

62/1

Old Gaffers Association Newsletter



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THE OLD GAFFERS ASSOCIATION

Braeside, 2, Greenbank St., Galashiels,
Selkirkshire TD1 3BL Scotland

OLD GAFFERS ASSOCIATION

Hon. Secretary

J.A.Scarlett, Braeside, 2,Greenbank St., Galashiels. TD1 3BL

Hon. Treasurer

W.A.Brown, 34, Courtland Avenue, Chingford, London E4 6DU

AREA SECRETARIES AND REPRESENTATIVES

North East

G. Carr, 14,Henderson St., Amble, Northumberland

East Coast

Mrs. J.Hiley, 7,Buckingham Gardens, Hurst Park, E.Molesey, Surrey

Solent

C.M.Waddington, Wicormarine Ltd., Portchester, Fareham, Hants.

South West

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

Cornwall

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

Bristol Channel

M.E.White, 80, Kilmersdon Rd., Haydon, Radstock, Bath, Somerset

North Wales

D.A.Caton, Woodlea, Tattenhall Rd., Tattenhall, Chester CH3 9QQ

Clyde

P.J.G.Pendred, 10,Langside Drive, Kilbarchan, Renfrewshire

FRANCE

Daniel Mitre, La Fleurais, 44130 Fay de Bretagne

U.S.A. - North East (Catboat Association)

J.M.Leavens, P.O.Box 85, Chilmark, Martha's Vineyard, Mass. 02535

- Virginia

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

- California

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

ASSOCIATION STOCK LIST

	U.K.	OVERSEAS
Membership Flags (20" x 16½")	£5.60	£5.90
Burgees 36"	£6.45	£6.95
24"	£5.60	£5.90
18"	£3.75	£4.00
Ties (Multi-motif)	£2.60	£2.80
Brooches (pin type)	£1.15	£1.30

Prices include postage and packing - surface mail for overseas.

Please address orders, with cheque or postal order made out to The Old Gaffers Association, and if possible an addressed label for despatch, to:

Mrs. B.V.Brown, 34,Courtland Avenue, Chingford, London E4 6DU

Orders will not be despatched until payment has been received.

OLD GAFFERS ASSOCIATION

NEWSLETTER No. 1982/1

PLEASE NOTE CHANGES TO LIST OPPOSITE:

East Coast

Mrs. J. Hiley, 21 Summer Avenue, East Molesey, Surrey. KT8 9LO

Cinque Ports and Brighton

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

COVER PICTURE Scene from the 1979 East Coast Race. The Deben Cherub 'Jubilee', the Norfolk beach boat 'Amity' and the French built cutter 'Casse Noisette' can be identified. The remainder are best described as a gloriously anonymous gathering of gaffers preparing to pose the annual headache to spotters and race officers. Nevertheless, a magnificent sight, and a very small portion of the large fleet.

SUBSCRIPTIONS Once again the modest annual subscription of £3 is due (or rather overdue). Thanks go to all those members who have sent in their money without any reminders. If there is a reminder with this Newsletter, please send your subscription in to the Honorary Secretary. If you pay by bankers order, but have received a reminder, please check that your bank has not made a mistake, and advise us. The deletion of names from our membership list for non-payment of subscriptions is one of the most unpleasant of secretarial tasks, but it is one which has to be done, as we can not afford to continue mailing to those who have not paid.

Also, if you change your address, please try to remember to advise us. We don't like to see mailings to those who have paid coming back marked 'gone away'. If anybody knows the whereabouts of T.W. Pawley, formerly of Chudleigh, Devon, would they please let us know.

On going through the bank statements, we have found payments from:

A.M. LLEWELLYN

and P. BARBER

but we have no members listed with those names. Would the members on whose behalf these payments have been made please let the Secretary know. Also, we have an unidentifiable payment from Coutts Bank, 162 Brompton Road, London. If you have a standing order on that bank, and have received a Subs. reminder with this Newsletter, then please let us know. J.A.S.

PLEASE NOTE: Material for the next Newsletter should be in before 14th JUNE. Would all Area Secretaries please see that Race Results (which should also list known retirements, retired or didn't start, and known non-starters who entered) should be sent in AS SOON AS POSSIBLE after the finish of the race. Would race entrants please note that we welcome reports of the race as they saw it in addition to the official reports.

m MINUTES OF THE 1982 ANNUAL GENERAL MEETING

The 1982 Annual General Meeting held at the Cruising Association Rooms, St. Katherine's Dock, London, on Saturday January 16th was attended by sixteen members plus families. The President, Michael Millar, opened the proceedings by welcoming those present, especially those from considerable distances, who had defeated both the elements and the ASLEF strike to attend. He hoped all would get home safely. He regretted that through the year he had not been able to attend the various races and rallies held.

He said that the most noteworthy event of the year had been the production of the boat register, and it was unfortunate that it was not selling well. Of the twenty people at last year's meeting who had said they would buy a copy, not all had done so. Also he pointed out that there are far too many blank spaces where details of boats have not been forwarded to the Secretary.

He ended by commenting that we were not seeing good representation from the Solent Area, and were often lacking information from that area.

Sam Bayliss queried whether copies of the register could be available for sale at meetings, races and rallies. The Secretary replied that this would involve significant costs in printing and postages of copies on spec., and it would be much better to take orders at such meetings and then have the requisite copies printed. (Two copies were ordered after the meeting.)

Mike Shaw proposed that the thanks of the Association to the Secretary for the production of the register be recorded, and this was seconded by Robert Simper.

The Secretary's Report was then read (draft follows these minutes) and its adoption was proposed by Derek Beauchamp and seconded by Jon Ward-Hayne. The President proposed a vote of thanks to the Secretary.

Bill Brown, our Treasurer, then presented the accounts and his report. Mr. Penman queried the advisability of our having funds in a building society where tax is deducted at source, and asked whether we lost on subsequent deduction of corporation tax. Mr. Brown explained briefly his investment policy and the differing withdrawal conditions and interest rates between bank deposit accounts, the Post Office, and building societies, and explained that on our building society interest, we pay only the difference between the standard rate tax already deducted and the corporation tax.

The adoption of the Treasurer's Report and the accounts was proposed by Mike Shaw, seconded by Sam Bayliss, and duly carried with thanks and the comment that judging by our investment income our funds are in good hands. By general consent it was agreed that the Secretary's honorarium should remain at 150 guineas for 1982.

The Secretary then detailed the prizes awarded by the Committee for Newsletter articles, which were:

For the best Race Account (not sent in by an Area Secretary or Race Officer) - Jon Wainwright (Deva's East Coast Race)

For the best technical article - Michael Pearson (Regard)

For the best cruise account - Tom Eeles (East Coast Rally)

The Committee had decided that the award of a prize for a humorous article was not justified. The Committee had also commended Martin White's on-going series 'The Gaff Rig Era', which would require special consideration as it is a continuing series.

The proposal on handicapping fibreglass boats by Frank Argall, published in the last issue of the Newsletter, was discussed, and a Committee proposal that the recommendations be adopted for a 5 year trial period was passed. The Committee had agreed that the race entry form would be modified by the addition of an extra line below 'sail colours' to cover 'hull material'. The AGM agreed that the new system for measuring depth should be applied to all moulded hulls and would include ferro-cement and metal hulls. There was some general discussion on handicapping and racing, with agreement that whilst we must have handicapping and racing rules must be applied, the main point of our races is that competitors enjoy a good day's sailing in congenial company. A query as to whether the quantities of beer sometimes consumed should be considered as shifting ballast was left unresolved.

The meeting was then opened for any other business. Sam Bayliss reported that the East Coast smack Kathleen which had broken adrift in a gale last year was a total loss. Unfortunately she was uninsured. Derek Beauchamp queried whether our insurance scheme was still running smoothly. The Secretary and Treasurer said that they had had no adverse comments from Bowring, Camper, Nicholson, so it could be assumed all was well. In discussion, the Secretary said that it appeared to be still the only scheme which would cover any sound gaffer regardless of age, and also that Bowring, Camper, Nicholsons appeared to have an impeccable record of paying out on some quite substantial claims, which could not always be said for other companies who may offer cheaper rates on some boats.

Discussion on numbers and identification of boats then followed. The Secretary suggested that the carrying of numbers on the hull, forward, is good practice, as often a race finishes with mainsails edge-on to the spotters. Also, it can help coastguards etc. One owner had found that numbers cut from 'Contact' self-adhesive plastic sheet gave excellent results as hull numbers. Derek Beauchamp reported that he had found that 'Lettrasign' characters had stuck well on Mandy's storm dodgers, but did not do well on the hull.

The Secretary reported that the Ipswich police had been in touch with him over a gaffer they had found adrift in the Orwell in November, and for which they had been unable to trace an owner in two months. Within forty minutes, thanks to the OGA register and card index, they were able to ring back to say they were in touch with the owners. The boat had been sold,

4.

and the new owner killed in a car crash before he had even told his next of kin he had bought the boat. The Secretary commented that such an incident demonstrated the value of keeping good records, and made all the work on the register seem very worth while.

