 'Providence', owned by the Morrisons from Essex. 'Gladys' also won the 'Speedwell' trophy for the first Brighton craft over the finishing line.

The Evening Argus prize went to 'Dunlin', owned by Marina boatyard employee Phil Kerin, whose boat was judged to be the oldest entrant, having been built in 1890 by Camper and Nicholson. Class winners were, in Class I, first 'White Moth', second 'Gladys', and in Class II, first 'Patsy'.

The traditional cask of British Navy Pussers' Rum, presented to the first boat over the line, having regard to handicap, was awarded to 'Patsy', and the support of E.D. and F. Man of London, who kindly supplied the cask - and its contents - was well appreciated, although support would appear a rather inappropriate word, after the winners and their many, many friends had sampled the prize.

GRAND OLD GAFFER REUNION - 1982

The 1982 Rally has been brought forward to the end of July in order to coincide with Brighton Town's 'Sea Fair' fortnight, organised to celebrate the English Tourist Board's promotion of 1982 as 'Maritime England Year'.

For the 1982 Rally, the organisers would welcome entrants not only from England, but from Brittany, Normandy, Holland and the Channel Islands over the weekend of the 23rd - 25th July. In addition to the longer Sunday race, it is planned to hold two, with a short race on the Saturday afternoon to get everybody into fighting spirit.

On the Saturday evening, there will be a disco for entrants, their crews and supporters, and hopefully on Sunday, fine weather and a good wind to provide keen racing for the Gaffers and great spectator sport for the town of Brighton.

Incidentally, moorings for the period of the Rally are free!

SOLENT OLD GAFFERS RACE 1981

The organisers had good reason to be pleased even before the start of the race, for they had an entry of 75 boats. This, in a year which has seen a decrease in numbers in both the East Coast and South West Races.

The start was upwind and downtide in a light breeze, and bright sunshine. First away was Ianthe, a gaff sloop built at Lymington in 1838 and sailed by our Commodore Spence Mooney, he was to hold this position for the duration of the race, a remarkable achievement in a 21 ft. boat. Also in touch with him at the start were Gaivota, Melmore (back from the two-handed Transatlantic Race), Little Apple, Paguera and Brunette, these boats all hugged the shore to gain the maximum aid from the tide.

But by the time the pathfinders had reached the windward mark the breeze was dying and the fleet compressed again, a situation all too familiar to Solent yachtsmen. Ianthe had gone back in to the Island shore to cheat the tide and a handful of boats followed her, the majority however opted to slant across the tide to Beaulieu in search of more wind. Duet, crewed by past and present OYC skippers as part of the 21st anniversary celebrations was well up at this stage, in company with Gaivota and Melmore.

The long run against the tide was tedious and very demanding on the crew's concentration, the majority of the fleet resisted the temptation to kedge and have lunch and plugged on. As the leaders neared the leeward mark, the wind steadily increased to Force 4 and the fleet had a storming reach up Southampton Water to complete a sensibly shortened course.

Ianthe crossed the line first, the only boat to benefit from choosing the Island shore, followed by Gaivota, there is a difference of 22ft in these two boats' lengths which gives some indication of Ianthe's performance. Naturally enough Spence Mooney collected enough trophies to fill a wheel barrow; the premier Channel Cup, the Dead Eye, the Quiver Trophy and the C.H. Paxton Memorial Trophy. Little Apple, ably sailed as usual by Peter Boyce from Weymouth took the Edgar March Trophy for work boats. Duet, as an anniversary present, won the Gaffers Eye for Class I.

The barbecue held by kind permission of Mike Richardson at the Elephant Boatyard, was a great success thanks to the work put in by Sam and Maggie Bayliss (Mary Agnes). The Committee are anxious to build on the success of this year's event and the comments of several competitors have been most useful in formulating some revisions.

Competitors should bear in mind that the race, although informal in spirit is sailed under the current IYRU rules. One provision of these is that yachts should not use motive power (even human!) after the 5 minute warning. Many competitors this year seemed in ignorance of this rule. It is the skipper's responsibility to get his boat to the line on time and use of the engine after the five minute gun does place rule-abiding competitors at a disadvantage. If you have missed breakfast to get to the line on time, there is nothing more galling than a boat motoring past you to the start with the crew waving bacon sandwiches.

One or two competitors also notified breaches of racing rules and pointed out that those regarding rights of way at marks should be adhered to, if not for reason of fair play, for safety reasons. With this in mind the Committee intend to precis some of the fundamental rules and include them in the programme for next year.

I feel sure we can all enjoy a good day out without the painful process of protest hearings, no-one would want to suggest that. Gaffers have always raced under elastic rules, but let's not stretch them until they break.

Perhaps it is something we could discuss at the A.G.M. on February 27th 1982 at a venue in Southampton to be announced later.

Graham Bremer.

