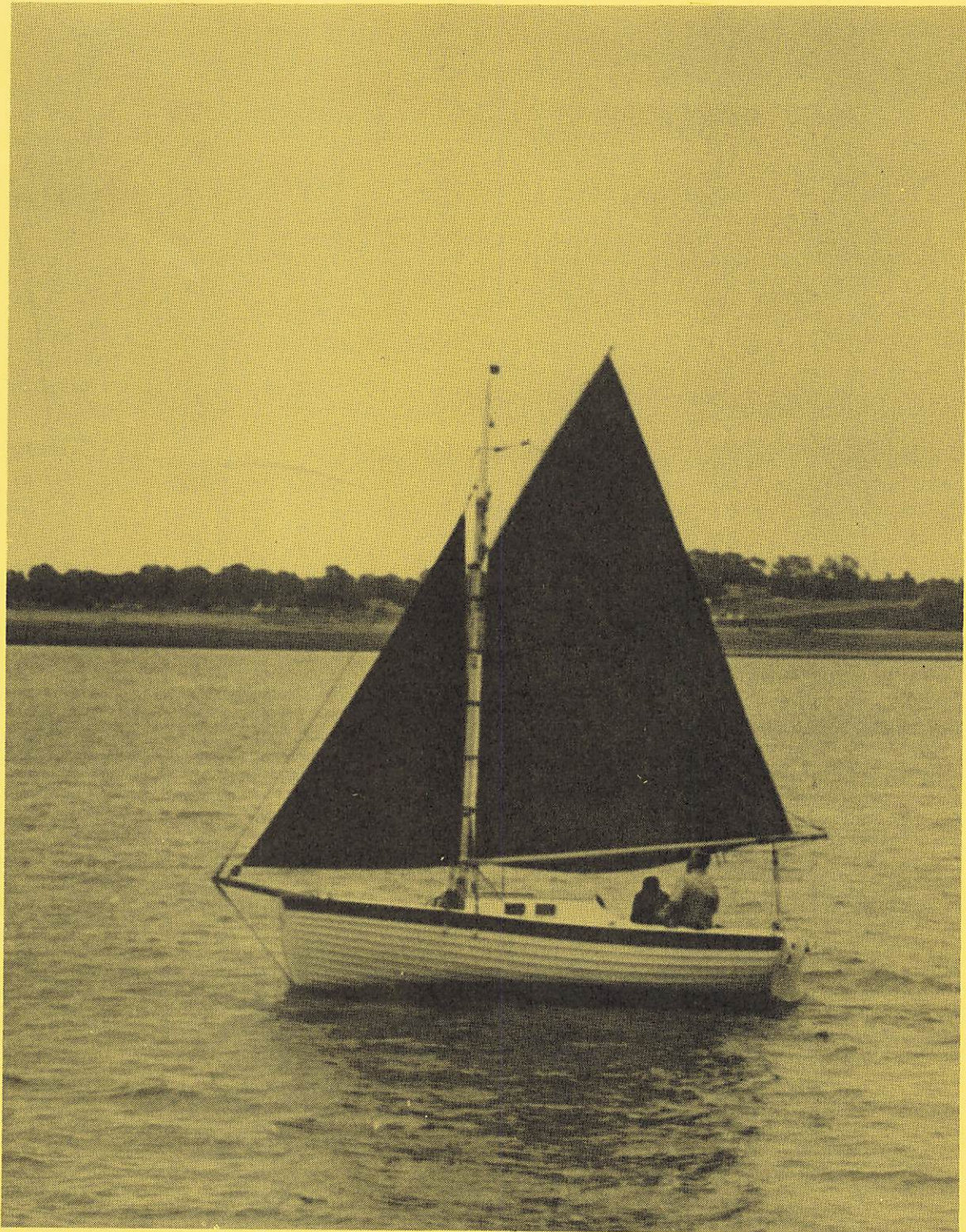




1981/4

Old Gaffers Association Newsletter



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

NEWSLETTER No. 1981/4

COVER PICTURE: TIDEBIRD (577) 19' x 17½' x 7'.

One of the New Blossom Class of not-so-old gaffers on traditional lines, designed by John Leather. Tidebird's first owner, Tony Purnell has written of her:

... As you know, due to both of us having sporadic back trouble, we had to sell her, but fortunately she has gone to a very good young owner who sails her very hard and she is now based at Walton Backwaters, but comes out for a refit at her old birth place, Ian Brown's yard at Rowhedge. I don't propose to go into the ideas that John Leather so very well put into practice for me, but we had many long discussions before the concept was put to Ian Brown for building, and no doubt John will cover this point. As far as I can recollect, Bold Hamster (Phil Bollen) and Calumet (Bill Brown) were built shortly after Tidebird.

I did a lot of single handed sailing in her and for the first six years had no engine. Frankly, I didn't venture very far afield as most of my sailing was done between the Orwell and the Crouch. She was beautifully built of larch on oak and exceeded all our expectations. She was fast, weatherly and very dry. In fact, she seemed just as much at home in the Waillet in a breeze as she was creeping up Salcote Creek on the very first of the tide. She was very docile and I always felt that she would look after us if we got into trouble. As you know, we parted with her and bought a larger vessel, but, to use John's expression, we were 'over-boated' and when Tidebird came on the market we repurchased her. It was a great pity we had to sell her, finally, but because of rusty backs we are now confined to day sailing from here.