Robert Simper queried the copyright on the boat register. The Secretary said that this had been done in the hope of avoiding unauthorised use of the register by some of the journalists who were now taking the opportunity of cashing in on the work of those who have been involved for many years with bodies such as the OGA. After some discussion, it was proposed by Mike Shaw, seconded by Jon Ward-Hayne, and unanimously agreed that the cover should be amended to read 'Copyright - The Old Gaffers Association 1981. Compiled by J.A. Scarlett as Honorary Secretary, O.G.A.' The Secretary stated that the copyright of all copies existing would rest with the Old Gaffers Association.

On a point of records, the Secretary reminded the meeting that the Newsletter is the official record of all Association transactions, meetings, races, rallies, decisions, etc.

The meeting closed on a vote of thanks to the President proposed by Mike Shaw, and the members and families adjourned to the bar, ably staffed by 'Darling' and 'Darling Two', and the hot soup and snacks provided by Brenda Brown were demolished with great appreciation while her husband Bill appeared to be doing a roaring trade in ties and burgees.

SECRETARY'S REPORT FOR 1981

We ended 1981 with 743 members, an increase of 69 over last year, with 80 new members joining and 11 leaving. However, not all the 743 should be members, as there are still some outstanding subscriptions. With Bankers Orders now computerised, an increasing error rate is evident, and last year a number of members whose names had been deleted from our list for non-payment had to be reinstated when banks rectified their errors, so we are now having to wait for two years before deleting members whose bankers orders have not come through to our account. It would seem that the money is being debited from the members' accounts, but not credited to ours, and is presumably lost somewhere in the computer system.

During the year the usual Area Races were held, the Cornish Race having to be postponed until a later date for lack of wind. The customary four Newsletters were issued, again with the last two badly disrupted by the late arrival of Race results from Area Secretaries. The fourth Newsletter was thinner than usual, as after three years of full issues, the contributions drawer was emptied. The success of the Newsletters depends on the members who send in contributions - please do your bit to help.

Newsletter mailing was hampered by the automated envelope addressing machine, which finally expired completely on the Autumn issue. A letter to the Datamailer head office produced results and some explanations. The main result is that we now have a new machine with a year's guarantee. This new machine is a great improvement on the original, as it has a modified

envelope feed and a re-set button; but whilst it can handle our large envelopes slowly, it will not do all that we were originally led to believe would be possible. There would appear to be little doubt that the machine was 'oversold' originally. Datamailer Ltd. did offer us a partial refund, but this would have left us having paid far too much against the original unsatisfactory machine.

The Register of Gaffers has been on sale for a year, and every member was sent a copy of the entry for his boat with the first Newsletter of the year. Sales of the Register indicated that the demand for such a list was not quite so great as had been suggested by all the fuss at previous A.G.M.s, with only 28 copies sold. Had the suggestions to mass produce copies by litho printing been adopted, we would have made a very substantial loss. As it is, we just about broke even on the exercise.

Some 14 per cent of the Boat Register slips sent out have been returned with confirmation or corrections. The value of the exercise is shown up by the discovery that for some ten years we have had two members owning boats of the same size and with the same name, and were under the impression that there was only one boat of that name. Since the publication of the Register, full updating details of members' addresses, boats owned, and their O.G.A. register numbers have been published in the Newsletters, and I hope that all Area Secretaries will keep their lists updated. The biggest disappointment of the year was to discover that one race committee could not even bother to look up the O.G.A. numbers for boats entering their race.

Recent correspondence has shown considerable interest in handicapping, including Dr. Frank Argall's excellent suggestion for equating fibreglass hulls with traditional wooden boats. The interest in handicapping has been such that an article on the system used is in preparation for publication in the Newsletter.

J.A. Scarlett.

TREASURER'S REPORT ON THE YEAR ENDED 31st OCT. 1981

I have pleasure in presenting the accounts for my first year in office as your Honorary Treasurer.

Dealing first with the Income and Expenditure Account, you will see that our total income has increased by £296. This is explained by an increase in membership, higher interest earned on investments and for the first time this year commission earned from the sale of nautical books, in particular John Scarlett's 'Wooden Boats Restoration and Maintenance Manual'.

Increases in expenditure have been mainly due to inflation. In next year's accounts I would like to see the item 'Boat Register Costs' appearing as 'Boat Register Income'. Please support John Scarlett's effort in creating the register by purchasing far more than the 26 copies which were sold in the year under review.

/continued on page 7

BALANCE SHEET TO 31st OCTOBER, 1981

<u>Assets</u>	£	£
Cash at bank		
Current account	27	
Deposit account	954	
Cash in hand	23	
PO investment account	3574	
Woolwich Equitable	353	4931
Sundry debtors		237
Stocks		1110
Office equipment		
At cost	480	
Less depreciation	233	247
		5525
<u>Less Current Liabilities</u>		
Sundry Creditors	769	
Corporation tax	233	1002
		5523
<u>Represented by:-</u>		
General Fund		
Balance at 1st Nov. 1980		4599
Add Excess of Income over expenditure		924
		5523

We have examined the above Balance Sheet and Income and Expenditure Account and certify that they are in accordance with the records and information supplied to us.

D.J. Barwick & Co.,
Chartered Accountants.

INCOME AND EXPENDITURE ACCOUNT

<u>Income</u>	£	<u>Expenditure</u>	£
Subscriptions	2105	RYA subscriptions	80
Entry fees	51	Prize money	40
Insurance Commission	348	Travelling	20
Investment income	584	Printing, Staty., Postage	1375
Interest on Building S. dep.	2	Hire of rooms	57
Profit on sales	21	Audit fee	75
Donations	9	Honorarium	158
Book sales commission	101	Corporation tax	233
		RNLI donations	80
	3221	Depreciation	44
		Sundry expenses	103
		Boat register costs	32
			2297

Excess of income over expenditure - £924

Treasurer's Report continued.

Turning now to the Balance Sheet, it will be noted that our cash funds have increased by reason of good interest rates and the fact that, as far as possible during the year, spare cash has been invested to earn interest. During the year we spent £1361 on restocking bunting and ties, etc., the sales of which were £321 resulting in a surplus of £21 after charging postage and packing.

Finally, the Association is in a healthy financial state but I would not advise a rash dispersal of our funds for any purpose. Let us hold on to what we have and maintain our subscription at £3 for as long as possible.

W.A. Brown.

MEMBERS PRESENT AT THE ANNUAL GENERAL MEETING:

M.D. Millar, President.
 J.A. Scarlett, Secretary (& Clyde Area)
 Mr. & Mrs. W.A. Brown, Treasurer, stock, & caterers - 'Calumet'.
 Mr., Mrs., & Master S. Bayliss (Solent) - 'Venture' & 'Mary Agnes'.
 J. Ward-Hayne (Guernsey) - 'Wilful' & 'Minquierville'.
 E.M. Shaw (Cornwall & S.W.)
 D.M.W. Beauchamp (Solent) - 'Mandy'.
 J. Simper (East Coast) - 'Pet'.
 R.N. Simper & family (East Coast) - 'L'Atalanta'.
 D.J. Cade (Cinque Ports) - 'Storm'.
 P. Rush (East Coast) - 'Carina'.
 A.E. Penman (East Coast) - 'Carina'.
 Mr. & Mrs. G. Jago (East Coast) - 'Teal'.
 R. Dawson & P. Odell (Solent) - 'Iseul'.
 Mr. & Mrs. J. Ungley (Solent) - 'Janty'.
 M.E. White (Bristol Channel) - 'Ark Royal'.

THE FRENCH OLD GAFFERS COMMITTEE

SEND THEIR BEST WISHES TO ALL MEMBERS

OF THE OLD GAFFERS ASSOCIATION IN ENGLAND,

happiness, health, good travel for 1982,

and always very glad to receive them

when they come to France.

Sincerely,

for the Committee,

J. le Faucheur,

St. Malo.

1982 RALLIES AND AREA RACES

Please contact Area Secretaries as listed inside front cover for details unless otherwise stated.

JUNE 5th - 6th Clyde Race

JUNE 12th - 27th Maritime Ipswich 82 gathering. Contact:
R.N. Simper, Sluice Cottage, Ramsholt,
Woodbridge, Suffolk.

JUNE 19th - 23rd 100 Years Kiel Week. Organised by Freunde des
Gaffelriggs. Contact: Axel Strothmann,
2341 Wittkiel, Muhle, West Germany.

JULY 4th - 10th South-West Maritime 82 celebrations. Contact:
Bernard Gibson.

JULY 10th South-West Race in Start Bay.

JULY 17th Cornwall Area Race

JULY 23rd - 25th Rally at Brighton Marina. Race on 25th.

JULY 31st East Coast Race. Start approx. 2 hours after
high water. Entry fee £2.50. Entries after
July 24th £3.50. Buffet supper available,
pay on the day as before. Note Area Sec's
new address on page 1.

AUG 20th - 26th Rally at Marchwood Y.C. in conjunction with
Tall Ships Race. Contact: Freda Rawlings,
(day) 0703 21453; (evening) 0703 25065.

AUGUST 23rd Maritime Day - Whitby. Contact: Mrs. C. Crossland,
11 Balk Close, Leven, Hull HU11 5NH.

AUGUST 28th Solent Area Race.

Note: Other activities in the Cornwall Area were detailed in the
previous issue of the Newsletter.

