



82/2

Old Gaffers Association Newsletter



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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 16 $\frac{1}{2}$ ")	£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 1982/2

CORRECTIONS TO AREA SECRETARIES' LIST:

01 398 8593

M. & J. Hiley, 21 Summer Avenue, East Molesey, Surrey. KT8 9LU.

P.J.G. Pendred, Cairnhill, Kilbarchan Road, Bridge of Weir,
Renfrewshire. PA11 2ET.

D.J. Cade, Steps Cottage, Playden, Rye, Sussex TN31 7NT.
- Cinque Ports Area.

COVER PICTURE: TERMINIST, PH134. 80 x 68 x 18.8 x 8.3.

Ketch. Terminist was built as a Brixham Trawler by Jackman of Brixham in 1912, and after a relatively short working life was converted to a yacht in 1936. In 1967, John Dines, who then owned the 45 ft. Whitstable yawl Katrine, bought her in a somewhat run down condition and started on a programme of renovation and restoration. In 1968 he had her in good enough order to enter our Solent Race, but the far from uncommon lack of wind in that race forced her to retire, as it did again in 1969. The following year produced wind in sufficient quantities to make up for its lack in the previous years, and those who braved the wet, grey misery of Cowes for our 1970 race were treated to the spectacle of this massive ketch creaming along under all plain sail in winds officially recorded ashore at over 60 knots.

John admitted afterwards he would have been happier with a reef down, but the mainsail then lacked the means of reefing, so it was either all plain sail or staysail and mizzen, and since Terminist could clearly stand the full main, he pressed on to finish tenth on corrected time. Had the wind really piped up earlier in the day there can be little doubt that Terminist would have finished much higher in the list. After that year, John moved her round to Fullbridge Quay at Maldon, near his home, and continued to work on her. However, she needed some expensive re-work on the bottom and in 1973 John sold her to Robin Knox-Johnston, leaving only the Island Cruising Club's Provident to show us the magnificence of the once numerous fleet of Brixham Trawlers.

SUBSCRIPTIONS We still have some unpaid subscriptions. Deleting the name of a member from our lists is the most unpleasant task there is in running the O.G.A., but we can not afford passengers, so very reluctantly we have to enforce the rule 'No subscription - no membership'.

Nearly as bad as the members we lose through non-payment of subscriptions are those who vanish, without advising us of their new address. If you move, please let us know so we can keep sending you Newsletters.

2.

GENERAL By the time this Newsletter gets out, we shall be well into the sailing season. If it isn't too late, how about planning a trip through the Straights of Dover to race in 'the other area' this year? Our events are fixed to make this possible, but so far not many boats have tried it. Now, with a welcome assured for any passing gaffers at Brighton Marina, the passage should be easier than when Fanny, Quiver, Golden Plover and the few others did it in the 1960s.

If you can't take your boat round, then how about dropping a line to the Area Secretary and driving down on race day to lend a hand with the timekeeping and so on.

I have a horrid feeling I owe some apologies for letters I ought to have answered, but didn't find the time. Much of the pleasure in working for the O.G.A. comes from all the letters with news and views of boats; from hearing about the boats some of you hope to build, the boats you are restoring, and just boats in general. Unfortunately, work does have to take first pick on my time, and this sometimes does not allow me to write all the letters I'd like. But please don't let that stop you from writing in - and while you're about it, how about a bit we can use in the Newsletter?

J.A.S.

CLYDE AREA RACE

I seem to recall something about 'well laid plans of mice and men', well it was certainly true on the weekend of the Clyde Gaffers race this year. I had with considerable regret sold my 1870 tiny gaffer for a modern bermudan Folkboat complete with substantial engine, so felt there was no way I could not fully cover the races from start to finish complete with photographic record, but this was not to be as we syphoned water into the engine through the exhaust and the race got underway in light air, we just managed to transfer the prizes to Frank Coghill (ex Thistle) as we drifted back to our mooring.

Not, however, before we witnessed the magnificent sight of the ten vessels, their collective ages being no less than 570 years, including, new to our ranks, the 47' Whitstable Oyster Smack Rosa and Ada, using all 9 of her crew to pile on every stitch of canvas including a water sail, clearly she found it difficult to manoeuvre and at one point, when on port tack, was heard to ask another boat approaching on starboard if it was likely she would be going about soon! A far cry and pleasant change from the usual Clyde race starts. Slowly, with some graceful jostling, the fleet moved off into a heat haze towards Dunoon. From all accounts this turned out to be the start of a very hot airless day as crews coaxed the boats to face in the right direction even if they were moving backwards on the tide, and it was late afternoon before the majority started their engines somewhere off Innellan to motor, enjoying some relief from the breeze thus acquired.

By 7.30 in the evening we had driven round to Tighnabruaich, to find only Rosa and Ada tied up to the pier, but did not have long to wait before a stream of familiar masts hove into sight, led by Penelee, with Beroe, Hildasay and Minna in hot pursuit.

Martha Cathleen preferred to seek her own anchorage across the kyle in Blackforland Bay. After an anxious wait for the RNCYC Committee boat carrying the important goodies (during which time it did cross my mind that if it did not turn up soon it was possible that as organiser I might well be sacrificed to some Gaffer God to expedite the arrival) I was therefore relieved to identify its distant approach through powerful field glasses thoughtfully supplied by a concerned crew member. On nearing the pier someone suggested they should not waste any time anchoring, but tie alongside to facilitate the ease of transferring the goodies, whereupon the party commenced at the business end of the pier and unlike last year the midges did not find us until after 11 p.m. The evening was a great success despite the fact that Ferryman and Mist, last seen in the narrows, did not arrive and that we learned from our patient Committee Douglas Forrester and George Gefferies, RNCYC, to whom we offer our grateful thanks for all they did to make the race weekend possible, that in fact the racing that day was cancelled, so no prizes were presented.

Roger, my son, was very kindly offered a berth by Tom Duggan and the chance to sail on his pretty Shetlander Hildasay, through whom I gleaned, that the dawn broke with them finding their berths at 45°, the tide having left them high and dry, but to their relief had treated Penelee to the same experience. Both boats lifted off however without damage and in good time for the race to start, which turned out to be the complete opposite of the previous day. Wind easterly force 5/6 caused three of the four competitors to be reefing when they should have been starting. Getting Beroe off with a flying start under full plain sail and decks awash, Ian Abernethy then on the helm later told me he could not ease sheets in case a small rent in the jib started. True or not, his tactics paid off and he arrived at the finishing line before the committee boat, which following in hot pursuit under power gave him a winner's hoot as he crossed the estimated finish at one minute past two, to be first boat home and first on handicap, not bad for a 93 year old - 'plank on edge', 36' LOA, 7'9" Beam, 6' Draft, plumb stem and 7' Counter giving her a windward performance second to none - perhaps George Gefferies will consider trading his Nicholson for a gaffer after all! The lines duly laid, Minna and Martha Cathleen second and fourth respectively, crossed it, followed by Hildasay, four minutes before closing time to take third place on handicap.

But the surprises were not finished, for no sooner had the race ended than we had what must have been the worst thunder storm on record. Despite this the weekend was most enjoyable and hopefully all will be back next year to compete or just to participate, including we hope Ayrshire Lass, who I understand was detained this year with a lack of cover at the front and out of control at the back, but she could not be in better hands to rectify such insignificant faults, so will no doubt be carving her usual deep furrows up and down the Clyde shortly. I might do well to take a leaf out of her book and use my engine as a mooring, for if Ayrshire Lass, built in 1887 still has no engine, she must surely experience the greatest peace of mind in the knowledge that no mechanical contrariness can fail her - but my engine has started to work again!

Philip Pendred.

BRIGHTON MARINA OLD GAFFER RALLY & RACE

The third Old Gaffer Rally will be held at Brighton Marina from Friday, 23rd to Sunday, 25th July 1982. The Rally is being held earlier this year (previously it was held over August Bank Holiday) to coincide with Brighton Town's 'Sea Fair Fortnight', which celebrates Maritime England Year. The Old Gaffers' Race on Sunday, 25th, will not be the only one, since Brighton Fishermen's Protection Society have organised a Trawler Race to take place that day. Gaffers and Trawlers will not be racing each other!

The Marina Company offers free moorings from Friday, 23rd until noon on Monday, 26th. Maritime England Year would seem an appropriate event to celebrate and it has been decided to extend the scope of the Rally by holding a 'Fun Race' on the Saturday afternoon. Prizes will be appropriate, and no handicapping will apply!

After several outrageous suggestions, it was finally decided that a Le Mans-type start would work up a good thirst for the evening's Ruddles Beer, prior to the discotheque.

The Race will start at 1445 on Saturday, with the skippers of those boats taking part lining up on the lower deck of the West Jetty, and taking off from a standing start for their boats. The boats will proceed under engine as far as the harbour entrance, after which sail must be used. The first boat to round the Palace Pier mark, return to the Marina and moor, will be the winner.

There will be a discotheque on Saturday evening in the Marina Centre (former Seajet building), and free Ruddles Beer will be served from 2000 - 2100 hours. There will be a paying bar from 1800 - 2000, and from 2100 until midnight.