Incidentally, you might like to know that Richard Parker, who had Lotus Blossom, again built by Ian Brown, is still sailing her down in the West Country without engine, guard rails or any other refinements at the ripe old age of 74. They must be good boats!

JOHN LEATHER writes of his design:

In 1961 I designed the 18 ft. cutter 'Island Blossom' for John and Gwen Cowan, for sailing on the East Coast. The Cowans' request was for a small gaff rigged cruiser which could sleep two and which could be built for a fixed sum which they sensibly did not wish to be exceeded. How refreshing to find people who not only knew what they wanted but also did not wish themselves or a boatbuilder to be embarrassed with overrunning costs.

The resulting toil on the drafting table produced a small centreboard cutter with principal dimensions of 18 ft x 6 ft. She has all inside ballast. Named Island Blossom for the place of build by Jack Emeny of West Mersea, Essex, she sails well and is still owned by John and Gwen Cowan, who are often to be seen in the Blackwater and Colne estuaries.

Two years later an old sailing friend, Phil Bollen, requested a design for a small cruiser of similar size and as we have sailed in each other's boats for years, each knew what the other expected or required. A gaff rig and a centreplate were specified, good windward performance and ability to take the ground comfortably on reasonably soft mud was essential. The owner, who is a designer of ships propellers, was adamant that he did not require an auxiliary engine and would use a sweep. Price was to be kept within economical limits. The builder was to be a mutual friend, Ian Brown, at his Rowhedge yard.

The design emerged with an overall length of 19 ft 2½ in, waterline length 17 ft. 4 in., beam 7 ft., hull draught 2 ft. 1 in, extending to 4 ft. 6 in. with centreplate lowered. The lines received close attention and embody the experience of many earlier boats. After 16 years I feel I could not better them for the purpose and the design remains one of my favourites. The entry is fine, with some hollow, the amidship sections firm and the run adequately fine. Freeboard is generous for good range of stability and room below. Change of trim when heeled is negligible.

In the original design the cockpit was taken right aft to the transom and terminated at the forward end at a bulkhead at the after side of the 'bridge deck'. Extra stowage was worked into the space beneath this deck, which divides the boat at sheer level. The deck makes a comfortable seat, its two unbroken beams strengthen the hull transversely and it transforms the hull into a small 'ship' in which one 'goes below' to enjoy a feeling of snugness.

The after end of the cabin top is fitted with a large hatch which slides forward to convert the after part of the accommodation into an extension of the cockpit. This is particularly useful when there are three or four people on board for day sailing or in bad weather, when one person may stand in the partially open hatch to work the jib and staysail sheets. It also enables small children to be put in the hatchway, yet see out, when particularly active things are going on in the cockpit.

The relatively low cabin top is in keeping with the boat's appearance and permits 4 ft. 6 in. headroom beneath, with sitting headroom above berths.

The first boat had two fixed berths, a fixed galley and plenty of stowage lockers. Others have had various arrangements including two pipe cots (which stowed away with the bedding during daytime), four berths 6 ft. long arranged in two 12 ft. lengths on each side in our own boat of the type, and one with a single berth.

The centreplate case does not intrude on the cabin except at its lower part, the high after part of the case being arranged beneath the bridge deck, with wringing stresses taken by the transverse bulkhead.

Construction was decided to be clinker planking on bent frames as this was, at the time, economical. Some later boats have been carvel planked. Scantlings are generous for long

life and simplicity in construction. The various boats built from this design have all stood up well to hard use.

The rig of gaff cutter was the owners' choice but it was arranged with labour saving and seamanlike sense. The mast steps in a steel tabernacle on deck. The bowsprit is reasonable in length. The gaff and boom are no heavier than necessary for yacht use. All shrouds and the forestay are set up with rigging screws. The gooseneck is a bronze casting with a machined stainless steel pin. The gaff has metal jaws. All running rigging is terylene. Most blocks are of plastic and steel. Lazyjacks are fitted for the mainsail. The result is a thoroughly workmanlike rig which one man can handle in any weather. The jib sets to a traveller on the bowsprit and has a Wykeham-Martin furling gear and self-tensioning wire halyard. Halyards set up to a steel pinrail on the tabernacle or to the sheerpoles. Phil prefers cotton sails.

The 25 lb. CQR anchor comes home to a steel housing with a tripping pawl for the cable, so it never has to come on deck and can be let go instantly. The chain cable secures to a bollard on the foredeck, in the manner of many small commercial craft.

The first of the type, Phil Bollen's, Bold Hamster, sails well and is a pleasant boat to cruise in. He and I have spent many happy hours on board and others who have had sister boats built report equal satisfaction.

New Blossoms have been built in England, Scotland, Ireland, the United States of America, Canada, Sweden, New Zealand, Australia, South Africa, and New Guinea and have proved adequate in very varied conditions. The first boats were built with thoroughness and every satisfaction by Ian Brown Ltd. at Rowhedge. Others have been constructed in various small yards and a few by their owners. My son, David Leather, is willing to build them as part of his wooden small craft range, but these are not cheap to construct in traditional form. He offers a cold-moulded construction alternative; an option available in other craft from his range.