PRIZE LIST

Channel Cup	Ianthe	Channel Plate	Matoba
2nd	Black Bess	2nd	Janty
3rd	Dilkusha	3rd	Paguera
4th	Betty	4th	Vital Spark
Gaffers Eye	Melmore	Quiver Trophy	Ianthe
2nd	Duet		
		Dead Eye	Ianthe
Le Havre Plate	Velsia	C.H. Paxton	Ianthe
2nd	Gaivota		
3rd	Vivette	Edgar March	Little Apple
4th	Nerak		
Emsworth Cleat	Black Bess	Anchor	Matoba
2nd	Dilkusha		
3rd	Betty	Pitchfork	Hoshi/Provident
4th	Chiriya	Laggards Ladle	Zephyr

SOLENT RESULTS

FINAL POSN.	NO.	NAME OF BOAT	CORR TIME	POSN OVER LINE	FINISH TIME	CLASS
1	1013	Ianthe	5 04 29	1	5 39 27	III
2	786	Matoba	5 18 01	13	6 19 58	IIB
3	CS32	Black Bess	5 19 28	17	6 25 23	IIA
4	J	Emily Simone	5 20 06	12	6 19 17	III
5	270	Dilkusha	5 35 12	30	6 36 42	IIA
6	1012	Janty	5 35 13	16	6 23 59	IIB
7	364	Betty	5 37 26	6	6 6 47	IIA
8	451	Paguera	5 39 09	7	6 8 15	IIB
9	237	Chiriya	5 39 20	10	6 15 48	IIA
10	CS42	Andy Lassen	5 40 34	32	6 36 56	IIA
11	541	Skipjack - retired	5 40 45	8	6 8 23	IIA
12	DA690	Vital Spark	5 41 02	39	6 43 07	IIB
13	561	Sundown	5 42 04	44	6 49 11	IIA
14	A	Mary Agnes	5 43 23	36	6 41 09	III
15	555	Sturdy	5 46 40	35	6 40 19	IIA
16	CS32	Brunette	5 47 20	28	6 35 09	IIA
17	SU71	Nellie	5 48 26	33	6 38 13	IIA
18	373	Little Apple	5 48 30	11	6 15 57	IIA
19	B	John Henry	5 50 43	54	7 7 43	IIB
20	E	Joli Tao	5 55 18	50	6 59 30	III
21	454	Olive Mary	5 56 55	15	6 23 47	IIB
22	579	Trammel	5 57 06	46	6 51 25	IIB
23	769	Jennie of Paglesham	5 57 11	40	6 43 36	IIB
24	445	Velsia	5 58 00	5	6 5 19	IIA
25	392	Lisa	5 58 02	29	6 36 30	IIA
26	1005	Verity	5 59 14	22	6 29 13	IIB
27	PE710	Zoraida	6 03 04	42	6 46 07	IIB
28	1025	Long Nanny	6 04 03	9	6 9 59	III
29	459	Patsy	6 05 37	37	6 42 40	IIA
30	704	Maggie	6 08 54	34	6 38 23	IIA
31	1009	Idyll Gryphon	6 12 23	18	6 25 54	IIB
32	H	Anthea	6 12 50	43	6 48 22	IIA
33	314	Gaivota	6 15 21	2	6 01 16	IA
34	878	Zephyr	6 15 55	55	7 8 10	IIA
35	40	Vivette	6 16 39	27	6 34 24	IA
36	233	Melmore	6 17 12	4	6 4 28	I
37	1004	Chloe II	6 18 27	52	7 3 48	IIB
38	254	Cynara	6 18 51	51	7 01 53	IIA
39	727	Nerak	6 21 14	31	6 36 43	IA
40	?1000	?Earendil	6 22 58	21	6 28 01	IA
41		Falmouth Bay II	6 24 01	20	6 27 07	IIB
42	987	Tee Jay	6 24 44	48	6 55 56	IIB
43		Content of Leigh	6 25 00	23	6 29 17	IA
44	228	Catriona	6 25 51	41	6 43 37	IA
45	583	Iseult	6 26 50	14	6 21 53	IA
46	951	Morvoren	6 29 59	25	6 31 33	IA
47	302	Pameta	6 33 52	53	7 5 49	IIA
48	2786	White Moth	6 39 51	49	6 58 42	IIA
49	608	Wild Duck	6 44 25	47	6 51 50	IA
50	685	Dunlin	6 55 42	24	6 29 36	IA
51	32	Duet	7 41 30	3	6 01 58	I
52	433	Provident	8 31 22	45	6 50 25	I
53	1887	Hoshi	9 04 47	38	6 42 57	I

No Handicap available:

X	Charm	19	6 26 21	IIA
1043	Three Sisters	26	6 33 58	III

Outside time limit:

863	Kiffa	7 32 43	56	7 36 50	IIA
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Tune: The Leaving of Liverpool

1. We are Old Gaffers one and all,
And we sail the foaming sea
Beneath tan sails and topmasts tall;
And we're happy as can be.

Chorus So fare thee well, Bermudan rig,
Beneath your spars I nevermore shall be.
I have joined the Old Gaffers and I'm outward bound,
Down the river and out to sea.

2. Our ships may be old, but they are strong;
Built by men who know their trade,
From planks of oak and larch so long,
With decks of timber laid. CHORUS.
3. In days gone by our boats caught fish,
Or raced for gentlemen.
Now it makes no odds; we're united,
Old Gaffers, all sailormen. CHORUS.
4. So reef her down, it's going to blow.
Down topsail, man the pump.
If we sail her hard we'll win the race;
If she sinks, then we'll have to jump. CHORUS.
5. All around the coast our boats we race,
From Cornwall to the Clyde.
From the Breton shore to Essex,
We stem the flooding tide. CHORUS.
6. And when the racing's over,
And we've moored and stowed our sails,
Then we sing of ships and sailors,
And drink whisky and strong ale. FINAL CHORUS.

END.

There was an Old Gaffer named Reatah,
So fast, no-one could beatah.

One day in a race
She took second place

But Reat had been beat by a cheatah!

CHLOE (827)

(With thanks to Kathryn, 9, for
the first three lines.)

*** THE EAST COAST ANNUAL GENERAL MEETING is on 28th November at
*** Maldon Little Ship Club and we shall be showing a film called
*** 'Sailormen', which is about Thames Barges and includes inter-
*** views with some of the crews who may be known to some of the
*** audience.