The Race on Sunday will start at approximately 0930, and this year, Race Officer David Cade plans a rather shorter course, which should prove more exciting both for entrants and spectators.

Brighton Marina looks forward to welcoming the Old Gaffers again.

For further details: Valerie M. Gardner,
Brighton Marina Company Limited,
Brighton Marina, Brighton BN2 5UF.
Tel: 0273 693636.

BRIGHTON MARINA The following letter has been received from Valerie Gardner, Assistant Site Marketing Manager:

As you are probably aware, we have a small 'collection' of Old Gaffer berthholders at the Marina. However, one or two have decided to leave us for various reasons, and we would very much like to make more Old Gaffer owners aware of the fact that we do welcome Gaffers.

Naturally, owners of the boats who have visited us during the last two Rallies know the Marina, and have remarked how much they enjoyed themselves. I wonder whether, in fact,

other Gaffer owners who have not visited the Marina, may think that Brighton Marina would not necessarily welcome them (largest Marina in Europe, etc!).

Depending upon the age and the character of the particular vessel, we are prepared to offer up to a 50 per cent discount on the annual mooring. I wonder whether you could mention this in your next newsletter, and suggest that anyone who is interested should write to me, enclosing a photograph of their craft (which I would return).

OBITUARY

TERRY CHEESEWRIGHT has died tragically young. He was a stalwart East Coast Old Gaffer, and a distinctive character with his woolies, wellies, and 'roll-your-own' shag. Race Day was his day, that he savoured to the full in his bawley 'Glad Times'.

We can ill afford to lose him.

Len Warren.

Len Warren also writes:

I went to Terry Cheesewright's funeral - warm sunshine and a good sailing breeze which he would have appreciated.

His widow sends her thanks for our flowers and condolences.

WARNING NOTICE - AIRBORNE INDUSTRIES/SOWESTER LIFEJACKETS.

Airborne Industries manufactured a range of inflatable lifejackets between 1977 and 1980 which were sold under the Airborne and Sowester brand names.

It has been found that in certain cases the neck moulding on these jackets may have deteriorated more quickly than might have been expected and they may therefore be unsafe for use.

Owners of these jackets are advised to check them immediately in accordance with the printed instructions.

Airborne Industries ceased the manufacture of lifejackets in 1980 and the ownership of the business changed hands in 1981.

NOTE: Sowester Lifejackets other than those made by Airborne are not affected.

NOTICE TO YACHTSMEN CRUISING TO FRANCE

The French Customs Administration is concerned at the number of foreign yachts ostensibly visiting French waters for 'touristic' purposes but which are in effect being used as skippered charter yachts. It is felt that the owners of these yachts are damaging the domestic charter industry in France,

and henceforth, by a new interpretation of existing customs laws, the authorities will treat as commercial craft any yacht arriving in French waters carrying members of the crew who have contributed towards the costs of the voyage, and that includes food, drink, fuel or race entry fees.

As commercial vessels, such yachts may arrive only at certain specified commercial ports, must notify the customs authorities within three hours of arrival, and must produce a duplicate cargo manifest, crew list, ship's stores list and small parcels list - commercial dues must also be paid for such yachts.

It is apparent that the French authorities intend to take a firm line to stamp out the unlawful chartering of foreign yachts, and they accept that tourist traffic to France will inevitably suffer from their regulations. It is possible, they concede, that another look may be taken at the regulations with a view to allowing the Bona Fide 'sharing' crews to continue to come into French waters as pleasure yachts. In the meantime we must advise owners who accept contributions from their crews to avoid going into French waters and not to expect that the local Douanieres will turn a blind eye to their financial arrangements.

Bareboat charters are not affected if all contributors are parties to the charter contract.

ROYAL YACHTING ASSOCIATION 29.3.82.

The R.Y.A. has been asked to clarify a number of matters and has answered certain questions as follows:

1. Q. It is usual for the crew to contribute towards the cost of the voyage in some way however small. Should the owner and crew deny that any gift or contribution has been made?
 A. This is a matter for the owner and crew to decide, NOT the R.Y.A.
2. Q. Can complete crews, including the Owner/Skipper, be changed in a French port/waters and then continue cruising in French waters?
 A. Yes, ONLY provided that: (i) The replacement skipper is EITHER a member of the owner's family OR the owner's established concubine; (ii) If the yacht is jointly owned, the replacement skipper is one of the joint owners.
3. Q. Can a member of the crew who is NOT a person listed in Answer 2 above replace the skipper and continue cruising in French waters?
 A. Not without special authority given under exceptional circumstances by the French Customs.
4. Q. Does the Owner have to be aboard the yacht that is racing when finishing in a French port?
 A. No.

5. Q. Can an authorised skipper take the yacht on a race:
- (a) If he is paid by the Owner?
 - (b) If he is not paid by the Owner?
 - (c) If the yacht is chartered?
- A. (a) Yes, provided he has written authority.
 (b) Yes, provided he has written authority.
 (c) Yes, provided his name is on the charter document.
6. Q. In the case of an owner or authorised skipper, after the race, leaving the yacht at a French Port and providing the replacement skipper with written authority to return it to a U.K. Port -
- (a) Can the yacht seek shelter in another French Port?
 - (b) Do the Channel Islands constitute 'Out of French Waters'?
- A. (a) Yes, provided he pleads 'stress of weather'.
 (b) Yes.

Joh Ward-Hayne writes:

I've had time to study the first three editions of Le Chasse Maree, and it is a superb magazine. Subjects range from Normandy longliners of the last century, to oyster culture in Quiberon Bay in the present, via whaling in the Azores under oar and sail. Likely to be of great interest to any Old Gaffer who can read French, and worth publicising.

The address is SCOP Le Chasse Maree,
 Abri du Marin,
 29100 Douarnenez, France.

The cost is 30 francs per issue quarterly. This may seem expensive, but it contains no advertising, and the standard of production is very high.

ADVERTISEMENTS

FOR SALE

MAUD MN21 Oyster Smack, built 1876. 37'6" x 9'8". 20 h.p. Parsons Marine engine. Fitted out for cruising. 2 berths fwd., 3 additional berths possible. Full inventory incl. gas cooker, toilet, sink, 10 gal. water containers, echo sounder, compass. 8 sails, tanned canvas + 3 light weather terylene. Hull was ferrocement sheathed 1980, by Dan Webb & Feesey, Maldon. Moored Lowestoft. Offers around £7,000.
 Further details, incl. survey, from:
 J. Boogaardt, 1 Belford Road, Edinburgh. 031 226 7114.

WIND 25 ft. Aux. Gaff Cutter. 25' x 30' x 7'5" x 3'10". Built on Mersey in first decade of century. Teak, originally open day racer, decked over in 1930s. 2 berths, galley w. calor gas. Sound hull, recent survey. Strong suit tan terylene sails + topsail. 4½ h.p. Stuart Turner. Dinghy, legs, 2 anchors,

8.

10 fathom chain cable, steering and H.B. compass, cockpit awning & excellent canvas cover. Good performer, partic. in light airs. Lying afloat at Whale Island, Portsmouth. Any trial/inspection welcomed. £1,900 o.n.o.

E. Moloney, 48 North Street, Emsworth, Hants. PO10 7DJ.

MINX Itchen Ferry bermudian cutter (easily convert to gaff). 20' x 8' x 3'6". Built Summers and Payne 1886. Excellent survey 1980 after rebuild 1976-79. Copper & bronze fastened, pitch pine on oak. Refastened, much new framing, oak floors, lead keel (new bronze keelbolts). Stuart Turner 8 h.p. rebuilt. New spars & terylene sails. Stanchions, pulpit & pushpit. 2 berths (new mattresses), calor galley, table, Pansey heater. Everything except dinghy. £3,250.

F. Driscoll, Wood Cottage, High Corner, Butley, Woodbridge, Suffolk. IP12 3QF. Tel: Orford (039 45) 548.

BALTIC ISLANDS CLASS, 18'6" Centre board, built Flensburg 1932, oak on pine, mahogany deck. Very fast and handsome (an Olympic class in 1936). Unused for some years but still immediately sailable, but would be more elegant for some attention. Delicate but handsome boat, lying Clyde, available for only £200 to an enthusiast.

A.G. Vogt, Heron Lodge, Charlotte Street, Helensburgh, Dunbartonshire. Tel: Helensburgh 6770

MAYHI (102) 27' x 8' x 2'3" x 5'3". Sliding gunter centre board sloop. Winner of E.G.O.G. race 1975 & 76, & of Rose Bowl 1974 & 79. Glass fibre covered decks & cabin. New mainsail 1977, spinnaker, anchor & chain, compass, navigation lights, Winter strong back & cover (new 1978) £1,250 o.n.o.

Apply: R.J. Prior & Son, Burnham on Crouch, Essex. Tel: 0621 782160.

PALAN (452) Off. No. 187240. Gaff yawl. 25.8' (excl. bspt) x 8.5' x 4'. Approx 6½ tons TM. Pitch pine on oak. All ballast inside; copper sheathed. Reputedly built Porthleven in 1920s. 9 sails (5 terylene); boomless mainsail. R.C.A. Dolphin 12 h.p petrol engine. Electric light, paraffin cooking and heating. Equipment includes powerful winch, 12 V wind generator, electric pump with auto switch; 12 V Chorehorse generator. CQR anchor, 30 fthms 5/16" chain, 33 fthms 1½" terylene warp. Tabur II dinghy. Moored Wootton Creek. Owner giving up sailing; boat needs some renovation by younger enthusiast, hence price £1,200. E. Newton, Glenthorne, The Mall, Brading, Sandown, I.O.W. PO36 OBS. Tel: Brading (098 372) 397.