I had thoughts of a larger version of the New Blossom type, perhaps 22 ft. long, but this never progressed beyond preliminary design. A smaller, 16 ft. version, the Island Bird, was projected for other friends but has not been built. She has a raised forward deck and probably offers surprising room below for her size.

These little cruisers are interesting exercises in design if one is content to disregard the totally uneconomic use of one's time. However, they bring pleasure to many and in the case of the New Blossom, which was designed for an experienced owner who knew what he wanted and how much he could spend, bring satisfaction to the designer and during my two-year ownership of the second boat of the type, a recurring pleasure in turning her to windward in strong or light breezes.

The design of small sailing and rowing craft, such as the New Blossom type, is a relaxation from more serious professional work in Naval Architecture and surveying. As with the building

of such craft, their design is uneconomic in terms of the many hours spent on the project. However, their appearance and performance is usually more aesthetically pleasing than most of the vessels of professional concern, interesting though these are.

The following from TONY BRETT, the owner of 'MOLE', a slightly different New Blossom:

As you requested details of New Blossoms, I am trying to pen a 'brief' history of a slightly unusual one. The majority of Blossoms are clinker construction, Mole is carvel. Strip carvel was chosen as the form of construction as I was the builder and had neither the expertise nor experience to attempt clinker. I would also have needed fairly constant assistance, with the handling of the planking and the roving up of the copper nails. As Mole was the first boat that I have built and reliable help was not available I chose strip carvel. The strips being far easier to manage, need no patterns, nor a bandsaw to cut. They fit beautifully to the moulds providing one can plane an accurate bevel.

I believe that Mole more closely follows John Leather's handsome hull lines than other blossoms, because of her construction, particularly in the fineness of the bow under water.

Leafing through old invoices to try and pinpoint dates I can report the following: The Iroko for the keel, hog, stem, sternpost, centreplate case and floors was purchased in late December 1971. The plans had been purchased from John Leather a month or so earlier. The shaping of the keel, hog and centreplate case took place that winter and was set up to the iron ballast keel in May 1972. Ian Brown of Rowhedge, very kindly loaned me the pattern for the keel and on his advice it was cast, very reasonably, by Sperrings of Portsmouth. The centreline is of really massive proportions for a 19 ft. boat and is slightly more massive than John Leather intended as I overbuilt the stem and hog.

Much discussion, reading of books and magazines and worrying left me in a quandary as to which timber to use for the hull. I had to consider the fact that Blossoms are normally half inch clinker, I needed to use seven-eighths timber at least to ensure a good gluing area, and was rather concerned about the hull weight.

Eventually for better or worse I chose cedar, it is light, rot resistant, easy to work and in my experience glued well. I must mention here, that Mole was being built to a fairly impecunious budget. This affected the time taken and also had a bearing on the choice of materials.

The strips were glued with cascamite and nailed with galvanised nails. Strip carvel is time consuming, and with my lack of experience every step took longer than a professional would need. By the Spring of 1973 I had a bare hull, well dowsed in Cuprinol after gluing and varnished inside, ready to receive the timbers. I had cleaned off the glue chips inside with a disc sander, followed by hand sanding.

I had assistance with the steamed timbers, these were in English green oak, well soaked in Cuprinol after bending. The fastening of these again caused much thought, due to the presence of the galvanised nails in hull. I ended up using zinc plated steel wood screws. These do give a little trouble, I will come back to that later.

The shelf and bilge stringer were laminated in situ using iroko. These were bolted through the hull and timbers using quarter inch bolts. These bolts have so far given no trouble at all, but are easily enough replaced if necessary. In the interest of ventilation and longevity the shelf was positioned at least one inch below the sheer line. The deck being fastened down to the hull. I had had the foresight to make the top few strips out of iroko to give a more solid timber to fasten down into.

It was Autumn '73 before I was able to consider fastening the deck down to the iroko deck beams. It is in the deck and coach roof layout that the major departure from John Leather's plans took place.

Having sailed in Phil Bollen's Bold Hamster, I felt the traditional 1 ft. 3 inch side decks encroached too much on the already limited cabin space, and it was as easy to nip over the coach roof as go down the side deck. I looked around at various alternatives, a friend had a Mapleleaf, and a number of Dauntless class boats were around. I decided not to bring the coach roof right out to the hull sides as I was concerned that it would not look right. I did not discuss my ideas with John Leather as I was a little in awe of him and thought he would not approve of my amateur ideas. I eventually started the coach roof 1'3" further forward than designed and only 1 ft. in from the hull side. I then swept the cabin sides gradually out to within one inch of the hullsides as I came aft. The other 'bee in my bonnet' concerned a forehatch. I was able to work one in just in front of the forward cabin bulkhead, approximately 1 ft. 3 inches by 2 ft. 3 inches. This is very low and forms a useful step, to keep your feet dry on when washing down the foredeck. By bringing the cabin forward I had to mount the tabernacle on the coach roof. This had the added advantage that the boom gooseneck is also on the tabernacle and not on the mast, removing a source of chafe and rot.