The standard Association Race Entry Form attached to this
Newsletter must be used for race entries. Owners of GRP, ferro,
metal or moulded ply hulls should note that following the deci-
sion on handicapping at the A.G.M. they should fill in all the
measurements on the entry form. Would all entrants please list
the HULL CONSTRUCTION in the clear space under the COLOUR OF SAILS
section of the form.

MARITIME '82 The South-West Area is organising a rally in support
of these celebrations. Plans are for a meeting on the lines of the
Drake 400 rallies of 1978 and 1980 held in Plymouth. Boats will be
berthed in Torquay Harbour and will assemble for Sunday 4th July.
During the following week there will be races and other events in
Torbay and at the end of the week a passage race to Dartmouth in
time for the annual S.W. Area race in Start Bay. Torquay Borough
Council are assisting with the organisation, the Harbour Authority
have indicated that there will be some concession on harbour dues
and sponsorship has been promised. It is hoped to publish full
details and cost in the next Newsletter.

B.B. Gibson.

OLD GAFFERS 'MEET', SANDWICH, AUGUST BANK HOLIDAY

As the Sailing Officer of the Sandwich Sailing and Motor Boat Club, I am trying to organise an Old Gaffers 'meet' at Sandwich on August Bank Holiday Monday (1982) which would coincide with the annual fair on Gazen Salts fields, which is alongside the River Stour, upstream of the swing bridge. As this is Maritime Heritage Year, it is intended to give the fair a maritime flavour, although at present details are not finalized.

The River Stour is easily navigable up to Gazen Salts by vessels drawing up to 6 ft. draft and providing they can take the ground in soft mud, there should be no problem. For those unsure of their vessels' abilities in mud, it would be possible to lay against the town quay 300 yards downstream and below the swing bridge. For those vessels requiring a pilot, one should be available.

Those who are interested are asked to get in touch with me, Robert Holden, Sailing Officer, Sandwich Sailing and Motor Boat Club, Stonar Estate, Sandwich, Kent. I will be pleased to give further details, answer all queries, and get in touch as events develop.

R.L.H. Holden (Owner of Emanuel,
O.G.A. 858)

HANDICAPPING CRUISING YACHTS FOR RACING

In recent months, considerable interest has been expressed in the system used for handicapping in our races, and there have been a number of mutterings to the effect that we should adopt a different system. It would seem that some explanation of the system used and its advantages and disadvantages might not come amiss.

Old Gaffers Races are all run using the Royal Yachting Association's T(H)CF handicapping system, which was the measuring system used for handicapping ocean racers up to 1957.

From the measurements of the hull supplied by the owner on the race entry form, a measured rating is derived, which is expressed as a length. This length represents the effective sailing length of the boat, or in other words, the length of a 'perfect' boat which would sail at the same speed. Since the speed of a displacement hull through the water is related to the square root of the waterline length, the time any boat should take to sail one mile can be found, or alternatively, as in the case of the T(H)CF, a factor by which the time which the boat takes to sail any course should be multiplied to give equal results can be found.

The formula is quite simple. The Measured Rating is first found from the given dimensions:-

$$MR = 0.15(L \sqrt{S}) / \sqrt{BD} + 0.2(L + \sqrt{S})$$

where $L = 0.5(LOA + LWL)$; B = Measured maximum beam ;
 $D = 1.25 \times$ internal depth amidships from top of keelson to a line joining the underside of the deck planking at the sides of the hull ; $\sqrt{S}$ = the square root of the measured sail area multiplied by the rig allowance, which is - for a gaff cutter 0.96; gaff yawl 0.94; gaff schooner 0.92; gaff ketch 0.90.

10.

The measured sail area is the sum of:-

$0.5(b \times h) + 0.5(g \times d)$ for mainsail and mizzen, where $d = \sqrt{b^2 + h^2}$, plus $0.5(i \times h)$ for topsails, plus $0.425(i \times j)$ for the foretriangle.

Note that the actual headsails are not measured, but 85 per cent of the available triangle is taken. Sails such as mizzen stay-sails and watersails are unrated. Note also that there is a subtlety in the formula, in that the gaff is assumed to be set at 90 degrees to the line from the boom end to the gaff jaws, and high peaked gaff sails are slightly penalised.

From the MR, bonuses, expressed as percentages, are deducted.

$$R = MR - \text{Bonus.}$$

These bonuses are:- for a fixed propellor - 3%; folding prop - 1½%; built pre 1930 - 2½%; pre 1914 - 5%; pre 1900 - 7½%; draft less than 66% of 0.16 LWL + 2 - 4%; less than 80% - 2%. Shoal draft bonus halved if centreboard or leeboards fitted.

$$\text{Finally, } T(H)CF = 0.125(\sqrt{R} + 3)$$

The T(H)CF formula does take some time to work out, even with a programmable calculator, but in the O.G.A. we use 'quick-use' curves drawn from some 10,000 computer calculations, with the aid of which the T(H)CF for any boat can be found in a couple of minutes - much less if the sail area is known. If a boat already has an RORC rating, only the final part of the formula to find the T(H)CF needs to be applied.

When racing, the elapsed time taken by the boat to sail the course, from the starting signal to any part of the boat crossing the finishing line is multiplied by the T(H)CF to give the corrected time for the boat. (Time on time handicapping.)

ADVANTAGES OF THE T(H)CF SYSTEM

The first advantage of the system is its simplicity and its ease of application on race day. The Race Officer does not have to be encumbered with books of look-up tables. All he (or she) needs is some small ability in multiplication. Incidentally, this is usually easiest if all times are converted to minutes, with the seconds expressed as decimal minutes.

Another advantage is the ability with which places for boats which are still to finish can be predicted. When a few boats are home and their corrected times have been calculated, the corrected times of any that look like being prize winners can be divided by the T(H)CFs of boats which are still racing to give the times by which these boats must finish in order to win a prize. Thus boats can be timed in until it is known that all prizes have been won, and if time is pressing the committee boat can then leave its station, leaving later finishers to time themselves in, in the certainty that any errors in such timings can not affect the prize list. Also, any owner who times his competitors as they round a mark can find out how well he is doing in the race so far. Despite all the advantages of modern pocket calculators, a slide rule is the best tool to use for such calculations as the owner can simply set it to his own time or T(H)CF and then see at a glance whether other boats are better or worse placed than he is.

Probably the biggest advantage of the system lies in the enormous amount of 'proving' which it has had over the years. It is a system evolved over a long period of yacht racing, which reached its peak of use in the pre-war years when gaff rig was common in all handicap cruiser fleets, so it can be said to be a system which was evolved along with the boats we race in the O.G.A.

Another great advantage of the system is that being purely mathematical and based on the measurements of the boats no owner can possibly accuse the Race Organisers of giving him an unfair handicap. Anybody who has had first hand experience of the petty bickering which can occur when a committee sets handicaps based on past performance must welcome a system which can be demonstrated to be equally fair to all (or equally unfair!).

DISADVANTAGES OF THE T(H)CF SYSTEM

The system does have some disadvantages. Because it is a 'time on time' system, anything which prolongs a race unduly, such as a calm spell, will give the smaller boats with the lower T(H)CFs an advantage. In our fleets, T(H)CFs vary from around 0.750 to 1.250, so if there is a flat calm lasting one hour, a larger boat would have to make up half an hour on corrected time on a smaller boat to stand any chance.

Another disadvantage is that the formula for determining the rating assumes a more or less classical hull form with proportionate rig. Very shoal draft boats, such as Dutch Barges, handicap badly, and, as has been discovered, moulded hulls with hollow keels can gain an unfair advantage under the basic measuring system. It was this fact (plus some other similar effects) which led to the RORC abandoning the simple measurement system in 1957 to adopt a vastly more complex method of finding L and D. Equally, the system tends to break down when attempts are made to use it to equate racing dinghies (or similar types) to displacement cruisers.

A further type of boat which tends to suffer under the formula is the older, heavily built and often under-canvassed ex-working type. The formula assumes that such a hull would reach its optimum speed in winds of perhaps Force 8, and the assumption is that such a boat would then cream along at its expected speed. In actual fact, any prudent owner of such a craft would long since have reefed!

Experience over the years has shown that provided a boat is not of extreme type in any way, and the owner enters sufficient races under the widest possible variety of weather conditions he should have a fair chance of a prize. The East Coast Race records show that most boats which entered five or more races have won some prize.

ALTERNATIVES TO THE T(H)CF SYSTEM

There are two main alternative systems possible. One is to use the mathematically calculated rating to give a 'Time on distance' handicapping factor. This can be used to give a pursuit race, in which the boats start a course of a known distance at appropriate time intervals and in theory should all finish together, the first boat home being the winner. This system can be great fun in a race with a few entrants, all of whom understand the starting system, and where at least one of

the Race Officers is a mathematical genius. It can fail miserably if the wind shifts and gives a much longer beat than was anticipated, and it is useless if the course has to be shortened whilst the race is in progress. The difficulties which would be involved in starting 90 or 100 old gaffers on a staggered start make its use impractical in our races.