MILDRED (736) 45' x 30' x 10' x 6'. Gaff cutter built 1891 by Brabyn of Truro. Rebuilt 1975 - 1980 to very high standard. Work includes 4 new planks, new skeg, transom, some decking, stem, some new frames in grown oak, iron frame shoes for chain plate mounting, refastened in iron throughout, new interior in mahogany, oak & teak, new mast in Norwegian pine, boom in Douglas fir, rudder in beech on oak, all ironwork renewed, new sails 1981 (Lucas), 1942 Stuart Turner rebuilt by makers agent & Dynastart fitted 1981, new electrics throughout, new ss shaft & bronze prop, all new rigging, standing in galv. plough & running in nylon; new blocks throughout. Fine, very seaworthy boat, fitted for living aboard, has been my home for four years in considerable comfort and is fitted with flavel cooker, gaz fridge & Baby Blake in separate closed space. All gas piped from deck storage through ¾ copper & all external electrics through ¾ copper.

We have sailed Mildred hard and she performs much better than could have been expected. Right amount of weather helm, points well to wind, v. dry & fast. Backstays on spans via. Highfield levers. Normal rig Main, Stay, Jib, Jib Top, Top. 2 water tanks hold 40 gall. each - galv. Petrol in copper tank. Survey 1981. Many spares & fittings, mooring avail. Brighton area £13 per ft. per yr., +VAT. Best offer in excess of £10,000. Ship's cat (George) not included in price. P.E. Fowle, 19 Malvern Close, Worthing, Sussex. Tel: 0903 38440.

SEAWAYS LEISURE VENTURE CLUB. POOLE - BOURNEMOUTH.
The famous large gaff Breton Sailing ship 'BICHE'.
Day trips, weekends, weeks,
MARITIME ENGLAND, etc. Functions.
Colour brochure, pictures, details, from:
4 Westover Road, Bournemouth. Tel: 0202 28855.

TANNED CANVAS MAINSAIL. Luff 18'6"; Foot 21'; Head 16'6";
Leech 33'. 415 sq. ft. Fair condition. Offers?
R. Barnard, 10 Clifton Terrace, Wivenhoe, Essex. (0206 22) 3302.

VEMARA 27 ft. sloop, built Appledore, Devon by Comben, 1934.
New engine, 2 cyl Lister diesel 1980; new sails, main, stay &
jib by Cranfield 1980; new loo 1981; yard maintained. £8,000.
C.F. Green, Mill Farm, Appledore, Ashford, Kent.

- (753) RAPUNZEL Racing barge boat, 14' x 5'6". Clinker built by
Cooks of Maldon 1933. Elm frame planked in spruce. Centre plate.
Gunter rigged, bowsprit. Tan terylene mainsail & jib by Taylor
of Maldon, new in 1979.
Has competed with honour in every East Coast O.G. Race since
1977. Completely open boat but being very stable & handy &
without vices she is an ideal beginners' boat. £600 o.n.o.
J.R. Howorth, 21 Victoria Road, Maldon, Essex.

GAFF CUTTER. 26' x 8' x 4.5'. Very pretty. Major reconstruction
1981. Recaulk, oakum & Seamflex, complete. Refastened. Timber
treated inside and out in countless applications, Brunofin,
paraffin, & linseed. New diesel, rudder, sails, interior, etc.
£7,000.
Brooke, 34 Bohill, Penryn, Cornwall. Tel: (0326) 73687.

JENNY WREN Ll Reg. 148481. 22 tons TM. 38.8' (exc. bspt) x
36' x 12.5' x 6.5'. Built 1927 by Gilbert & Pascoe in Porthleven
to design by Marley Mead. Pitch pine on oak. Hatches, rails, etc.,
Burmese teak. Kelvin 20 h.p. 4 cyl diesel. 5 tons concrete
internal, 2½ tons iron external ballast. Main sail & stay sail -
terylene, good cond. Storm sails, storm trysail, storm staysail -
heavy canvas, good cond. Assortment other sails - medium good.
170 galls water in 3 galv. tanks. Diesel - 48 galls in stainless
steel. All tanks good cond.
85 lb. fisherman, 45 lb. fisherman, 40 lb. Danforth anchors,
36 fthms 9/16" chain. Usual inventory.
Lockers, sail & warp stowage, toilet, galley w. built in gas stove,
sink w. fresh & salt water. 4 settee berths, quarter berth.
Hanging wardrobe. Compass. Aries vane gear - used one voyage only.
Generally in v. good cond. Much travelled - S. Africa, Antigua,
Falklands, presently Mallorca. Much as was originally, except for
change of rig from cutter to ketch. Owner has been careful not
to do anything out of keeping with character. £22,000.
J. Bardon, c/o Camper & Nicholson SA., Club de Mar,
Palma de Mallorca, Spain.

1010.

O.G.A. Member, W.A. MacGREGOR, owner of Deben Cherub Charity,
offers SURVEY SERVICE on members' boats:

Length overall:	Cost per foot ashore:	Cost per foot afloat:
up to 20'	£5.00	£4.50
up to 25'	£4.50	£4.00
up to 30'	£4.00	£3.50
over 30'	£3.50	£3.00

Travelling expenses miles travelled from Felixstowe £0.22 per mile.
Plus V.A.T. at appropriate rate.

Damage surveys based on £12.50 per hour.

Superintending repairs or new buildings based on £10.00 per foot,
plus attendance fee to be agreed dependent on type of construction, yard and location.

Rates annually revised.

W.A. MacGregor & Co., Marine Cargo Surveyors,
Ro-Ro Terminal Building, Felixstowe Dock, Suffolk.

Tel: Felixstowe 75515/6/7. Dock Int: 550.

Now our usual welcome to the following new members:

D.A. Baillie, c/o Mackenzie, 63 Edgemont Street, Glasgow, G41.

Rosa & Ada 105

R. Brooks, 165 Citadel Road, The Hoe, Plymouth, PL1 2HU.

Toad 1110

D. Childs, Thicketts, Frating Road, Great Bromley, Colchester,
Essex.

Merlin 463

J.V. Clifford-Wing, Jack & Margaret Ltd., Kings Road, St. Mawes,
Cornwall TR2 5DW.

Solveig 1111

R. Couture, Top Flat, 44 The Pollet, St. Peter Port, Guernsey.

Larry 1135

D. Kuhn, Drottninggatan 4, 07900 Lovisa, Finland.

Eleonor

C. Draycott, 17 Branscombe Gardens, Thorpe Bay, Essex.

Cygnets II 253

M. Goodban, Spindrift, Fawkham Avenue, New Barn, Longfield, Kent.

Kate 139

P. Harrison, R.A.F. Officers' Mess, R.A.F. Farnborough, Hants.

Cobbler 1161

D.W. Johnson, 48 St. Albans Close, Gillingham, Kent. ME7 1TX.

Doris 20

N.P. Mockford, 5 Bullrush Close, Dibden Purlieu, Southampton.
SO4 5NN.

Lizzie 1108

D. Morgan, Edificio, Bahia, Ibiza, Spain.

Barbara Jane 1107

J.W. Pennington, Graham Cottage, Glen Auldyn, Lezayne, Ramsey,
Isle of Man.

Comrades 1117

T. Pettifer, Springbank, Shore Road, Skelmorlie, Ayrshire.

Idaho 722

K.W. Silcock, 103 Kynaston Road, Panfield, Essex CM7 5BE.

Christian Mary 1109

J.M. Simpson, Fold Head Cottage, Hallfold, Whitworth, Lancs.
OL12 8XL.

Winsome 974

Vintage Boat Club of Tasmania, P.O. Box 175, Sandy Bay, 7005,
Tasmania.

N.K. Wheeler-Osman, 43 Snellgrove Close, Totton, Southampton,
Hants. Dib 765
S.A.B. Winch, Atelier Aquarius, 12 Grosvenor Road, Swanage,
Dorset.