The rest of the deck plan is fairly conventional, although not particularly traditional.

Mole is cutter rigged, with an extended bowsprit, following the advice of Phil Bollen. The sails are in terylene, built by Windward, with a diagonal cut main. They set very well and drive her well, a number of successes have been achieved against similar sized bermudan rigged opposition.

Mole was finally launched at Colne Marine, Wivenhoe, in July 1975. She has now been sailed for six seasons, and as mentioned earlier, the zinc plated screws do give a little trouble. I have to replace about a dozen a year where they rust and show through the paint. This is only in the topsides and so far they have caused no trouble under water. The cedar hull has to be treated with a little care as collisions with sharp objects cause dents in the hull, probably more than with harder woods. The only structural repair that has been necessary was

when she sat on an anchor, this caused a large gouge, but was easily repaired.

Mole has only recently competed in the East Coast race, achieving 19th in 1979 and 80 and improving to 11th in 1981. I feel that she has great potential as I continue to learn how to get the best out of her. Great rivalry exists between Tarka and ourselves in local regattas as well as in the O.G.A. She appears to be a little quicker than other Blossoms, with the exception of Badger. She also seems to be a little more tender, or perhaps that's just we being chicken. The name 'Mole' is from Wind in the Willows, Mole being the novice.

Other NEW BLOSSOMS registered with the O.G.A. and not mentioned above are:

Badger (183) owned by J. Welch, built by T.C. White of Brightlingsea in 1967;
 Calumet (223) owned by W.A. Brown, built by Ian Brown;
 May Blossom (86) now owned by C.A. Marshall and built by her first owner, B. Patten, at Althorne, Essex;
 Sea Robin (1171) owned by A.M. Blyth, built at Plymouth 1967.

Badger has been a regular entrant in our East Coast Race since 1968, with finishing places always in single figures, including an outright win in 1978, and four second places. In five races out of twelve she won the Stone Trophy, and only in 1977 (9th) did she miss the prize list. In 1970 she did not start (along with some 70 other entrants on that excessively windy day). Badger's performance when compared with her sister ships, which whilst seldom disgracing themselves are hardly in the same class, provides one of the strongest possible arguments for retaining a handicap system based on boats' measurements rather than performance. Her extra speed must be presumed to be the result of her owner's skill, with possibly a small extra contribution from her builder, as she is certainly a true sister ship to Calumet and Tidebird - so much so that until permanent numbers were introduced the three New Blossoms provided an almost certain guarantee of confusion for East Coast Race Officers!

A boat such as a New Blossom, capable of putting up a first class racing performance, but equally useful for a day's casual fishing, for a coastwise cruise in reasonable comfort or for 'just pottering' must certainly be regarded as one of the most outstanding post war designs.

J.A.S.

SOLENT AREA The Annual General Meeting of the Solent Section will be held at 6.30 p.m. on Saturday 27th February 1982 in the Admirals Room of the Royal Southampton Yacht Club, 10 Northlands Road, Southampton. It will be followed by a social evening and photographic competition. Food will be available but MUST be booked in advance via O.G.A. Friends and relatives welcome.

Members on the Solent Section mailing list will receive details in January, otherwise contact Sam and Maggie Bayliss, 135 Peperharow Road, Godalming, Surrey. Tel: (04868) 28652.

ASSOCIATION ANNUAL GENERAL MEETING

The 1982 Annual General Meeting of the Association will be held at the Cruising Association Rooms, St. Katharine's Dock, London, at 5 p.m. PROMPT on Saturday 16th January, 1982.

AGENDA

President's Address
Secretary's Report
Treasurer's Report
Presentation of awards for Newsletter articles.

COMMITTEE MEETING

Would all Committee members please note that the Annual General Meeting will be preceded by a Committee Meeting in the Cruising Association Rooms at 2 p.m. sharp. If any Area Secretaries are unable to attend would they PLEASE arrange for a member of their Area Committee or other suitable person to deputise for them. As this is the last Saturday of the London Boat Show, the Cruising Association bar will be open at lunch-time and in the evening.

THE NEW FLAX?

Reading the nice article in the last issue called 'The Gaff Rig Era', which discussed the new-fangled cotton sails of a century ago, I am prompted to ask for members' reactions and experience of the latest cloth on the market - 'Duradon', which might have been especially commissioned by the O.G.A. for their boats.

For those who have not met it, Duradon was developed for tarpaulins and the like to be a tough, durable, but non-rotting modern canvas. It looks and feels exactly like canvas (even having those little blue checkers along the selvage edge). I understand it is a controlled mixture of terylene and nylon which means it holds its shape very nearly as well as terylene but has that little bit of 'give' to make it stronger and more handleable. Up to now it has only been available in a rather heavy weight (we might say a smack mainsail). Recently a lightweight version has been produced (say smack No.1 jib weight) and they have just started on a lighter still - we could even call it 'little yacht weight'. These are all available in white and tan. Some sail-makers quote them as costing more than terylene, others less, one can get them with proper made up bolt ropes, gromets, etc., all hand finished exactly like a true cotton sail.