The other alternative system (or systems) to be considered are those based on known performances. The best known such system is the Portsmouth Yardstick system, for which the yardstick figures were derived from the results of hundreds, if not thousands, of races involving One Design classes. In our fleets, in which we just might have some boats which have raced 20 times, and a few which have raced more than 10, but in most of which anything up to a quarter or even a third of the fleet are 'first timers', it is virtually impossible to arrive at any fair figure. Picture the harassed Race Officer on the evening before the race, receiving a telephone call from a would-be entrant with a boat he has just bought, and which nobody has seen race before. Any handicap given in such cases must be pure guesswork (or, far more likely, be based on the Race Officer's knowledge of the working of the T(H)CF system).

The difficulties involved in deriving any demonstrably fair handicap system based on previous performance are highlighted by, for instance, the case of Bertha, who came last in one East Coast Race. The following year, racing on the same T(H)CF, she finished first. Which figure should one take as her true performance? Even worse, how does one handle one design classes such as the New Blossoms? Does one take an average for all boats of the type, as is done in the Portsmouth Harbour system, or does one allocate different figures to boats which are virtually identical? In our East Coast fleet, the former method would have resulted in Badger winning virtually every race; the latter system is demonstrably unfair and is penalising the keener owners. There are a lot of myths and misconceptions about good handicapping, most of which are dispelled by a proper study of records of races. The principle misconception is that boats have consistent performances relative to one another. In this context, 'boats' means a thoroughly mixed fleet such as ours.

Experience in other areas has shown that there are two major disadvantages to the use of 'past performance' handicapping in mixed cruiser racing. The first is that it usually leads to the establishment of what are virtually closed groups of race entrants, and the second is that it is open to various charges of bribery, favouritism and so forth, which discourage owners from entering the races and also discourage potential race officers and helpers from offering their services.

When one considers alternatives to our T(H)CF system, it is not without value to ask why we need to think about any alternatives. It has been suggested that the corrected times in our races often show a wide spread. But it can be interesting to look at the published results of One Design class races - these often show spreads in finishing times of over $1\frac{1}{2}$ to 1, and even 2 to 1. So on that basis, perhaps the organisers of One Design races should consider some form of handicapping? Another supposed fault with the use of the T(H)CF system is that it seems that some boats win prizes fairly regularly, whilst others seldom feature in the prize list. But reports of races in One Design classes,

especially the Olympic classes also show exactly this feature. The names of some well known helmsmen are seldom absent from the prize lists, whilst other names either remain firmly stuck near the tail of the fleet or vanish from the lists after a race or two. So if the O.D. fleets suffer from these alleged defects of handicapping, should we not expect to find similar features in our corrected time results? We do have some keen owners who clean the bottoms of their boats and race with a regular, keen crew. We also have others who come along to enjoy the day out, bringing with them a small crop of weed and barnacles, and who prefer to finish the current glass of beer before changing headsails. Both types of owner are thoroughly welcome in our events, and provided both types enjoy the day, that is all we can ask. To expect that there can be any handicapping system which will equate the types is absurd.

FACTORS OTHER THAN HANDICAPPING AFFECTING RACE RESULTS

It is not always fully appreciated that there are factors other than the handicapping which can affect the results of mixed boat racing. The first of these to be considered is the wind strength. A fairly heavily built boat will probably need at least Force 4 to get it moving at anything like its optimum speed, whereas a more lightly built day boat type may be moving along very nicely in Force 2. Thus in the winds which we so often experience on race days, averaging around Force 3, no reasonable handicapping system can be expected to work perfectly.

Then there is the wave shape and size. Most of our owners, especially of smaller craft, must know that there is some range of wave sizes in which their boat 'goes up and down in the same hole' while others, both smaller and larger, forge ahead happily.

The T(H)CF formula assumes that all boats involved will be sailing at their optimum speed in (more or less) smooth water. In our very mixed fleets this is a most unlikely occurrence, and it is up to the Race Committee to ensure that the distribution of prizes is such that there are prizes specially for the boats which would be penalised by our typical race conditions.

Undoubtedly the biggest factor other than the handicapping which influences the finishing order in our races is the tide and the time of start relative to it. In most of our races lasting perhaps five hours, tidal effects will usually have more effect on the result than could be obtained by any adjustment in the handicaps, and it is surprising how often experienced Race Officers can (and do) set courses which are quite unsuitable for mixed fleet racing, for which the requirements are quite different from those for class racing. All too often a course is chosen with one leg against the tide and a leg with the tide, on the assumption that the effects will more or less cancel out. This is very far from being the case. The handicapping system is supposed to work to adjust out a small difference in speed between boats, but a foul tide will effectively increase that difference, while a fair tide will reduce it, but by very much less.

As an exaggerated example, consider two boats, one sailing at 3.6 knots with a T(H)CF of .810, and one sailing at 4.2 knots and a T(H)CF of .946. In still waters, these boats will race exactly level. But put them in a 3 knot adverse tide - one

14.

makes twice the speed of the other over the ground, and its T(H)CF would need to be twice that of the slower boat, whereas in a favourable tide of the same strength their speed difference reduces to only $7\frac{1}{2}$ per cent. Consider what happens if these two boats are sent on a 2 mile race, one mile against the 3 knot tide and a mile with it 'to cancel out the effect of the tide'. The slower boat will take just over 1.8 hours, while the faster will require only 0.916 hours. To get fair racing, the course should have been set to have 0.032 miles against the tide, and 1.968 miles with it.

That example is deliberately extreme, to show the effect. In rather more realistic terms, we can consider two other boats, one sailing at 4 knots with a T(H)CF of .800, and the other at 4.5 knots and a T(H)CF of .900 (which give equal results in still waters). To get a fair result on a 20 mile race in a 1 knot tide, 1.65 miles of the course should be against the tide, and the remaining 18.35 miles with it. Unless this principle is fully understood by the race organisers, and the best course possible is chosen, mixed handicap racing becomes something of a farce and the results will owe far more to the course setter than to the handicapper.

The effects of the tide and of the time of start on an 'out and back' estuary race can be considered. The start will be on the ebb; the faster boats in the fleet will round the outer mark to meet a foul tide, while the slower boats will have to plug the first of the flood before they reach the turn. Delaying the start by as little as fifteen minutes will make a substantial difference to the result of the race. Since, in general, we tend to suffer from lack of wind rather than an excess in our events, the start should be timed to favour the bigger boats whenever possible. The racing will generally be better if as much cross-tide work as possible can be introduced into the course. Racing against the tide is further complicated by the ability of the shoal draft boats to work along the shallows, possible meeting only half the tide met by their bigger sisters out in deep water.

None of these effects justifies any consideration of possible changes in the handicapping system - what they do justify is changes in the attitudes towards courses and times of starts, and a better understanding by race committees of the fundamental principles of handicap racing.

OUR USUAL WELCOME TO THE FOLLOWING NEW MEMBERS:

K. Anderson, 58 Maismore Gardens, Emsworth, Hants. PO10 7JX.
Teal 1095

B.J.W. Annett, 2 Addison Court, Caterham, Surrey.
Little Apple II 855

L.J. Barnes, Sunflower Cottage, The Green, Veryan, Truro, Cornwall.
TR2 5QE Mijason 1106

J.N. Branson, 267 Park Road, Peterborough, Cambs.
Babeth 1105

R.F. Collins, Avon House, Garret Street, Cawsand, Plymouth,
Devon. Smokey Joe 1085

R.P. Brunyee, 21 Treleaver Way, Truro, Cornwall. TR1 3PS.
Carn Dhu 226

K. Corke, Admiralty Cottage, Mylor Dockyard, Mylor, Cornwall.

G.H. Dormer, Yew Tree Cottage, Dittisham, Dartmouth, Devon,
TQ6 OEX. Awara 456

R. Elliot-Pyle, Goodgrooms, Salehurst, Robertsbridge, Sussex.
Dayspring 1339

D.T. Godfrey, 2 Meadowmead Avenue, Southampton, Hants, SO1 4LX.
Figaro 1049

G.D. Hatcher, 11 Warwick Road, Tunbridge Wells, Kent. TN1 1YL.
Velma 585

R.A. James, Camplehay Lodge, Lamerton, Tavistock, Devon.
Martlet 692

T. Moon, 7 Grenville Road, Southsea, Portsmouth, Hants,
PO4 OEA Andy Lassen 1142

W.J. Paterson, Ardessie, Spey Street, Kingussie, Invernessshire,
PH21 1HL. Ceres 1288

K.S. Pattisson, 11 Purbeck Avenue, Hamworthy, Poole, Dorset.
BH15 4DN. Zoraida 1710

R. Pinfold, c/o O.K. Corral, San Antonio Abad, Ibiza, Spain.
Elele 770

J.S.D. Robertson, 8 Town Close, Dartmouth, Devon.
Mahal 1102

M.J. Scannall, 9 Lower Mall, Hammersmith, London W.6.
Sauntress 720

D. Smallwood, 11 Greenhill, London Road, Worcester.
Flamingo 1098

M.L. Woodhouse, 2 Marlborough Place, Wimborne, Dorset.
Loon 397

THE FOLLOWING MEMBERS HAVE MOVED SINCE THE LAST ISSUE:-

D.M.W. Beauchamp, 94 High Street, Swanage, Dorset, BH19 2NY.
Mandy 194

R.B. Brewer, 16 Malcolm Road, Chandlersford, Hants. SO1 2PS.
White Moth 2286

E.M. Brooke, 34 Bohill, Penryn, Cornwall.

J.S. Buchanan, The Old Parsonage, Roslin, Lothians, EH25 9LF.