The following members have moved since our last issue:

Dr. G. Bolt, 11 Nelson Street, Kings Lynn, Norfolk.
Inanda
J. Boogaerdt, 1 Belford Road, Edinburgh.
Maud
R. Godfrey, Beggars Lane Nursery, Abinger Hammer, Dorking, Surrey.
Prudence
L.P. Hatcher, 12 Edgecumbe Cres., Millbrook, Nr. Torpoint,
Cornwall. Gwenella
Dr. C.G. Hunter, 77 Ocean Court, Stonehouse, Plymouth, Devon.
PL1 4QB. Louiso
D.I. Kilpatrick, Castleyards, Torthorwald, Dumfries. DG1 3QD.
Tringa
W.A. MacGregor, 8 St. Marys Crescent, Felixstowe, Suffolk.
IP11 9DL. Charity
D.R. Medway, 26 Sunrising Estate, East Looe, Cornwall.
Talisman II
P.G. Pendred, Cairnhill, Kilbarchan Road, Bridge of Weir,
Renfrewshire. PA11 2ET.
C. Waddington, Carlton House, 26 Osborn Road, Fareham, Hants.
PO16 7DQ. Moya

The following are deleted from the Register:

T.L. Cheesewright (Glad Times)	I.C.M. Minchin (Cornish Tamarisk)
P.A. Clarke	E. Morgan (Glee)
J. Culver (Our Lizzie)	D.L. O'Gallacher (Marion)
N.E. Curtis (Fleetwing)	J.A.E. Rennie (Dunvegan)
R. Dodds (Elwing)	R. Retting
A. Goldstein	A.H. Ridett (Snippet)
P.V. Hoffmann-Sonderborg	J. Robbins (Winsone - sold)
R.D. Johnson (Ione)	A.N. Robertson (Kelpie)
C.D. Latham (Hobo)	Earl of Saint Germans
N.W. Manton (Chanticleer)	H. Sibley
B. Meeking (Saskia Van Ryn - sold)	R. Smith
V.S. Mills (Giralda)	G.F. White (Tamarisk of Mylor)

New Sail Number:

LONE WOLF 1289 (R. Barnard)

This letter was received from the VINTAGE BOAT CLUB OF TASMANIA:

I tabled your letter at our committee meeting and every-one was most interested in its contents. We all agree our club should become a financial member of your association, and enclose a cheque for £6, being two years membership. I have also circularised the books you so kindly sent. As we only have an annual newsletter and other information as conveyed by notices of meetings, and to a certain extent word of mouth, we would feel guilty accepting a 'reciprocal membership' agreement. Besides

which, when we first started the club it was agreed we should not seek to raise money and not own anything, so our current surplus is a bit of an embarrassment. At our last meeting we agreed to use this surplus for establishing a register, such as you described you are doing and perhaps eventually set out to publish a book on the local small craft and fishing boats.

Whilst I assume your activities are now beginning in summer, we are going into hibernation into winter and most boats will be virtually out of commission. We did have a weekend cruise on a long weekend in early June last year, but only four boats braved the cold wet conditions.

I spent a couple of weeks in Paisley near Glasgow in February some years ago and the local weather that weekend was not dissimilar to that. However, this year we will try again, and hope the conditions are a bit more favourable.

I appreciate the information you have given us, particularly as it is obvious your work load is much greater than mine. Should we be able to be of any assistance at any time, or should any of your members travel out this way (by sea or otherwise) we would be most happy to be of assistance.

I must add I did meet one of your members, Michael Shaw (Martlet) some years ago, when he visited Tasmania. He appears to live at the other end of your island!

Good Sailing.

Michael Desmarchelier,
Secretary.

MESSING A BOAT ABOUT!

I suppose nearly everyone who buys an old boat soon sets about 'improving' her, first by dispensing with some of the fancies of previous owners, and then by adding innovations of his own. After all, it is a major part of the pleasure derived from messing about in boats. I am one of that type.

I recently bought a 46 year old 21 ft. sloop, the hull surveyed sound with one or two minor recommendations, but I was naive enough to expect her long life and succession of owners would have ensured she had by now reached in her gear a state of perfection to satisfy the most critical of singlehandlers. But not a bit of it, as the following comments will show. I had searched the usual East Coast haunts for a gaff rigged cutter, the ideal rig in my view, but had been unsuccessful. I settled for this gunter rigged sloop, my first experience of this type of rig, and I am not yet quite sure that I like it. Now for my innovations.

First, the jib. I found the Wykeham-Martin drum was shackled to the bowsprit end, necessitating sprawling on one's tummy and reaching out at arm's length to insert the shackle pin. It did not fall into the water, but to avoid an obvious possibility I soon fitted the usual type of jib traveller. The halliard, a little too large for the blocks, had an additional

complicated wire span with a purchase bolted to the deck. Quite unnecessary, so the wire span has been ditched, and the normal jib halliard blocks found quite satisfactory.

Secondly, the topping lift. It was the double variety leading by a direct pull over sheaves below the hounds. The wooden spars are solid, the 18 ft. boom of $3\frac{1}{2}$ inches diameter and the 19 ft. gaff of $2\frac{1}{2}$ inches diameter. With the mainsail added, the weight could only just be lifted, but has now been solved by splicing a whip purchase to the fall, which will be better still when I have extended it to the cockpit, the proper place for control whether singlehanded or not. The second lift has been kept as a standby, for any purpose, but a knot has been inserted below the sheave to ensure the boom cannot hit the deck. A lazy jack has also been added to the lifts to keep the mainsail inboard, but will be discarded if found unnecessary. The scissor type boom crutch, always a source of trouble on any boat, has been replaced by a galvanised-pipe gallows, slotted into metal holders bolted through the deck. It can be left in position when sailing, and provides a much needed secure handhold when working in that area.

Thirdly, the peak halliard. Again too large for the blocks with resulting friction. It was shackled to an eye below the truck, thence to a block on the gaff wire span, and down through another block on the mast. By moving the shackled end to a strop now fitted to the gaff end, and taking the halliard back to a block where the shackled end used to be, thence to the gaff wire span and down through the original lower block, far greater control over the long gaff has now been achieved. A knot has been inserted below the lower block to ensure in emergency the gaff cannot fall below the gallows, which incidentally had already happened.

Fourthly, the throat halliard. Also too large for the blocks and aggravated by a poor long splice binding in the upper block. The halliard now replaced.

Finally, the shrouds were slack and the bottle screws seized and immovable. They had to be cut away with a hacksaw, and have been replaced by much more reliable and appropriate lanyards.

I am rather satisfied with these 'improvements', as handling is so much easier, but whether they will appeal to a subsequent owner I am lucky enough not to have to guess.

T.M. Felgate.

RISØR IN SPAIN

We had been having problems getting Calor gas in Spain. All our legitimate sources had been explored and I was reduced to Camping gas on which there was no restriction whatever (though it's just the same gas). In Las Arenas, Bilbao, there is a big contingent of English, American and Irish and through their help I managed to get the Calor gas regulator and adaptor - an Irish friend living on her own in a small top storey flat had no less than 5 gas cylinders and not using more than two - she was glad

14.

to be rid of one so now I have no difficulty in exchanging empty for full at 500 pesetas (less than £3, English equivalent £7.05).

We stayed in Las Arenas on the Club Marina until April '81. Nicely sheltered, convenient, made many friends - explored everywhere by coach or train, travel being very cheap. Approx. 5 ptas per mile, 180 ptas to £1. Oranges we bought at 5 to 7 kilos per 100 ptas, with which we made marmalade.

Jose Ugarte, the Club Commodore, took part in the O.S.T.R. 1980 in his boat 'North Wind' and for savage amusement I raced with him every other Sunday, January to March, and in the meantime painted Risør or sailed to the little harbour of Castro Urdiales (23 miles return).

Christmas Eve was strange, every bar closed at 9 p.m., even the Yacht Club, and remained closed Christmas Day. New Year's Eve again all closed down at 9 p.m., dead until Midnight, when the whole surrounding harbour erupted with a wonderful display of fireworks, ships' rockets, etc.

We were due to meet my sister, over from Seattle, and friend in San Jean de Luz, French border, in May, so we sailed easterly visiting most puertos on the way:-

Bermeo, a very large fishing harbour, over 100 boats, flared bows for the Biscay swells - gaily painted in up to seven colours, the Spanish fishermen take great pride in their ships. Although it was weekend and the harbour was crowded, the Harbour Master went out of his way to find us a place to stay alongside in this very friendly and interesting town.

Lequeitio, here is a delightful harbour with plenty of room alongside - a bar just across the quay and lots of inquisitive and friendly visitors.

Puerto de Ondarroa was our next where we had arranged to meet friends from England. Inner harbour congested and dirty, outer harbour roomy. We moored between two large buoys but not easy of access to shore in swells.

Fretaria, a small fishing harbour, friendly Yacht Club - crowded when the fishing boats are in and not much room for more than one our size which is a pity as so nice and sheltered by large breakwater.

San Sebastian, a delightfully large city - harbour crowded but made room alongside for us for a few days.

Puerto de Pasajes, the commercial port for San Sebastian, a very impressive entry between two mountains said to be safe to enter in all storm conditions. A huge harbour inside full of working and laid up fishing boats of all sizes, with a heavy commercial trade, many tugs - not much room for yachts, but our stay was friendly and very safe alongside a fisherman. A good bus service to San Sebastian and other places of interest.

San Jean de Luz, a small marina, crowded out. In fishing harbour we were only allowed to stay one night then told to go anchor in the bay - not at all suitable when we had two elderly ladies visiting. We anchored near Socoa, across the bay, low

water, the Socoa Harbour Club Capitan rowed out to us, said he would make us a berth alongside, no cost. We were grateful our problems were solved. We spent a delightful few days with sister and friend in San Jean de Luz and Bayonne. A crew member joined us here from England and sailed back with us to San Sebastian.

Bilboa It was now time to retrace our steps to Bilboa to await another crew member from England in June.

Castro Urdiales probably one of the most lovely harbours on this coast, with plenty of room to anchor or fasten alongside a long quay, with all you are looking for ashore and a friendly Yacht Club too.