For the purist they are not cotton and therefore false, for lesser mortals who liked their old cotton sails as I did for their nice matt finish, soft handling and the much gentler flap they make when going about (I hate the sharp crack of terylene). Then these sails have much to recommend them as they don't rot and the stretch seems much as canvas and the threads of the stitching beds much better than terylene making them less vulnerable, I am also told, although have no proof, that they are more resistant to ultra violet decay.

So far I have only tried a small mizzen in this 'new flax'. It certainly is not as flat as a terylene sail, so that it is obviously not good for very close winded racers, but if you have to sail decently off the wind anyway due to a robust hull shape then this is not important. My own sail seems to wrinkle a little more than I would have expected but then its cotton predecessor did also so perhaps it is the lead of the gear, not the sail's fault. After one season I am happy but I would be interested to hear if any other members of the Association have longer experience, as my mainsail is reaching a fair age for a canvas sail and the replacement of that is a major investment.

Tony Vogt.

P.S. I don't have shares in their cloth.

EAST COAST ANNUAL GENERAL MEETING is on 28th November at Maldon Little Ship Club. A film 'Sailormen' will be shown, which is about Thames Barges and includes interviews with some of the crews who may be known to some of the audience. Further information from Mrs. Jane Hiley, 7 Buckingham Gardens, Hurst Park, East Molesey, Surrey.

THE FOLLOWING LETTERS WERE SENT TO MRS. HILEY AFTER THE EAST COAST RACE:

'Unfortunately we were unable to meet you on the 24th July at Stone as we got into trouble near the Whittaker Spit and had to call for assistance.

'We should, if at all possible, through your Association Magazine like to thank the people who came to our assistance and called the Clacton Lifeboat. Staying within sight until the lifeboat arrived and we consequently ended up at Brightlingsea.

'Both boat (Beagle, OGA 995) and crew took quite a buffetting, but we managed a very pleasant sail home on the Sunday. Unfortunately we didn't get the name or OGA number of our assisters, but I'm sure they realise how happy we were to see them.'

Nigel E. Williams

'You may be interested to record the fate of the Winkle Brig 'Lady Daphne' which as you know was lost on passage from Burnham to Stone for this year's race.

'After she had foundered and we had been picked up by a passing yacht, the Coastguard were alerted to her semi-submerged presence and a helicopter search ensued.

'On our arrival back in Burnham, we contacted the Coastguard and informed them of our deliverance, but it was not until the following Thursday when the local newspaper reported the Bradwell Coastguard had salvaged the brig that we considered her anything but lost.

'A charming and courteous gentleman of this service took us to where she lay on Sales Point and described how he and his companion had waded waist-deep to where the Mersea Lifeboat had

towed her for eight miles, and had pulled her ashore and anchored her. He explained that her gear was intact, but when we reached her some passing person had helped himself to the easily transportable items.

'As to the boat herself, the only damage was to the transom, and indeed as she was full of water I have no doubt restoration would have been an easy matter.

'The following evening we returned with parts and tools sufficient to effect temporary repairs; but when we reached her imagine how we felt when we found that a wrecker had been working on her during the day. All brasswork and fittings had been torn from her with a crowbar, and not content with this, holes had been punched through her and such damage wrought that we were forced to break her up to prevent the wreck drifting away and causing another search to be undertaken due to the fact that they took the anchor as well.

'I have never seen a hull stripped so clean - they even took the bronze centreplate pivot! Sorry to ramble, but I really did love that boat and I find it sad that the only boat representing Burnham didn't make it.

'The personal effects are more far-reaching. I am at present restoring a 16 ft. deep keel cruiser of 1874 (similar in looks to the plastic Oysterman by Paul Gartside) and the money from the sale of Lady Daphne was to have gone towards copper rod for fastenings and iroko for frames. In effect it has put back her completion by months.

'Perhaps next year ...

Stephan J. Bowen.

The following has been submitted by Frank Argall, for your consideration and comments:

MODIFICATIONS TO THE O.G.A. HANDICAPPING SYSTEM AS APPLIED TO FIBRE-GLASS HULLS.

No handicapping system is perfect, but that currently employed by the O.G.A., until recently has been found very satisfactory. In the last few years, there have appeared a number of new 'old gaffers', constructed in modern materials. Some are playthings, others are genuine working craft. All of these are acceptable and welcome to the O.G.A. Most of these have been built in Cornwall, so it is appropriate that we in the Cornwall Area should look into this problem.