C. Coxwell, 11 Deanes Park Road, Fareham, Hants. PO16 ODG.
Windflower 1101

D.W. Fuller, c/o 160 Freshwater Drive, Hamworthy, Poole, Dorset,
BH15 4JF. Sirius Star 947

M. Hiley, 21 Summer Avenue, East Molesey, Surrey, KT8 9LU.
Nepenthe 694

K.A. Horne, c/o National Westminster Bank Ltd., 1 Manor Farm Rd.,
Southampton, Hants.

M.R. Illingworth, 1 Orford Road, Butley, Woodbridge, Suffolk.
IP12 3PP.

G. John, 227 Upper Deacon Road, Bitterne, Southampton, Hants.

G. Kent, No. 1 Flat, 10 Queens Road, St. Helier, Jersey, C.I.
Hebe 317

G. Mason, Fig Tree House, 108 High Street, Queenborough, Kent.
ME11 5AC. Faith 295

Miss P.J. Paterson, Winstree Cottage, Peldon Road, Abberton,
Colchester, Essex. CO5 7NH.

The following former members should be deleted from the membership list:-

P.J. Asker	P. Ravic
A.B. Blyth (Sea Robin - sold)	G.C. Redfern (Marie Sophie - sold)
A.P.A. Ching (Early Dawn)	R. Retting
R.G. Humphreys (Betty)	K.W. Robson
B. Knauth (Bimi)	R. Smith
W. Laycock	R.W. Spicer
J.M. Legge	H.G.M. Stuart
M.C. McDonald (Vanessa)	J.K. Wilson (Sea Devil)
A. McEwan (Norwic - sold)	E.A. Winter (gone away)
P. Mason	R. Wooler
S.R. Newitt	J.M. Wright (Fritillary)
T.W. Pawley (gone away)	

Register numbers have been allocated to the following boats owned by members:-

BALTA C.G. Waite	1088	MINQUIERVILLE J. Ward-Hayne	.. 5239
BENBECULA D. Carne	1096		
COBLER G. Wadson	1113	PAGAN C.G. Waite	1093
DORMOUSE R.D. Seal	1089	PRISCILLA E. Caswell ...	876
GOLDEN PLOVER P. Baker ..	1150	REBECCA C. Brookes	1099
HAVSULE B.A.C. Chapple ..	1090	TALISMAN II D.R. Medway	1103
MARY AGNES S. Bayliss ..	1086	WANDERER P. Brookes ...	1100
MARY BRYANT R.M. Johnson	1092	WINDFLOWER, C.D. Coxwell	1101

TALISMAN, 1018, has been sold to Mr. J. Hammond, and re-named LITTLE ANGEL.

OBITUARY

E.W. (Jim) Rawlings died on 13th June, 1981. He was well known to many Southern 'Old Gaffers' and had made many gaff sails, including those used on the replica of 'Dulcibella', in the film 'Riddle of the Sands'. Prior to founding the firm of 'G' Sails some ten years ago he worked for Williams, the Hamble sailmakers. He was in fact the first apprentice under J.R. Williams, a sailmaker of the old school and at one time a sailmaker on J class yachts. In his younger days he sailed some of the original Itchen Ferry cutters but of recent years was well known for his regular attendance at O.G.A. events in 'Bramble', a modern g.r.p. replica but which he rigged himself in traditional manner. His widow Freda is continuing the firm of 'G' Sails at 55 Richmond Road, Freemantle, Southampton. S.G.B.

LETTER FROM MICHAEL KIERSGAARD, Denmark, on DURADON:

In the Newsletter No. 4, 1981 I read an article written by Tony Vogt about the sailcloth Duradon.

Tony asks for if any other members have any experience with this material.

Our sailmakers have used the material since 1974 and all the vessels we have built or restored since then have all got sails made from Duradon. It is very important that the sailmaker knows the material because it stretches out much differently and

much more than the traditional materials as well as terylene.

But when the sailmaker knows you can have wonderfully setting sails which at the same time are easy to handle and need no attention in wet periods. Also for big sails it lasts much longer than terylene because it is softer and the stitchings do not cut themselves as often seen on the terylene sails.

All the ships seen on enclosed pictures have Duradon sails and they are all satisfied with them.

If we can help any old gaffer with any question concerning traditional sailing vessels they are always welcome. We don't have any shares in the Duradon factories either!

We wish all Old Gaffers a happy new year.

Michael Kiersgaard,
Lodsvegen 32,
Troense,
DK 5700 Svendborg,
Denmark.

The pictures enclosed with Michael's letter show a splendid selection of boats from a 36 ft. Colin Archer to a 116 ton three masted topsail schooner. A note with the pictures states:

Troense Shipyard is now specializing in new building and the repair of any traditional sailing vessel in wood as well as steel. Our carpenters, shipbuilders, riggers, blacksmiths and their apprentices are prepared to do any job from keel to masthead. Also we work with sailmakers who can carry out traditional work. Our design office will be able to guide you with any questions about how to build, rig or restore any traditional vessel from anywhere in the world. If you think we can help please write or phone:

Troense Shipyard, DK 5700 Svendborg, Denmark. Phone 09 - 22 59 44. Interphone: 459 22 59 44.

A. MARTYN writes:

I should be very grateful if anybody in the O.G.A. could give me any advice on the colouring of sails.

I have recently obtained an unused set of heavy canvas sails which are a dull off white colour. I have a Morecambe Bay Prawner and the normal sail colour used to be red or tan which was achieved using a preparation called 'canvo'. This material I'm told is no longer made. I should be grateful for any ideas.

A. Martyn,
5 Townfield Road, West Kirby, Wirral, Merseyside.

CAN ANYONE PLEASE HELP? Information on the present owner, the whereabouts or final resting place of the former oyster smack MERSEA LASS CK393. Please contact:
J. Rowley, 255 Bergholt Road, Colchester, Essex. CO4 5AT.
Phone: (0206) 43300.

F.G. BESSANT, c/o Edgecumbe Arms, Cremyll, Plymouth, has sent in an article on cruising in Spain with Risor. Space may not permit the publication of the article in this issue, but Fred writes:

We shall be returning to Spain again about mid-1982 to spend the Winter again. We shall be looking for crew both to go and whilst we are in Spain if any member is interested.

Our cruising I must say here is leisurely - short journies twenty to thirty miles daily, most nights in port and to stay where we like it.

Good wishes for 1982.

F.G. Bessant.

THISTLE:

I have just received my copy of the register of gaff rigged boats; an excellent piece of work, well laid out and one which I'm sure will be used as a reference for many years to come.

However, with reference to my own boat 'Thistle', I am indeed sorry that such a valuable opportunity has been missed to clear up a misleading and silly myth that has surrounded her for years.

THISTLE IS NOT A SIX METRE. Six metres are half sized versions of the machines that race for the Americas Cup. They are thirty five feet long, do not have bowsprits and are certainly not gaff-rigged.

The confusion appears to have started when Thistle was first renamed from Trix in 1946 - the name she was built under and the name she bears on her rudder post to this day. This would appear to have led to a mix up between her and the Fife designed six metre Thistle which raced on the Clyde during the fifties.

This mix up probably came about as our Thistle was apparently to be often seen racing among the six metre fleet, fairly large in those days, having started in a handicap fleet ahead of them and being caught up; or as was more common in light airs, starting behind them and ghosting through them.

This myth however should never have progressed further than the club bar where some uninformed drunk undoubtedly started it as one look at our Thistle out of the water quickly dispels it.

I consider myself fortunate in having spoken to the late Alfred Mylne shortly before his sad death some months ago and being further assured by him that 'Thistle was built as a one-off and nothing more'. - He ought to have known, his old man designed her!

However, to return to the point, I had thought that by making the necessary corrections on the form you sent me that I could have struck a blow for Thistle's individuality; it would seem not and she's doomed to die with another boat's reputation round her neck.

Is there some strange spectre that keeps leaning over the shoulders of club secretaries, journalists and race officers and guides their hands to write six metre after Thistle's name. If so, let him come forward - Cos he's wrong.

Frank W. Coghill.

SOLENT AREA ANNUAL GENERAL MEETING 1982

The meeting this year was held in the salubrious premises of the Royal Southampton Yacht Club, and attracted close on eighty members and friends, a sure sign of the vigorous good health of the association's roots. Indeed during the meeting the committee had to hide their blushes when a spontaneous motion from the floor, praised the way in which the area's affairs were handled, singling out Chris Waddington for his organisation of the annual race. The motion was carried with unanimous enthusiasm.

To try and provide an even better service at local level, the committee was strengthened by the addition of Sam Bayliss who will take care of the social side of the area's affairs; Graham Bremer, to look after press and public relations and Tim Moon, whose responsibility will be the care of the trophies. These newcomers together with the existing members of the committee were elected en bloc without dissent.

When the time came to discuss the financial affairs of the association, light hearted confusion was caused by the inability of anyone to find a copy of the 1981 accounts which had been sent up to the A.G.M. in London, so anyone wishing to know the current position should find the figures elsewhere in this newsletter. Matters were not helped by the Hon. Treasurer being at sea, literally - not as some wit suggested on the way to South America, but, less glamorously, dredging in the North Sea.