Santander again for a few days on anchor by the Real Club Maritime de Santander - we are now meeting other English yachts. Santander needs no description, it is one of the best cities on this coast.

Suances - a canalised river with a bar at the entrance. Anchor in river though there is now a small harbour shelter - very poor for shops which don't seem to open before 11 a.m.

Ria de la Vincente De Barquera, a lovely friendly harbour, fisherman helps us tie up between two buoys.

Lañstros Tie up to fishing boat - a small deep harbour spoiled by congested fishing boats and floating mooring warps - watch your prop - poor for shops, friendly.

Gijon Rather a large harbour congested with yacht moorings in centre - we found a berth alongside, but no ladders, Yacht Club on the Quay. Y.C. Steward not particularly friendly or helpful. Main Real Yacht Club very palatial but mainly a social club. Town interesting and large, well worth a stay here.

Ria de Avilleo, a very interesting town but river and harbour very thick with oil which cakes onto the fenders and warps - not recommended unless necessary, easy entrance and a lovely beach. Our crew member left here to return home.

Puerto de San Estaban & Ria de Pravia Some surge at the entrance, harbour not now used for coal shipments, some silting but dredging in progress, clean, plenty of room alongside but small and few shops.

Luarca Although we left in calm conditions we went into here with an easterly gale, reefed down, guided by a fisherman ashore to a safe inside berth (left angle, right angle entry and very narrow). A very crowded harbour of fishing boats but well worth a visit, and stay a few days, very friendly, plenty of shops.

Ria de Ribadeo A lovely river, harbour and town, with ferry trips to Figuras and Castropol, two adjacent villages. Here we met many English and one Irish yacht.

Ria de Viveiro Owing to wind and tide against us on this leg we went into a completely new commercial harbour by San Aprian - very conspicuous and easy. Lead in lights seem to be on all day - were shown where to anchor and given a chart of the very large harbour, unfortunately this seems to have been borrowed by a visitor - no facilities here but a good haven in bad weather.

On to Vivero, though as this town is further up river we anchored by Cillero - this fishing harbour has been greatly improved and protected by breakwaters right up to Vivero, work on these still goes on apace. Well worth a visit.

Puerto de Carino (with an anchor stay at De Bares, much uncomfortable swell and no facilities) we entered Carino anchorage, and well protected fish quay, we tied up alongside, well protected and good beaches.

Ria de Cedeira Here is a nice safe inland anchorage well protected by a much extended breakwater - a strong easterly blew but we had no discomfort - we made a long row up the river on the tide looking for mussels and cockles.

El Ferrol We are now out in the Atlantic, with good offing and a following wind of force 5/6. An exhilarating sail right into El Ferrol harbour which is well protected by a narrow and long entrance into a land locked bay, but alas, spoiled by naval restrictions, with armed guards at every naval establishment, one on each corner and at upstairs windows too. Guns always at the ready - a lot of red tape but nevertheless we enjoyed our few days stay alongside (an interesting town with good fish and produce markets) at 80 ptas per night.

La Coruna A nice easy sail to our last port in Spain on this cruise. 75 ptas per night. We tied up to the Old Yacht Club (The Real Club Nautico) very helpful and friendly here. We could have cheerfully spent another Winter, but we had to return to Plymouth which we did, with a call into Ushant on the way. Fog and bad visibility dogged us all the return with no wind to help, though a fairly level Biscay - we were thankful of two English and two Spanish crew for our return journey.

Of the very many English and French yachts that we met in Spain, most carried Robert Brandon's 'South Biscay Pilot', which I would say was a must on this coast and although out of date by 10 years, many improvements have made his doubtful harbours into now safe havens. We sailed into 36 puertos or harbours and visited many more by road and our thanks for making this more interesting and safe are due to R.B. We did meet people who knew him from his stay in Spain whilst reviewing his book. Sorry no pictures, but the South Biscay Pilot gives all that is necessary in advice and illustrations.

Most of the harbours were free - Spanish markets good - fruit and veg very cheap - meat and fish on a par with England, but prices increasing with the advent of entry into E.E.C.

Fred Bessant.

' ELIBOUBANE ' - A NEW LUGGER

Many British Old Gaffers will remember Yvon Le Corre from the Drake 400 Rally in Plymouth, where Iris, his 80 year old smack in which he had voyaged to Brazil, was one of the stars of the show. Iris also took part in the Essex smack race in 1979, shortly after which occurred her sad loss off the North East coast. Yvon's many friends in England will be glad to know he is afloat again, and in an equally, if not more interesting vessel.

After the loss of Iris he returned to Brittany, a sad and angry man, to consider the future. Looking through 'Ar Vag', a fine book on the South Breton fisherman, he found what he was seeking. The sardine boat from Douarnenez was just the boat he had been dreaming of and designing for years. The book contained detailed plans taken by a naval architect of a sardiner under construction at the turn of the century.

A yard both interested and capable was found in Paimpol, and Eliboubane started to take shape in January 1980 under the hands of Yves Daniel and his foreman Pierre Bellec. Built in oak, she measures 33' x 29' x 8'11" x 4'6" with a designed displacement of 6.3 tons. With her two raked masts, enormous bowsprit, and 750 square feet of flax sails, she is an impressive boat. Naturally no engine is fitted.

The rig is slightly modified from the sardiners', as they carried large crews, and Yvon insists on being able to sail single handed. With the yards set one to port and the other to starboard it is unnecessary to lower and rehoist when tacking. Brails enable quick and easy reduction of area. The foresail does not overlap the main to the original extent. However, without being an exact replica, the rig is entirely appropriate to the boat. Accommodation is basic, with sitting headroom below the forward deck, where there is a stove, and room for two to sleep. Aft is a chart room and bunk in the stern sheets. A timber pram lives below the main deck, amidships. A large diaphragm bilge pump is the only concession to modern technology, a wise one in an open boat.

In fact, Eliboubane has proved remarkably dry in a chop, only taking an occasional dollop by the mainmast, where the halfdeck two feet below the gunwhale gets rid of it. Her motion is lively, more like a modern yacht than a heavy old gaffer. On a broad reach, with the sails goosewinged, she runs as if on rails, fast and rock steady on the helm with a clean wake, giving an amazing feeling of speed. One is sailing in the sea not perched above it on a cockpit bench, and the freedom of movement in the boat is marvellous.

Eliboubane is sailing with the cruising school, Groupe Finistere de Croisiere, at Logonna Daoulas, near Brest, who also run Solweig, the replica Le Havre pilot cutter which is frequently seen in West Country waters. Any old gaffers sailing in West Brittany waters may be fortunate enough to see a vision from the beginning of the century of a two masted lugger materializing out of the mists. It is real, not a dream, and Yvon Le Corre has turned a dream into reality.

Jon Ward-Hayne

Material gathered from Le Chasse Marée No. 2.

There was an Old Gaffer from Surrey,
Who had an addiction to curry.

It soon came to pass
That the smell of his galley
Made everyone leave in a hurry.

H.A.S.

THE GAFF RIG ERA

6. Rules and Ratings 1851 to 1930

As every Old Gaffer's offspring knows, the first attempt at measuring the volume of a ship's hull came in 1773 when a formula to give the tonnage of a cargo was
$$\frac{L - \frac{2}{3}B \times B \times \frac{1}{2}B}{94}$$

where L = length of keel treading the ground, B = the maximum beam. The denominator, 94, gave the number of 'tuns' of wine that could be carried, and in time became known as 'Builders Old Measurement, B.M., or O.M.

The first attempts at handicapping, i.e. equalising the disparity of size in a yacht race, came in 1841 when the R.Y.S. introduced a system of dividing yachts into classes and applying a rather arbitrary time allowance - so many minutes or seconds to the finishing times. But the owner of a 200 tonner was none too pleased to be told halfway through his second port that he had been beaten into second place by a tiny 50 tonner with a huge time allowance. In 1843 G.H Ackers produced a scale based on time, distance (of a race course) and tonnage by the B.M. formula. This too had its critics, and did nothing to stimulate design or development.

After the race with the 'America' in 1851, British yachtsmen and builders took racing more seriously and began tonnage cheating by raking the stem and stern posts to increase WL length without penalty until, in 1854 the Royal London and the Royal Mersey Yacht Clubs revised the L factor to be the length from the stem post to the stern post measured along the deck so that tonnage became
$$\frac{L - \frac{3}{5}B \times B \times \frac{1}{2}B}{94}$$

This effectively checked the increasing WL length, but many owners of tonnage cheating new boats threatened to withdraw from racing as they were obliged to give large allowances to older boats. The Royal Thames amended the formula once again to:
$$\frac{L - B \times B \times \frac{1}{2}B}{94} = \text{Tons T.}$$

It is still used today to give a guide to the tonnage of conventional boats. However, it was a bad rule in that it taxed beam heavily and draft not at all. Yachts began to get deeper and narrower, although extremes were avoided by the requirement of volume inside the hull for ballast. The substitution of lead for iron was a slow process extending over twenty years from 1855 - 75. So slow was this process that Mr. Tankerville Chamberlayne was able to keep on renovating his old cutter Arrow, built in 1825, and still win prizes in 1880.