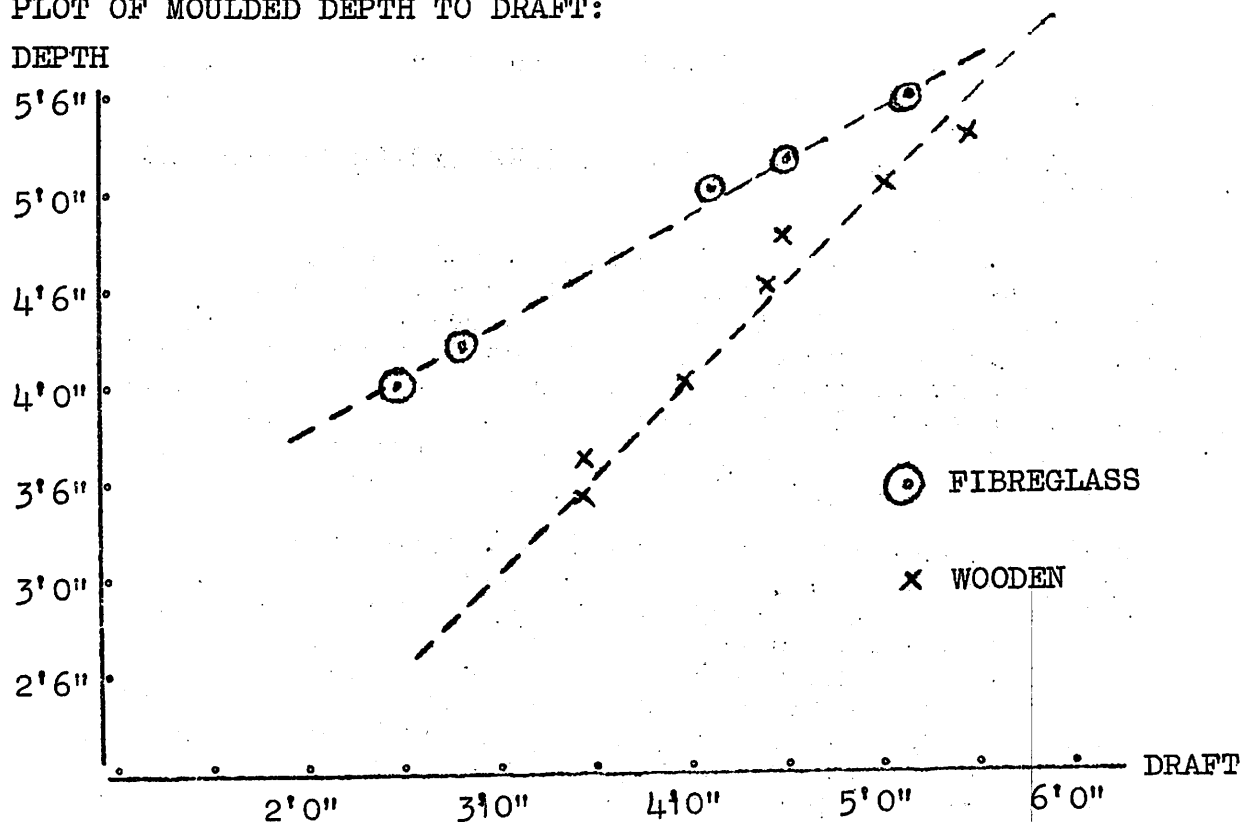
As those members who have completed race entry forms will have noted, all the details required, bar one, are external details (i.e. sail area, length, age, rig, etc.). The one significant internal measurement is that of Depth (defined as the vertical height amidships, in the way of the main beam, from the top of the wood keel/hog, to a line joining the underside of the deck at the sides). The magnitude of this measurement is highly important in evaluating any handicap; indeed a few years ago, yacht designers were producing boats with exaggerated reverse shears to maximise this advantage.

The difficulty arises, in particular, when measuring the depth of fibreglass hulls, the latter not possessing any keelson or hog piece. Many of these hulls have been built for home completion and subsequently can have either internal or external ballast, causing distortions of the moulded depth measurement. In recent years some of the owners of these vessels have shown a keen interest in racing, actually being on the start line when the gun goes. Some have been observed to sail well above their existing O.G.A. handicap.

To put all vessels on a more equitable basis, a comparison was made between five of the most popular types of fibreglass hulls in the Cornwall Area and a number of wooden hulls of broadly similar shape and size. These are summarised below.

FIBRE-GLASS	WOODEN
18 ft. TOSHER (T. Heard)	18 ft. LOVE BOAT
24 ft. TAMARISK (Cygnus Marine Ltd.)	21 ft. PORTHLEVEN TOSHER
23 ft. WORKING BOAT (T. Heard)	22 ft. TRADITIONAL YACHT
28 ft. TAMARISK (Cygnus Marine Ltd.)	26 ft. OYSTER SMACK
28 ft. WORKING BOAT (T. Heard)	24 ft. TRURO RIVER WORKING BOAT
	27 ft. TRADITIONAL YACHT
	35 ft. TRADITIONAL YACHT

The details, as supplied by members, have been compared graphically.
PLOT OF MOULDED DEPTH TO DRAFT:



The graphs of these two groups of broadly similar hulls show what we may have suspected. Firstly there is a relationship between depth and draft, and secondly it is different for fibre-glass vessels. Also the smaller the vessel the greater the difference is. However, it must be noted that this applies only to the class of vessel under consideration. It does not apply to vessels with draft greater than 6 ft., nor to centreboard vessels such as the Cornish Crabber, the Cornish Shrimper, nor to the Memory Class. It should be made clear that this comparison is an approximation, but nevertheless, if adopted, will be a considerable improvement and should create a better harmony in the Association. The advocates of timber and 'tupperware' should be reconciled.

For those involved in handicapping, the easiest rule of thumb in applying this correction, is to multiply the reported moulded depth (in feet) by itself and then divide by the magic figure of 6. (e.g. for a reported depth of 5 ft., the corrected depth = $5.0 \times \frac{5.0}{6} = 4.17$ feet.)