Fixtures for 1982 were then discussed and foremost among them is the combined Rally and Race organised in conjunction with Marchwood Yacht Club. Details of the week's events are given elsewhere in the newsletter, but it is worthwhile stating here that free pontoon berths are being provided for gaffers at Marchwood, opposite the Tall Ships berth. The week's events will end with the annual Solent Race, moved forward this year to August 28th and not September 4th, as previously announced, however as usual the start will be in Osborne Bay.

The formal business concluded, the customary slide competition was held, judged this year by Jenny Norman-Walker, a professional photographer. Only a small nucleus of members entered slides, perhaps this season more will take their cameras afloat and helped by the advice Jenny gave, provide more entries for next year.

Graham Bremer.

FALMOUTH MARITIME MUSEUM

As a founder member of the Museum Trust, I have said that I would approach the O.G.A. regarding the possibility of a FALMOUTH QUAY PUNT in original condition being known of and being made available to the Museum.

To date we have managed to trace one, Black Duck, built by Burt in 1905, but it has been converted to a cutter. As usual with such voluntary organisations we have very little money and are looking for a real bargain, or a gift!

Don Bilham (Plover - 481)
Creek Cottage, Budock Vean, Nr. Falmouth, Cornwall. TR11 5LH.
Tel: Mawnan Smith 250462.

ADVERTISEMENTS

WANTED For 'Grebe' -(887)- Wooden, strop blocks, iron bound blocks, runners, 2" sheave approx, plus mast hoops, 6" diameter, to help get her re-rigged. Please phone or write to: Graham Taylor, 20 Wheatcroft Grove, Rainham, Kent. Medway 363328.

FOR SALE:

Wendy (388) 28 ft. cutter. Morgan Giles, 1912. Pitch pine on oak. New Volvo 7 h.p. diesel just fitted. Extensive refit, new bunks. Echo sounder, compass, cooker, Blake W.C., etc. Good sails & new ghoster. Afloat Woodbridge. £6,950.
F.S. Evans, 3 Old Hall Gardens, Brooke, Norwich. Brooke 50396.

LOUISO (399) Aux. gaff cutter 24' x 8' x 4', 4.57 tons. Reg. Dover, O.N. 357540. GRP foam sandwich, built Dover Yacht Co, 1972. Modern version by Rand of Totton of Dan Hatcher, 1868, Solent fishing boat (Itchen Ferry). Full inventory. Available on recommissioning May 1st 1982. Price to OGA Members £7,000. Dr. C.G. Hunter, 193 The Gateway, Dover, Kent.

PUFFIN (96) ex Marjory. 1896 Gaff cutter 28' x 9.5' x 6'. Terylene sails, diesel engine, separate toilet & galley. 4 berths. £3,250 o.n.o.
A. McEachen, 240 Gladsmuir Road, Glasgow. G52 2LA.

GINIA (1048) Beautiful 17' GRP lugsail rigged Yorkshire coble. Splendid order, built 1980. Gear includes: road trailer, oars, cover, Seagull Silver Century, L/shaft engine with clutch, anchor, warps, bilge pump & other extras. £1550.
Part exchange considered. Phone: Basingstoke 21079
Roger Hayles, Tumblehome, Southlea, Cliddesden, Basingstoke, Hants.

DOLPHIN (654) Aux. gaff sloop. 20' LOA + 4'7" bowsprit, x 7' x 2'8". Fin keel. Mahogany on oak. c. 1930. Inboard 8 h.p. Stuart Turner. 2 berths. Toilet, small galley. Terylene sails New rigging 1979. Ashore Dartmouth. £2,200.
T.A. Collins, 2 Oxford Street, Dartmouth, Devon. D'mth 3481.

STORM (118) Gaff cutter built by Johnson & Jago, Leigh on Sea, 1936. Carvel, pitch pine on oak. 22'3" x 8' x 2'3". Centre board. 8 h.p. Stuart Turner. 1 double, 1 single berth. Solid fuel stove, par affin cooker. Baby Blake. Various gear. £2,500.
Lying Portchester.
R.A. Blake, Woolmer, Longmoor Road, Liphook, Hants. Liphook 723846.

CHESAPEAKE Bay Oyster Tonger, half decked centreboard, traditional boat. Hull length 18'6", 22'6" OA. Plywood construction. 4 years old. Includes all fittings, selection of sails. P.G. Wilkinson, 20 Salisbury Avenue, Rainham, Gillingham, Kent. Medway 376465.

MULDONICH (852) Gaff yacht. 29'8" x 7' x 4'6". Registered Glasgow ON 161928. Built 1930 by John MacDonald, Portbeg, Oban, designed G.L. Watson. Carvel planked in mahogany. Bent frames in elm, grown frames oak. Oak hog. Pitch pine decking, sheathed in Cascophen. New oak stempost (1979). New teak stern (1981). Terylene mainsail & jib (new 1980), cotton mizzen, canvas storm-sail & sundry headsails. 10h.p. P66 Stuart Turner reversible engine (1975) with electric start alternator & battery ignition.

Electric light. 3 berths (1 settee, 2 cots) calor two burner, Baby Blake. V. good condition. Good sea boat. Undergoing outfitting. At present ashore. No renovations required. Lying Inchinnan. Featured in Yachting Monthly 1931. £4500.
A.C. Smith, 17 Dargavel Ave., Bishopton, Renfrewshire.
Bishopton 2829.

WAVE 24' Gaff cutter. Believed built 1884. Clinker, larch on oak. Diesel auxiliary. Terylene mainsail (1981), jibs (1976) sea toilet, cooker, log, echo-sounder, four berths. Selling for health reasons. £1,250.
R. Yule, 464 Crow Road, Glasgow. Tel: 041 339 2151.

STORMALONG (202) Gaff cutter 28'6" + 9' bspt x 8'6" x 5'9". Falmouth Quay Punt built 1914 at Falmouth by W.E. Thomas to plans by R.S. Burt. Pine on oak ribs. Pig iron internal & cast iron insert keel. Boom has roller reefing. 3 jibs, 2 staysails, mainsail, topsail & storm trysail. Maximum sail area 629 F.S. Deutz 22 h.p. aircooled diesel with electric start. Standing headroom. New plywood deck, grid compass, renailed & recaulked last year. V. good survey Nov. 1981. £6,250 o.n.o.
H.F. McCaffrey, 110 Woodgrange Ave., North Finchley, London N12 OPS.
Tel: 01 445 6529 evenings.

SAIL: Tan canvas gaff mainsail - foot 16'6", luff 12'6", head 17', leech 31'4". Suitable for 24' - 30' sailing yacht/smack. Well used, but quite reasonable. £50 o.n.o.
I am looking for a similar size mainsail but synthetic modern material.
C. Cooper, 53 Ferry Road, Rye, E. Sussex. Rye 3754.

AVEL-MOR (1057) Gaff cutter. 20' x 8' x 4'9" (less bspt). Built 1949, Paimpol, France. Reg. exFrench crabber. Pitch pine on oak. Carvel construction. Mahogany decks. Main + jib + staysail. Storm jib & staysail. All sails terylene. Running rigging all nylon. Gaz cooker. Compass, Seafarer Mk II echo-sounder. 2 + 1 accommodation. Renault 15 h.p. aux. engine with forward & reverse box. Reasonable stowage areas. Anchor, chain, warps, etc. Good seaworthy boat, suitable single handed use. Surveyed April 1981 for insurance. Selling to buy larger. Lying afloat Plymouth. £1,500 o.n.o.
B.A. Marley, 30 Stone Barton Road, Plympton, Plymouth, Devon.
Plymouth 334747.

DEFENDER East Coast cockling boat. Cutter rig. Built 1921. 42' LWL. Dawson Bros. Leigh on Sea. Full suite synthetic sails, recently re-rigged (bermudan). New rudder foredeck/kingplank/tabernacle. Wheel-tiller steering. 9' centre board, winch operated. Engine out for overhaul/renewal. Pitch pine on oak. 14' beam, 2'6" draft. Lying St. Aubins Harbour, Jersey. Contact: S.J. Lobb, Lindisfarne, St. Johns Road, St. Helier, Jersey.
Tel: 0534 34495.

Owner writes: 'I am endeavouring to find for her a sympathetic new home. Spiralling costs and pressure of work have compelled me to look for an alternative to scrapping her ... one of the very last sailing vessels still afloat which took part in the Dunkirk evacuation (saving 64 lives).' Converted about 1950 professionally. Double cabin, single, 2 saloon berths & 4 in foc's'le.

GARDENIA Aux. Bmu. sloop, converted from cutter in 1940s.
 30' x 23'4" x 8' x 4'3"; 500sq. ft. sail area. 6 tons TM, spoon
 bow, canoe stern, long keel. Designed by Morgan Giles and built
 by May, Harden, May Ltd., Hythe, Kent, 1914. 3 berths + pipe cot,
 Baby Blake, 12 h.p. Yanmar diesel (1977). Good inventory.
 £9,500 o.n.o.

S.A. Gale, 162 Aldershot Road, Church Crookham, Aldershot, Hants.

WANTED WOOD MAST 18 - 20 ft., 5 in. at Base, GAFF 10', BOOM 16'6";
 All to suit 24' life Boat conversion. Details to:
 D. Maltby, 58 Kingsway, Boston, Lincs. PE21 0AN.