The Americans were the first to appreciate the value of ballast on the keel, but in England lead on the outside was never more than 10 per cent. In 1871, according to Lord Dunraven, the little 8 tonner 'Peg Woffington' carried all her ballast outside in the form of an iron keel. Brooke Heckstall-Smith puts it on 'Hilda' of 1875 for the first use of outside ballast. Once this problem was solved, by the building of wide flat keels and bolting the ballast beneath, depth became even more extreme and beam decreased alarmingly.

During the closing years of the century a new breed was developing - the Corinthian Yachtsman, capable of taking a practical interest in the sailing of yachts and the new science

of yacht architecture. 'Jullanar', built in 1875 is often quoted as being the springboard from which the new racing yachts took off, although there is nothing to suggest that E.C. Bentall had any thoughts of tonnage cheating, or any deep knowledge of yacht architecture. It is to John Harvey of Wivenhoe that the credit for turning Bentall's radical ideas into practical reality should go. 'Jullanar's' design was exhibited at the Shipwrights Exhibition of 1875 and it was adjudged that she was not fit for cruising or racing - but they were wrong. Her sternpost was arranged to come sixteen feet inside the waterline length and so made a nonsense, unintentionally maybe, of the tonnage rule of 1854 - and others were quick to follow.

In 1875 the Yacht Racing Association was constitutionally formed. Guest and Bolton in 'The Memorials of the Royal Yacht Squadron' puts it thus: 'The association probably derives its origin from a meeting of the officers of the various clubs held in 1868 to consider matters of importance to yachtsmen, but at which the Squadron was not represented. By 1881 the body had increased its influence until it had drawn into its fold all the important clubs in the Kingdom, with the exception of three, the R.Y.S., the R.T.Y.C. and the New Thames Yacht Club. These three stood aloof, and it was not until the spring of 1882 that these capitulated and joined.'

In 1877 a new formula was introduced, being,

$$\frac{L - B \times B \times \frac{1}{2}B}{94} = \text{Tons T.M.},$$
 L being measured along the deck from the stem to the fore side of the rudder post, a modification that was shortlived, and in 1878 it was decided that L should be measured along the waterline. This was an important step, for as soon as the relationship between waterline length and speed was appreciated, there was the basis of modern handicapping.

Inevitably overhangs were developed, but conservatism was so strong that it was not until 1880 that another amateur, Robert Hewitt came out with the 10 tonner 'Buttercup'. She had that innovation the outreaching stem, or 'Buttercup Bow' as it came to be called. The conservatism of the established designer is well illustrated by these words of G.L. Watson written about 1890 and referring to the Buttercup bow. 'I may mention that the first design for the 90 ton 'Vanduar' (1875) was drawn with a clipper or outreaching stem; but I had not the heart to disfigure the boat (as I then considered I should be doing) by building her in this fashion. The rising generation of yachtsmen however, is entirely reconciled to the clipper bow on a cutter rigged yacht, and may eventually look with complacency (though this seems improbable) upon such cutwaters as 'Dora's' or 'Britannia's'.'

Buttercup's dimensions serve well to illustrate the type of yacht created under this rule. LWL 42 ft. 3 in.; Beam 7 ft. 4 in.; Draft 8 ft. Least freeboard 2 ft. 9 in.; Disp. 22 tons; Lead 14 tons; S.A. 2,580 sq. ft., and there were others more extreme, until in 1881 another variation of the rule was agreed upon:

$$\frac{(L - \frac{B^2}{1730}) \times B}{1730} = \text{Tons T.M.}$$
 L = LWL. B = Max. Beam. Although this taxed beam

less severely, little attention was paid to it and length taken at any price - the result, even more extreme designs. Fast, exciting racing came from this rule, especially in the smaller classes, but the winner of one was badly outclassed by the next year's design and many a yachtsman gave up the struggle. Yachting

in the large classes began to decline and in 1886 the Y.R.A. decided upon a rule proposed by the new secretary Dixon Kemp.

$\frac{L \times SA}{6000}$ = Rating in tons. L = Waterline length, SA = Sail Area.

The divisor 6000 was chosen to give a rating approximating the Thames tonnage.

This rule encouraged the most successful and seaworthy of all yachts and for the first time sail area was recognised as a factor in the performance of yachts. Designers began to explore the benefits of beam, light displacement and low wetted areas. The beam length ratio decreased from the ridiculous 6 of 'Doris' of 1885, to a more rational 3. Among the large yachts to be built during the eight years of this rule was the never to be forgotten 'Britannia'.

This rule, $\frac{L \times SA}{6000}$, the L & SA rule as it came to be known, had its faults too. In the small classes especially, it led to the development of the skimming dish type. Extreme beam, broad overhangs; a lead bulb hung on a deep fin keel, all barely held together by the lightest of scantlings and thinnest of planking; uncomfortable to sail in, impossible to live in; soon outclassed, and of no resale value whatever. No wonder that sportsmen turned to the new development of one design racing.

In 1896, a new rule was proposed by Mr. R.E. Froude and adopted by the Y.R.A. $\frac{L + B + \frac{3}{4}G + \frac{1}{2}\sqrt{SA}}{2}$ = Linear rating in feet.

G = skin girth measured on the W/L 0.6 from the fore end. By taxing girth it was hoped that a fuller bodied hull would be encouraged, and it so happened. But designers were now wide awake to any loopholes in the rules and by reducing the tax on sail area (in the small classes at least) excessive sail plans were mounted over beamy boats of short waterline length and deep draft. In the large classes some notable yachts were built. That magnificent racer 'Bona', the 65 footer 'Senta', the 52 footers 'Penitent', 'Senga', and 'Morning Star', the schooner 'Rainbow', the yawl 'Sybarita', and the cutter 'Kariad', all provided exciting racing - at a price. For the ever increasing cost of yachting was forcing many yachtsmen, even those of sound financial background to turn to racing in the smaller classes, to the benefit of the fast growing O/D classes and the detriment of the big class.

As has been stated, racing can only be fully enjoyed by boats of similar displacement, but the Y.R.A. who in the light of past experience should have known better, encouraged the entry of smaller boats into the new 65 foot linear rating, by re-adjusting the time allowances which the large class would have to give to each other and to the smaller yachts. This allowed the little 'Caress' to beat the 93 foot 'Satanita', the fastest of all cutters on a reach, with a huge time allowance. The collapse of the big class followed. In 1897 'Ailsa' went to the Mediterranean with 'Britannia', where the old rating rule was still in force. 'Satanita' did not fit out and the big class became a jumbled mess of every sort. In 1901 the Y.R.A. realised its folly and brought out the second Linear Rule.

$\frac{L + B + \frac{3}{4}G + 4d + \frac{1}{2}\sqrt{SA}}{2.1}$ = Rating in feet. d was the difference

between the skin girth and chain girth and when multiplied by 4 penalised extreme hollowness of section. 2.1 was chosen so that

yachts of more normal type would rate as before, and in order to give some stability the rule was to be in force for seven years. Although sections became fuller, overhangs increased, in some cases by 100 per cent, and sail area became excessive; but worse, in order to reduce displacement the sizes of scantlings were reduced to a dangerous extent. The decline of the big class continued. Those yachts that were built to Lloyds rules on scantlings were much more cruisers than racers, and many chose to take part in those coastal regattas whose handicap rules encouraged them. Of this period of the 2nd linear rule, the beautiful 'White Heather', 'Brynhild' and 'Valdora' were supreme examples. Despite the faults of the new rule several notable racers in the small classes were built. In 1901 William Fife designed a very successful 52 ft. linear racer named 'Magdalen'. She was full bodied with a good beam, long overhangs, small draft and ample sail area. Although a creation of the 2nd linear rule she was not extreme but well in advance of anything yet produced - she set the type.

A great deal of concern was expressed by responsible yachtsmen at the continuing decline of Y.R.A. open class racing, deploring the excessive reduction of scantlings and agitating for the introduction of regulations compelling the use of adequate timbers in construction. This was not possible until the rule came up for review in 1906. But it should not be thought that this period of racing was of no benefit to yachting generally, for it was a time of experiment. Composite and semi-composite construction; nickel steel frames; aluminium stringers; laminated skins; lightweight decks and well engineered fittings all came from this period. Designers and builders alike thought it a crime that they should be limited by paper regulation in their search for the ultimate in lightness and strength.

In 1904, Brooke Heckstall-Smith suggested to the Yacht Club de France, that, as their rules came up for revision in 1907, they should combine to produce an international rule. This proposal was well received and in January 1906 a conference was convened in London attended by France, Germany, Norway, Sweden, Belgium, Holland, Italy, Austria-Hungary, Denmark and Switzerland, and by June agreement was reached on the first International Rule:

$$L - B + \frac{1}{2}G + \frac{3d}{2} + \frac{1}{2}\sqrt{SA} - F = \text{Rating in metres or feet.}$$

F = safe-guarded freeboard measurement. Adequate strength was ensured by the regulation that all certificated yachts must conform to a table of scantlings approved by Lloyds or the equivalent in the other countries. The rule came into force on January 1st 1907 for ten years.