This amendment is hardly likely to turn the existing handicaps upside down, but will nevertheless bring uniformity to our ranks.

Frank Argall.

ADVERTISEMENTS

INFORMATION, PLEASE -

ANNE 24' gaff sloop, designed A. Mylne, built 1920, Rawlands Dockyard Ltd., Bangor. First registered as Ann when owned by Major Sir G. MacIver. Renamed Anne by Capt. C.R. MacIver in 1923. Last appeared (Lloyds) without owner in 1949. Any information on these or other owners gratefully received by: D.F. Rudd, 11 Finch Close, Heartsease Estate, Norwich, Norfolk.

WHY NOT Can someone tell me the present whereabouts of Why Not, gaff cutter built 1902 by R.S. Burt of Falmouth, and believed to be somewhere on the East Coast.
T.M. Felgate, Foxgrove End, 32 Foxgrove Lane, Felixstowe, Suffolk.

FOR SALE

PROVIDER 50' x 35' x 10'8" x 4'10", 20 tons TM, 2 masted gaff schooner. Pitch pine on oak, teak deck on Thames Makore marine plywood, beams oak. Interior marine plywood & pine. Mast & spars pine. Iron keel approx. 3 tons, $\frac{1}{2}$ ton iron pigs. All sails tan terylene by Cranfield & Carters. Standing rigging stainless steel, most running rigging terylene rope. Saab 2-cylinder 18 h.p. marine diesel, feathering propeller, 6 knots in smooth water. 20 galls fuel in 2 stainless tanks. Gas cooker, 2 burners w. oven, small coal stove w. oven, s.s. sink. Simpson Lawrence 400 toilet. 2 berths w. foam mattresses, 2 w. canvas bottoms. 60 lb Nicholson & 40lb. CQR anchors, 30 fathoms 7/16 H.S. anchor cable + warps & fenders. Edson quadrant steering, Sestral compass, Sailor VHF, Seafarer Mk III echo sdr. Originally built 1904. Two thirds rebuilt in last 15 years. Sheer raised, counter extended, clipper bow arranged. Refastened & some bolts renewed. Sails & gear used about 3 months over last

four years. Little fancy work, simple but strong. Requires crew to handle & owner wants sail single-handed. £19,950 o.n.o.
F.J. Harris, 25 Glasgow Street, Barrow in Furness, Cumbria.

GADFLY II (631) Aux. Gaff cutter, $4\frac{1}{2}$ tons TM. 22'6" (excl. Bowspt) x 7'6" x 3'9". Cast iron keel + 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'csle with pipe cot & Baby Blake. Decks recovered & 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

SARA OF LAWLING (796) Gaff cutter, 18'6" (less bowspt). Centre board, topsail, Stuart Turner 4 h.p. Varnished spruce spars, good gear & sails. Accommodation limited, inventory usual, anchor, warps, fenders. £1,200 o.n.o.
B. Darby, Hylands, 145 Lower Road, Hullbridge, Essex.
Tel: Southend 231895 (evening)

EDWARD BIRKBECK PH 191 (OGA 397) Gaff cutter 34' x 10' x 3'6", 12 tons TM, 10 tons disp. Built 1896 by Beeching, Gt. Yarmouth as Norfolk & Suffolk type lifeboat, basically unsinkable beach yawl w. 2 centreboards. Appearance similar Amity, 1979/3 Newsletter, w. coachroof, higher bulwarks, mast further aft, larger topsail. Honduras mahogany on rock elm, bottom massively planked in oak. Deck $1\frac{1}{2}$ " Columbian pine. Teak wheel, blocks, spars varnished. Centreboards replaced by 17" deep ballast keel - iron, 3 tons. Major rebuild 1973 - 76, new stem, stern post, 200' hull planking, timbers, deck & upwards brand new.
Well sparred & rigged. Sails hand sewn flax, oil & ochred to Claude Worth's recipe. New 1977/8 topsail, white terylene. 750 sq. ft. sail area. Sailed since rebuild w/out engine, self steers remarkably, good single handed boat. Installing Petter water-cooled twin. 30 fathoms $\frac{3}{8}$ " chain, Lloyds tested, anchors warps, compass, 2 speed anchor winch, Beaufort inflatable, 7'6" GRP pram, log, etc.

6 berths in 2 cabins, 'Diamond' coal range. Optimus paraffin stove, gimballled lamps, etc. Baby Blake. Good accommodation - seller's home since 1973. Mooring available. Only selling to finance building larger boat. Price to OGA members £7,500.
P.A.R. Dunbar, 18 Meadow View, Hooe, Plymouth 43033.

KWINANA (953) Gaff cutter, reg. Falmouth O.N. 379227. 6.71 tons. 28'8" x 9'9" x 5'. Cruiser version of Falmouth working boat, built T. Heard, Mylor Yacht Yard, 1979. GRP hull, sheathed plywood decks & cabin roof, cabin & cockpit coamings iroko.

Tan terylene jib, staysail & main - 625 sq. ft. 15 h.p. water cooled Lister diesel.