THE 1981 EAST COAST RACE - GOINGS ON IN THE CLASS 3 FLEET

One of the great advantages of Class 3 is that you can watch all the big boats start, and if you're lucky, finish as well. This year we had the dubious advantage of watching all the big 'uns start and finish and also all Class 3 finish! All Class 3 that is, apart from ourselves and one other. With the start at a more gentlemanly hour we trailed down in the early morning - the weather looked promising after one of the coldest July nights on record. As usual, once in the river we found the tide ebbing fast and with only a gentle breeze we had to be careful not to be swept over the line early. Other boats in Class 3 looked rather oddly at the faithful Seagull hung over the stern - this is a race, you know - but race or not I never go anywhere without it - just in case.

The start went very well - Elver crossed the line only a few seconds after the gun in company with about four others. As usual the Sharpies rushed away down river but we all had a splendid run to the first mark - sunshine and a following breeze - real gaffers' sailing.

After the first mark we had to beat across the river and eventually upstream and tide to the second and third marks. Unfortunately a beat in only light winds, against the tide, is not Elver's most impressive point of sailing. There was only one thing to do - open the beer. Shortly afterwards the crew, looking astern, announced that he could see something odd in the water. My first reaction was to take his beer away from him, but I also had a look, just in case. Sure enough, there was a boat upside down. We had noticed her before, she was in the race and was clearly crewed by father and young daughter. There didn't seem to be much going on around her so a quick decision was taken - down helm to proceed to assist.

When we arrived on the scene we found daughter, very wet and bedraggled, back on board, but father was still in the water. 'Lucky Star', another competitor, arrived at this point but carried on up the course when she saw we had the incident under control. Now the Blackwater in July is still very cold so we decided we had to get father out of the water quickly and get daughter dried off. It's not too easy, getting a fully grown man aboard a small boat without tipping yourself in as well, but we did it, albeit in a rather undignified fashion. Luckily we were too far away for anyone to see what was going on!

With our shipwrecked crew aboard, we dried them off as best we could, but again Elver was not equipped with extensive drying out facilities - just a towel and a couple of spare sails. We

baled out the capsized vessel - and decided that the best thing to do was to tow her back to the Stone, where the crew could properly dry out and get warm. So that was that - goodbye, East Coast Race for 1981, fire up the faithful Seagull and plug back against tide and wind to the Stone. The return was uneventful - except for one small incident. The outboard had never been run for so long before in its life, so decided to attempt to shed its petrol tank so that it could go back to sleep again. Luckily this crafty attempt at sabotage was detected off Bradwell before any nuts and bolts went missing and the errant tank was re-secured.

We got back to Stone just before the first of Class 3 finished - we delivered our shipwrecked mariners to the changing rooms, our race declaration to the committee and ourselves to the bar. Once refreshed, we decided to sail around for a while and watch the fleet finish, before packing up to go home. No point in staying for the prize giving when we didn't even finish the race. But wait - we were given a heavy hint that we ought perhaps to stay for the prize giving. What on earth for? Still, the bar was open so let's wait and see.

Well, the Seamanship Trophy sits on my desk as I write - quite the best prize one could ever hope to win in the East Coast Race. It certainly was worth staying for the prizegiving - a splendid end to a most satisfying day. Elver and I now look forward to next year's race to keep our spirits up during the long winter months of inactivity.

T. Eeles.

LONDON VINTAGE BOAT CLUB

The London Vintage Boat Club has recently been formed at a meeting on board Discovery by courtesy of the Maritime Trust. Its objectives overlap those of the O.G.A., but it is not confined to gaff rig, nor indeed to sail as many of the founder members own vintage motor boats of Victorian elegance and one has a steam tug. The objects of the club are to bring interested people together, provide a fund of knowledge about restoring old boats, keep a register of craftsmen and firms who can provide rare skills or materials, and to encourage the provision of reasonably priced mooring facilities.

The club is presently engaged in negotiations with local authorities and developers about the future of Limehouse Docks (the old Regents Canal Docks) in the hope of persuading them to provide mooring space afloat and shore space for a boat yard to be run on a co-operative basis, possibly with slipping or boat lift facilities for craft up to sailing barge size. The success of this venture may well depend on persuading the planners that a need exists and anyone interested in using such facilities on either a long term or short term basis should contact the club. This may well be of benefit to O.G.A. members living in the London area, or who keep boats on the tideway or the Thames estuary, and if interested they should contact Nicholas Falk, 359 The Strand, London W.C.2, tel: 01 379 7525.

WINDFLOWER (1101)

Of Windflower's history I know little other than that she was built by Woodnutts at Bembridge, IOW in 1932 and designed by Captain Westmacott. Although she has a small cabin with accommodation for two, she is similar, but larger, to the well known 'X' class day boats. However, she has the same draft. Could this be due to the water available at Bembridge? The rest of her construction is typical of the 'X' class being pitch pine on Canadian rock elm, laid pine decks and all teak joinery.

Windflower came under my ownership in time for the 1978 season. However, although she was superficially in good condition, it soon became obvious that she had not had a hard sail for many a year. To our cost we found and remedied such problems as severe leaking garboards due to an insecure keel, standing rigging that slid down the mast in anything above a force 5. Terylene sails that had been attacked by Sir Ultra Violet and although only ten years old these had to be replaced. On top of which she had an engine that only worked when not required and then only for short periods!

Although I believe she was originally gaff-rigged, some clown changed her to a pointed rig which was subsequently returned to gaff. However, it is unlikely that the original proportions were adhered to. As such, she was undercanvassed in winds less than 5, and unable to carry her canvas in anything more than 5, mainly due to an inability to reef the main more than about a foot.

Due to the above I have been attempting to return her rig to what I think would have been her original design. She now boasts a topsail set on a yard, a larger gaff and a more respectable 'prodger' - all of which have improved her performance. However, the most radical change came about from removing the old heavy petrol engine and installing a lightweight diesel. She is now a joy to sail and we can even contemplate short-tacking up the Hamble River - a manoeuvre unthought of with the weight of the previous engine. It must have been wonderful to sail in the days when one did not need an engine.

With the above works hopefully completed, I cannot help but wonder what will stop us sailing beyond the Solent this coming season.

Charles D. Coxwell.

HISTORY OF 'PRISCILLA' MN76

Built by Douglas Stone of Brightlingsea in 1893, as a second class sailing smack, registered number CK437, for Willie Barber of Brightlingsea, who like many of the Colne men, fished in winter and skippered the big racing yachts in the summer. Probably named after and built from prize money from the racing schooner 'Priscilla'.

Originally built at 31 ft. to the rudder post, and 36 ft. on deck. Like many other smacks owned by racing skippers, she was de-planked and rebuilt to larger size just after the turn of the century. She was rebuilt to the size she is now - 39 ft. stem

to rudder post, and 43 ft. overall, with a beam of 11 ft and draft 4 ft. 6 in. In 1923 she passed on to the son, Alfred Barber, who in 1925 fitted a Thorneycroft 'Handybilly' as an auxiliary. Nothing else is known of this period of her history, save that Alfred Barber was 'Foreman of the River', (River Colne).

In 1931 Bobby Stoker of West Mersea bought her, took her there, and used her for trawling right up to 1966. Bobby used a beam trawl, of about 25 ft. across the mouth, most of the time. In winter he often went spratting. Hervey Benham in his book 'Last Stronghold of Sail', says Priscilla was the only boat he knew of that was STOWBOATING for sprats out of Mersea. Stow-boating is an old method of fishing for sprats. The vessel so engaged lies to a very heavy anchor in a pre-determined place, with a huge net slung from the anchor chain and under the vessel, with the net's great mouth held apart by two long beams. In all the years Bobby fished with Priscilla, he only used a wink (a small vertically mounted warping drum), to assist him. And always worked her single handed. She last fished under sail alone in 1933, when Bobby removed her mainsail and bowsprit and fitted a two cylinder Kelvin engine. A fair amount of rebuilding, especially the counter, was undertaken by Bobby in the 30's and 40's. Priscilla also still carried her bow and quarter boards attached whilst spratting to give her more free-board, as was common earlier practice.

Being the largest fishing boat in Mersea for many years, she led at times quite a colourful life, once being in collision and sinking the wooden steam oyster dredger 'Tiny Mite'. Most of the targets used on the Essex coast were towed to their final resting place by her, including the 'Molliette'. She was also chartered by H.M. Government for much of the surveying carried out in the area. She fished all through the war period, and one day Bobby rescued a German airman from the water, wielding the tiller whilst he boarded, he then proceeded home with the German tied to Priscilla's mast. In 1963 Bobby fitted a 100h.p. Ford engine.

In 1966 Chris Jameson of West Mersea bought Priscilla. He fitted a large powered double drum winch, twin derrick arms, and a wheelhouse aft. She was used for oyster drudging and general trawling and fishing.