Rules were getting tighter, the only thing designers and builders could experiment with - rig and sails. The hull being fuller and draft restricted the problem became one of mounting the largest possible sail within the area available. Sail plans went up and staying the long mast became a technical problem. An even more intractable problem had to be solved - controlling the gaff. Charles Nicholson solved the first problem by designing a complicated system of shrouds and spreaders, stays and braces, that became known as the Marconi rig, after the tall ariels of the newly invented 'wireless set'. He partially solved the sagging gaff by setting over it a jib headed topsail

with its luff held close to the mast on a cleverly designed track. These developments first appeared in 'Istria', built in 1911. In 'Istria' too the ingenious Charles Nicholson had built an out and out rule cheater and it became obvious that the first International Rule was going the way of all others, but the first World War intervened and it was not until January 1st 1920 that the second International Rule was agreed,

$$\frac{L + \frac{1}{2}G + 2d + \sqrt{S - F}}{2.5} = \text{Rating in feet or metres.}$$

The factor 2.5 was chosen to give the old yachts to the first rule an equality with new. The formula seems at first sight to be a simple one, but the L factor was not the simple waterline length, but, to quote the rule, 'is to be the length measured at a height of 1.5% of the class rating above the waterline, plus $1\frac{1}{2}$ times the girth covering board to covering board at the bow ending of this length, and twice the vertical height of the side of the yacht at this station; plus one third of the difference between the girth covering board to covering board at the stern ending of this length, and twice the vertical height of the side of the yacht at this station'. A sort of mathematical sailing length. The tax on sail area covered the whole and not part as before. It was in large part the old L & SA rule of 1888 with many safeguards written in.

It also meant the end of the beautiful gaff rig in big class racing. Controlling the gaff with a very long hoist proved impossible, and the inefficiency caused by the sagging off was not acceptable once the old 23 metre 'Nyria' went Bermudian in 1920. Bermudian sails had been tried before the first war in the small raters, through a progression via the sliding gunter rig, but with the low aspect ratios used aerodynamic efficiency did not show to any marked extent. A Gaff v Bermudian controversy began in the periodicals of the day and went on for several years.

In 1925 an attempt was made to persuade the Americans to join with Europe and create a world or universal rule, but they would have none of it, and in 1928 the International Yacht Racing Union rule for yachts above 12 metres was agreed: $\frac{L + S - F}{2.3}$

The G and d elements of the second International Rule were exchanged for effective written safeguards. The sail tax was reinforced by limits on mast height and the lot of the official measurer became an unhappy one.

In 1930 the largest post war fleet of 'big 'uns' went into commission for the swan song of gaff rig. 'Britannia', 'Lulworth', 'Westward', 'Astra', 'Candida', 'Cambria', 'White Heather'. There was also 'Shamrock V', Lipton's latest challenge for the America Cup - but she was Bermudian rigged.

Martin White.

The writer respectfully acknowledges the following sources:

The Evolution of the modern racing yacht, by G.L. Watson 1894 in the Badminton Library series. The Memorials of the Royal Yacht Squadron, Guest & Bolton 1902. The Complete Yachtsman, B. Heckstall-Smith & Captain E. du Boulay, 3rd edition 1921. And in particular a very concise and informative book published by the National Maritime Museum, A History of the Rating Rules for Yachts 1854 - 1931, No. 41 - 1979, Written by Alan Viner in the most simple and entertaining manner possible.

A LETTER FROM ELDER GAFFER TOM COOK:

I feel I must write and congratulate you on the latest newsletter. The article on handicapping is the best thing of its type that I have ever read - I presume you wrote it. I have had great experience both as 'Club handicapper' and as member of handicapping committees, mostly using systems now out of date. Within one club I could make a 'past performance' system work. All day out and back course with the tide, but you are dead right about 'timing' - every race had to start one hour after high tide - any variation would have ruined the system - members could not see the point of some of the early starting times. Eliminating boats that had run aground or suffered gear failure, about ten minutes would span the corrected times for a mixed fleet of around fifteen boats over a thirty mile course. I used to point out they would have been further spread out in one designs. But of course one was handicapping the owner rather than the boat - very unfair to the better crews who still tended to win by improving performance as the season progressed.

In conversation with offshore officials I was told that one reason for the abandonment of R.Y.A. formula was the practical difficulty of measuring 'D', especially if this measurement was supplied by the owner. I think it is true that the current formula does not measure 'D' as such. When we first entered O.G.A. races we were probably the only boat with a R.O.R.C. rating - and measurements submitted to O.G.A. were taken from the R.O.R.C. certificate. It crossed my mind that we might fare badly compared with other members who had submitted measurements taken by themselves. On race days, over a beer, I quizzed many members concerning their conception of 'D'. I was not surprised to find that many assumed it stood for 'draught' and had returned that figure. On looking at their boats I came to the conclusion that it did not greatly matter! On most Old Gaffers 'depth' and 'draught' would not greatly vary and I think the tendency is for depth to exceed draught - so differences were in our favour. A further number of owners had read instructions sufficiently carefully to know 'draught' was not the required answer. However, these had usually measured the headroom in the cabin! And once again I observed that it didn't seem to greatly matter! In other words:- Height of cabin sole above keelson = height of cabin top above that imaginary line. This obviously would not be true of yachts designed as slick bodied racing machines. Events proved that I need not have worried, a R.O.R.C. measured boat did not suffer in the handicapping, compared with the 'owner measured' craft.

One thing I did achieve as a handicapper - unique as far as I know - was to convert the Portsmouth Yardstick into a system expressed as 'minutes and seconds in the hour' compared with an Enterprise - the Enterprise being the most numerous class in our mixed dinghy fleet. I found racing with the Offshore Association that very few skippers could visualise their correction factors in real terms. A skipper might know that a boat rounded a light ship twenty minutes ahead after five hours racing. Two factors told him nothing. If he had known that he was receiving roughly four minutes per hour from the boat ahead he would need to be pretty thick not to realise that he was roughly holding his own. I found that handicaps expressed in terms of 'allowance' rather than 'factors' tended

24.

to make the racing far more interesting for the non-numerate (which is a fantastic proportion of the population - much larger than I would have believed if I hadn't done so much sailing). I think numerate folk tend to assume numeracy in others - and the 'others' tend to disguise their non-comprehension. It would not be difficult to translate O.G.A. correction factors into time allowance from the 'fastest' boat in the fleet - or even an imaginary faster boat. Whether it is worth doing I know not - but I think 'time allowance' would mean more to owners than 'factor'.

Now that I find myself with a spare hour and some notepaper, may I unburden myself on some comments on rounding marks - especially the first leeward mark. I have always been distressed that in many race accounts there has been a description of complete chaos at the leeward mark - and it is usually thought that gentle collisions are inevitable and rather funny. I have always felt that it is regrettable that we, in public, display our ignorance of a quite simple racing rule. The rules do not require that one sails to a mark, merely that one rounds it. The rules do require that the following boat takes the 'outside' course once the boat ahead alters course to round a mark - unless the following boat has an overlap in which case the leading boat takes the 'outside' course - What could be simpler? The presence of twenty or more other craft seems to complicate the issue - it should not. It simply means that the third boat takes 'an even more long way round', and the twentieth boat may have to go round with the mark up to a hundred yards away. The difficulties in practice arise because following craft will steer at the mark - the leading boats slow down as they alter course, and the following boats find little or no room between them and the mark. They just should not be there - they should be 'outside' where there is plenty of room.

In terms of racing tactics, it is in any case a waste of time to steer at the mark if the next leg is to windward. If you alter course at the buoy the yacht inevitably makes a further distance to leeward (at least two or three times her beam) which distance has to be made up on the next windward leg. Keep wide of the mark and alter course before you reach it. Then the inevitable leeway is in the direction you wish to go. This is especially true if rounding a mark involves a jibe - keep well wide of mark, jibe over to it and you are hard on the wind all ready to start the beat. So the Gaffers' habit of steering at the mark is not even the quickest way round - even if they have the sea to themselves. (Only true of course when the next leg is to windward which is so often the case - if the next leg is a reach then the temptation to sail at the mark is excusable if the 'overlap' rules permit.)

An example of the 'non numeracy' of the majority. A meeting of the East Anglian Offshore Association was once unhappy about the results of a race when the fleet had to kedge for a few hours. They decided that the right answer would be to adopt a 'time on distance' method - the distance being the measured distance on the chart. I tried to explain that this might just be sensible for a one day regatta (not that I believed that), but for a series was absurd. I tried to get them to visualise the difference between a 'run and a beat' and a 'reach all round'

they didn't seem able to. I thought I had the Chairman on the right lines when he announced 'I believe that the thing that matters is the distance sailed through the water'. How true, I thought, if only we knew the distance, but 'time on time' is at least related. When he followed this remark with 'I therefore support the time on distance method', I gave up. This chairman incidentally owned an engineering works - and most of the members were either professional class or successful men of business. They just could not visualise the difference between the two concepts. A few of the owners of big boats knew what they were up to - in theory every beat was a bonus for them - no extra time to give away for the extra distance involved. The system was adopted for one whole year and then quietly abandoned with the comment - 'Well, we couldn't know till we tried it'. The joke was that even the big boats, whose owners had the most say in the Association's affairs, found 'time on distance' quite disastrous. All the races, bar two, were quite naturally set to go 'out and back with the tide' - the real courses were miles shorter than chart distances and the small fry had a nice fixed allowance based on a longer course.