3 berths in cabin, 1 fo'csle, SL400 toilet, optimus & sink, chart table, Seafarer Log & echo sounder, Seafix, etc. 7'6" GRP dinghy, fits cabin roof stowage, Featherweight Seagull, etc. Mooring available 1982 season, lying Mylor Yacht Yard.

£11,250 o.n.o.
A.J. Copley, 4 Penmorvah, Saltbox Road, Mylor Bridge, Falmouth, Cornwall.
Tel: Penryn 73536.

BENBECULA ex MYFANWY Clipper-bowed gaff-cutter, 35' x 21' x 7'7" x 5'. Could be for sale. If someone makes the right offer I will part with this beautiful specimen. Has to be seen and sailed to be believed. Owner building house, say no more. D.G. Carne, Seaway House, Commercial Road, Penryn, Cornwall. Tel: Penryn 74177.

WANTED Handspike or ratchet windlass for 75' gaff schooner rebuild, other gear of appropriate size also needed. P. Wilkinson, 71 Eccleston Square, London S.W.1. 01 834 0785.

CORNWALL AREA

CORNWALL AREA RACE, 1982 This will be held on Saturday, 17th July, 1982. This is the weekend prior to the Tall Ships Race. The Area Race will be preceded by a Barbeque at Turnaware on Friday, 16th July and followed by a Treasure hunt/Seamanship trial on the Sunday, 18th July. Volunteers to help organise this would be most welcome.

'CORMORANT' EVENING RACE SERIES, 1982 The dates for the Cormorant Trophy series have been chosen. They are on Friday evenings as follows: 28th May; 11th June; 2nd July; 30th July; 6th August. All races to commence at 7.00 p.m. prompt. Your best three results will count towards the trophy. Entry fee will be £3, payable in advance. Entry forms will be available at the A.G.M.

THE TALL SHIPS RACE, 1982 It is intended to provide an ESCORT for the commencement of this event. More details will be circulated later.

HARRY'S NAUTICAL PUB CRAWL (DRIFT?) This will be a social event! Meet at the Heron Inn, Malpas, at 11 a.m. on Saturday, 10th July, 1982. Your craft and dinghy will be needed as anyone arriving by land is likely to have to buy the drink! The meeting may be adjourned to another hostelry at any time after 11.15 a.m.

PLEASE MAKE A NOTE IN YOUR DIARY OF THE EVENTS/DATES.

THE CORNWALL AREA ANNUAL GENERAL MEETING was held on 12th November in the Mylor Yacht Club. The Area Vice President gave a brief rundown on the successes and near failures of the season and the Area Treasurer produced his balance sheet which showed an excess of income over expenditure of £21.75, not including the £50 still held on loan from central funds. The area officers were re-elected en bloc and Mr. M. Rangecroft was added to the Committee vice D. Rabelink who has returned to Holland to work. Frank Argall produced a system of adjusting the depth measurement of fibreglass hulls to rule out anomalies in the handicap system and it was suggested that this be put to the National A.G.M. The evening was concluded with a video show of local oyster dredgers and social conversation over a drink or two.

The Cormorant Trophy for the Friday evening series was won by Terry Wilkes, sailing 'Lesley!'. The prize will be presented at the area dinner at the 'Ganges' on 28th November.

NOTE Would all Area Treasurers please note that accounts, up to 31st October, should be sent to the Association Treasurer, W.A. Brown, 34 Courtland Avenue, Chingford, London E4 6DU, in time for presentation to the membership at the Association A.G.M. Thank you, Cornish Treasurer, for the statement already sent.

Our usual welcome to the following new members:

D. Maltby, 58 Kingsway, Boston, Lincs.
 Privateer 1078
 M. Claridge, Mavis Bank, Melrose, Roxburghshire.
 Posy 1079
 A. Tate, 70 Ladbroke Grove, London W11 2AF.
 Boan 675
 D.R. Comer, 70 Belmont Road, Portswood, Southampton, Hants.
 Susan Mary 1080
 S. Huntingford, 42 Ridley Road, London N.W.10.
 Inyala 1081
 J.N. Mee, 35 Queens Road, Cowes, I.O.W.
 Skarven 1082
 W. Shawcross, 17 Parkhill Road, London N.W.3.
 A. Martyn, 5 Townfield Road, West Kirby, Wirral, Merseyside.
 Amanda 1083
 M. Taylor, 1 Chawton Cottages, Church Lane, Northwood, I.O.W.
 Jane 1084
 B.A. & R.G. Breakwell, 11 Adsdean Close, Leigh Park, Havant, Hants.
 Sprite 1422

The following have changed their address:

K. Hobson, 16 High Street West, Coatham, Redcar, Cleveland.
 T. Eeles, 34 Bradenham Beeches, Walters Ash, High Wycombe, Bucks.
 A.E. James, Farm Cottage, Henwood, Liskeard, Cornwall.
 Swift 817
 K.A. Horne, "Sea Witch", Puerto Banus, Marbella, Spain.
 Chris Thornhill has sold Kathleen (801) to D.W.S. Handley, of Iver, Bucks.

R.H. Dawson, 10 Hartscroft, Linton Glade, Croydon, Surrey.

Best wishes to you all for a happy Christmas and a prosperous New Year. Good sailing!