In 1970 she was brought to Maldon by Brian Wright who transferred her from the Colchester to the Maldon fishing register, where she was given the number MN76. Brian used her for power oyster drudging mainly, as well as general fishing. In 1972 the drudging gear was rebuilt, a hydraulic gearbox fitted, and Brian took off with her down Channel to work the newly discovered oyster beds in the Solent. On her return trip up Channel, with 8 tons of oysters aboard, a wave landing on deck smashed the deck, stowed skiff in to the starboard rail, and separated the rail, stanchions and top strakes from the hull. They put into Ramsgate, unloaded the oysters, and continued round to Maldon, where she lay from 1973 until 1975 when I purchased her. I might perhaps also mention that twice she has been hit by sailing barges. Once on a mooring at Mersea one knocked the stem out of her, and again on a mooring in the Blackwater, 'Marjorie' knocked the stem out of her and wrecked the wheelhouse.

In February 1976 I began the job of renovating and re-rigging. Firstly removing the wheelhouse and the winches. About eight strakes were replaced, 32 stanchion posts, completely refastened the hull, sealed the decks, and completely overhauled the engine as the tide had been flowing through her for some time. As far as her rig went, all I had was verbal accounts from Bobby Stoker and Snowball Hewes that she carried very long spars, and very heavy weather-helm, having had tackles rigged to the tiller. And the mast was about 11 ft. shorter than the original. The rudder had a very large aperture in it, and very little actual surface area. I designed and made a new rudder, around a smaller propeller. I decided I would have to keep the mast until the following year, if there was to be any hope of sailing the vessel in the 1976 season. I ordered a main and working jib from Gerry Taylor of Maldon. I calculated a main of 540 sq. ft. on a 28 ft. 6 in. boom, and a bowsprit with an outboard length of 18 ft. This gave me a centre of effort of the sail plan 8.6 per cent of the waterline length ahead of the centre of lateral resistance. About right for a vessel of this type. I was hoping to enter the 1976 Old Gaffers, but was abroad for two months, not returning until ten days prior to it. In these ten days I had to rig her and make the bowsprit, gaff and boom. And the mainsail arrived only the day before, too late to bend and hang it properly for the race. Priscilla performed very well in some of the 1976 smack races we entered, we even made 5th out of 14 smacks in the Billingsgate Oyster Race. However, after only two or three days sailing I realised she was grossly under canvassed, we were still able to carry full sail in a Force 7. I resolved to make further modifications in the 1976/77 winter. We did prove that the previous stories of her bad weather-helm, were because of an unbalanced rig. I had cured it.

During last winter I rebuilt the counter, which had previously been cut short by about 10 inches. I also rebuilt the gunwhales and cap rails, to put back some more sheer in her lines, which broken and damaged rails had detracted from them somewhat. This spring we are hoping to mount a smaller engine on the wing. Add a topmast and new mainmast. And a new mainsail with about 150 square feet more area.

Colin Brookes.

We wish everyone the best of sailing in 1982!

PAUL A. R. DUNBAR

Boat Builder & Surveyor

18 Meadow View, Hooe, Plymouth, Devon.

Tel: Ply 43033

Marine surveys - a note to all Old Gaffers:-

"The difficulty is that at the present time there are few surveyors who have any experience of wood. I have seldom seen worse timber and shipwrights work than I saw nine or ten years ago in a yacht building to Lloyd's survey."

Claude Worth, "Yacht Cruising", fourth edition, 1934.

Any boatbuilder will tell you that nothing much has altered since. As those employed by large organisations, the D.T.I., etc., as "surveyors" are frequently retired ships captains and engineers, the situation can not really be described as surprising.

Frederick the Great worked as a shipwright in various yards, in order to gain first hand experience of ship construction and repair, something he thought might come in useful to one commanding the Imperial Navy. Understanding the job from the bottom upwards is of course a foreign notion and would never work in Britain. Much too upsetting..... each man to his job, that is our way.

My job is building, repairing and surveying boats and vessels. I have worked on square riggers, barges, canoes, tugs, dinghies, trawlers and yachts of all types. After learning my trade in timber construction I worked for two large G.R.P. boat factories; later I had my own G.R.P. shop until the smell and the boredom sent me back to teak, oak and pitch-pine.

Wire-splicing, rigging and sailmaking I taught myself out of interest and have worked professionally splicing wire to four inches and hand-sewing No. 4 R.N. Flax canvas sails up to 700 square feet. Valuable experience if you are asked to survey a barque or topsail schooner!

When asked to perform a survey I have three aims: precise, unbiased factual accuracy, value for money and thirdly - to get paid!

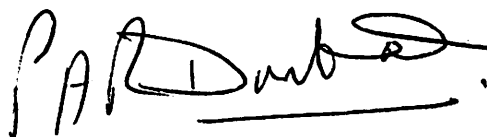
My reports are probably much fatter than you are used to, detailed enough to be used as the basis for inviting tenders, or for the amateur to use as a job-list. Fees are reasonable, expenses as low as possible.

Where a buyer is undecided between two or more boats, a partial survey of each followed by a full survey on the best boat makes good sense. Inspection of craft during construction, acceptance surveys and surveys for insurance purposes are all grist to the mill.

If you would like to study a specimen survey, and see a breakdown of fees and expenses for several typical surveys, please send S.A.E.

Special discount for O.G.A. members.....10% !'

Yours,



OLD GAFFERS ASSOCIATION

RACE ENTRY FORM

Please PRINT in BLOCK CAPITALS throughout. Delete inapplicable alternatives

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

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

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

ADDRESS FOR SAILING INSTRUCTIONS (if different) _____

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

RIG _____ LOA (excl spars) _____ ft SAIL No: _____ OGA.T(H)CF _____ YEAR BUILT _____

COLOUR of TOPSIDES	COLOUR) MAIN _____ TOPSL _____
DESCRIPTION of RACING FLAG	of) MIZZEN _____ TOPSL _____
(COMPULSORY: burgee not permitted)	SAILS) JIB _____ STAYSL _____

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

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

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

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

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

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

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

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

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

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

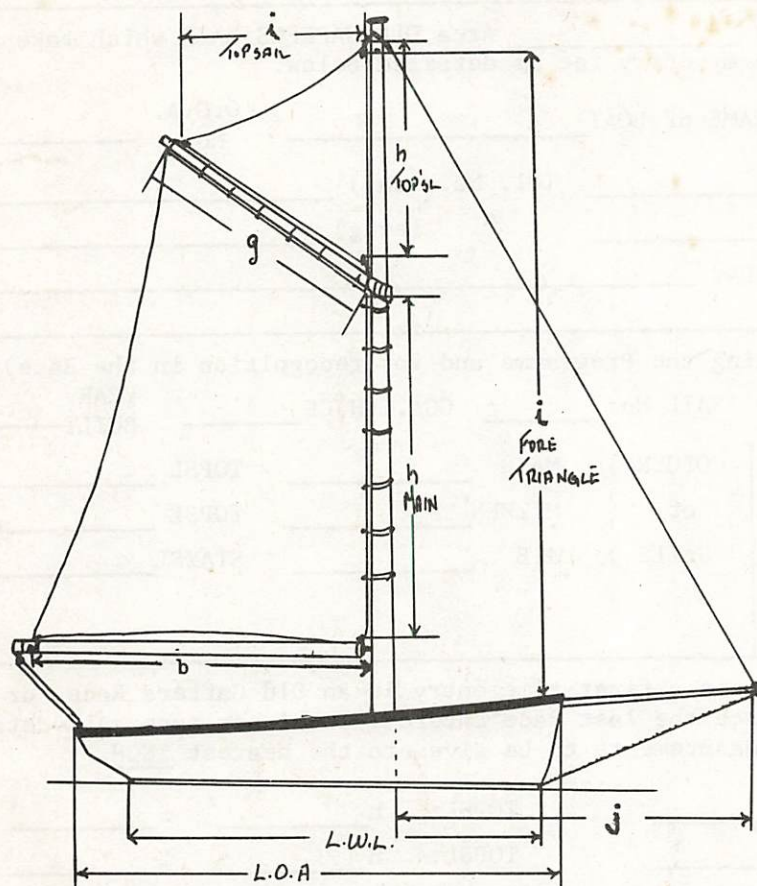
I understand that the Race will be sailed under current R.Y.A. and I.Y.R.U. Rules (except as specifically modified in the Sailing Instructions), and that Handicapping will be by T(H)CF. I agree to accept the Race Committee's decision as final on all points of handicapping and conduct of the Race.

(signed)

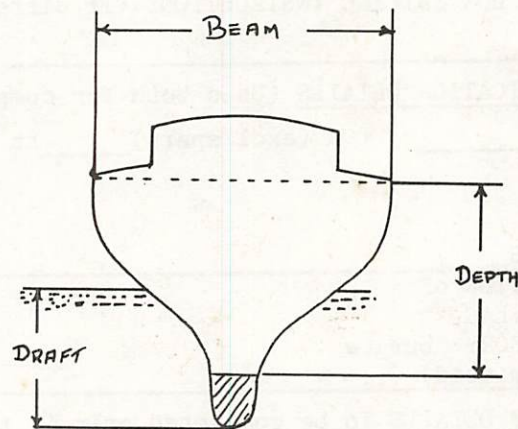
PLEASE NOTE: Payment of the Non-Member surcharge, or indeed entering the Race, does not give automatic membership of the Association. This can ONLY be achieved by completing a Membership application form, and sending it with the appropriate fees to the Association Secretary, as indicated on the form.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

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

APL
1962



THE MEASUREMENTS
REQUIRED FOR
OGA T(H)CF
HANDICAPPING



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

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