A NEW MEMBER, who has just joined, writes as follows:

... I am very sorry I have been unable to answer your letter earlier, because I have been at sea, being by profession a merchant ship's officer.

I read about your association from some magazine article, but unfortunately I don't remember any more, which one it was. In any case it was either a British or American magazine.

We have here in Finland rather few gaff-rigged boats, because sailing in Finland is done mainly in our large archipelago with narrow straits and a lot of tacking. The poor windward capabilities of gaff-rig are a kind of hindrance. The most gaff-rigged boats are Colin Archers and Baltic Traders. I will write later more about Finnish gaff-rigged boats.

Tauno Vintola,
Finland.

ADVERTISEMENT - FOR SALE

53 ft. traditional Scottish MFV, believed built 1947. Cruiser stern, very easy lines. Would make good motor sailer conversion or heavy ketch. Oak and larch on oak. 5L3 Gardner, Multi-Seavoice, Simrad Sounder, Brixham winch, derrecks etc. Accommodation aft, huge unconverted hold. Full headroom throughout. Assortment of equipment and spares. Latterly used for general work. Clean and not fishy! Retiring from sea, therefore for sale reasonably. £12,000. Try offer.
Lying Clyde area. Tel: 070 081 617/623. Walker/Cresswell.

WROXHAM BOAT AUCTION, APRIL 1982

We are hooked on this auction, held every April and October at Wroxham Broad, as an interesting day out and you never know what you might come back with! There is always an interesting selection of craft, ranging from a surfboard to a Broads cruiser, and lots of miscellaneous marine 'toot': 644 items this year in the latter category alone. There were 21 inboard engines, 65 outboards, 23 assorted craft afloat, and on terra firma were 79 sailing boats of all sizes, 47 powered craft and 52 other craft. It might be of interest if I describe some of the more interesting lots.

When we arrived just before noon, the 'misc. toot' had been going for two hours, and the engines had also gone. At noon the sale of boats started, and as I walked to the creek I was stopped in my tracks by a very traditional Scottish Scaffie at the head of the creek: you just never know what will turn up. This fishing boat (with hold but no accommodation) had been built at Bridlington in 1966 to the traditional design with larch on oak, dipping lug, bowsprit and Lister twin. It looked as if it had popped in after a day's fishing but at £3,500 did not reach its undisclosed reserve. A 20 foot traditional Broads gaffer with 2 berths, sold at £1,300. Another 'traditional centre-plate yacht', of 18 foot length and gunter rig, fetched a modest £725.

After various craft, some looking like converted garden sheds, we returned to the car park, where the first item was an '8 foot Broads yacht tender of clinker mahogany': a solid little craft with a rope fender but no paint - £50. A 12 foot outboard Norfolk fishing punt NX 276 fetched £5, but this interesting clinker boat was in poor condition, and perhaps more suitable for a museum. Another museum piece was an 8 foot folding dinghy by Fairey Marine with oars, and 50 cc. Yamaha O.B.M. This delightful little craft was like half a slightly elongated egg (cut lengthways) with hinges at the gunwhales which as far as I could see only transformed it into half an egg cut the other way! It looked cold moulded and the wooden ships had that lovely golden glow you see on some antique furniture. The little O.B.M. looked incongruous, but it all ran up to £95. I would have been frightened of spoiling it! An unusual style Norwegian built 16 foot rowing boat with a rotten strake fetched £55. And so on to the sailers - you will appreciate that I've missed out all the Tupperware fishing dinghies, canoes and the like in between.

The first interesting sailing boat was a 16 foot half decker by Johnson & Jago of Leigh on Sea; clinker, mahogany on oak with tabernacle, roller jib, and Bamber trailer with winch. This well used but nice looking boat went for a very modest £120. Then there was an open fishing boat in heavy gauge GRP with a deep hull; roller jib on a short bowsprit; standing lug and mizzen on alloy spars. With a 7.5 Mercury O.B.M. and heavy trailer it reached a round £1,000. Practical rather than pretty.

My children looked on as a Pollycell Prout Puffin went for £40 and a Percy Blandford designed 7'6" Gremlin fetched £90. A hairy-looking '16' wooden planing scow' for £200 and an International 505 racer, which appeared sound but sail-less went for an incredible £50, while a funny little 10 footer staggered up to £3.50!

A well varnished 'traditional' 12 foot clinker dinghy called Persephone seemed only average at £270, with trailer, though a casual inspection seemed to indicate some strakes had gone 'walkies' slightly. A most unusual boat, and apparently new, or virtually new, was a 21 foot Newfoundland Dory, built of larch on oak, with tan leg of mutton main and jib. This long, lean (5 feet) boat with a flat bottom and centreboard (+ trailer) did not reach its reserve at £930.

I was particularly interested to see a GRP Yorkshire Coble with nicely varnished woodwork as I have an almost identical boat (and I see another is advertised in the Spring Old Gaffers magazine for £1,550). This one was very traditionally fitted out and rigged with a canvas dipping lug with heavy rope edging, and leather around the wooden gunwhale where it attached. The top strakes (or should I say Strokes) were the traditional red and blue, and the rudder was the correct very long, thin type with quarter mounting pintles on either side of the transom for whichever tack you are on. With an excellent breakback trailer it was withdrawn at £1,450. The other one advertised also had a trailer and additionally a Seagull Silver Century. My Coble (Cobler) has a standing lugsail (in terry) and a boom on a gooseneck to improve windward performance. It also has a more conventional lifting rudder because of our East Coast shoals. My one's 2 inch bilge keels, or skegs have been enlarged to 11 inches deep unlike this one and I wondered how it sailed on the wind. Would be interested to hear from anyone else with similar Cobles, and I hope to be at Ipswich for the Maritime England Rally.

One of the larger boats with character, though Bermudan rigged, was a 22 foot centreboard cabin sloop, built in 1965 by Robertsons of Woodbridge to a Francis Jones design. Clinker built of mahogany on oak, with a Vire engine and a newish 4 wheel trailer it fetched a modest £1,650. A 16 foot GRP Shetland Isles skiff double ender with standing lug and trailer was withdrawn at £660. Of the powered craft only a 19 foot vintage cabin launch with an Austin Seven engine was of interest. It was complete with some nice brass dials, levers and wheel but was in sad condition throughout and was withdrawn at only £90. It would have been a labour of love - if you love that sort of thing!

We did not come away empty handed. 3 medium fenders for £5; 2 80 foot hanks of new 100mm. blue rope (i.e. man made) for £6.50 the pair; a smallish Campari inflatable - a chance at £2; a canal lock windlass for £2; and a super little 7'6" Foil class plywood dinghy, with dagger board, rudder and gunter terry sail for only £50 - just as well I took the roof rack: it's a good looker and ideal for the kids! The Auction is held by Hanbury Williams of Station Road, Wroxham, Norfolk (06053 2053). The next one there is on 7th October and 20p in stamps plus an S.A.E. will procure a brochure shortly beforehand. Even if you don't succumb to temptation it is a fascinating day out both from the point of view of the boats - and also some of the human gaffers!

Graham Wadeson.

Article originally written for the magazine of the Dinghy Cruising Association.

THE PERFECT (FRENCH) CREWMAN

by Jack Briois, (President O.G.A. France)
translated by Jon Ward-Hayne

The Crew has a critical mind:

He questions and disputes all the skipper's orders; except at sea, in harbour, at anchor or aground.

The Crew is always courteous:

He is polite, cheerful, interesting and amusing.

He laughs very loudly at the skipper's jokes.

At least once a day he compliments the boat, the skipper of preferably both.

The Crew is conscientious:

He pumps the heads a dozen times, then half a dozen more, on each occasion.

The Crew is sober:

Alcoholic beverages are only imbibed in moderate quantities.

Note: The skipper is not expected to be a perfect crew.

The Crew is a hard worker:

He cleans ship 8 hours a day in port, seven days a week, and when necessary at sea. He is entitled to 6 hours a day at the tiller.

The Crew is monogamous:

He neither chats up, pinches, caresses nor propositions the skipper's wife or girlfriend. (After three days at sea other ladies aboard are fair game: J. le Fauqueur.)

The Crew is alert:

He does not sleep on watch. He warns the skipper of approaching ships, squalls, breakers, flying saucers, whales, sirens, reefs, islands and anything else, before it is too late.

The Crew puts the ship before his pleasures:

On reaching port, he does not leap ashore before:

- 1) Stowing all gear
- 2) Coiling down all ropes in pancake coils
- 3) Putting on sail covers
- 4) Hanging out all wet things to dry
- 5) Closing all seacocks
- 6) Closing all hatches
- 7) Checking and adjusting mooring lines.
- 8) Washing down varnish with fresh water
- 9) Removing all rust stains
- 10) Pumping the bilges dry
- 11) Polishing all brass and chrome work
- 12) Topping up the water tank
- 13) Checking engine oil
- 14) Cleaning the topsides
- 15) Anything else I may have forgotten.

Note: To simplify matters 'guests' are included as 'crew'.

If any of the above mentioned qualities are found lacking, the crew's attention may be drawn to his error by the traditional methods:

The Cat, Keel-hauling, or being hung by his thumbs from the peak.