

1982/4

Old Gaffers Association Newsletter



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THE OLD GAFFERS ASSOCIATION

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OLD GAFFERS ASSOCIATION

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

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

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- Virginia

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- California

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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.

NEWSLETTER 1982/4

COVER PICTURE: BAND OF HOPE (211) Harwich Bawley, C. 1881.

Before starting this description I think I should make it clear that the information given is the most accurate available to me. As there are virtually no written records of the construction or history of this boat we have to depend on the little we have plus a lot of verbal history.

About the only certainty is the name, 'Band of Hope', which is cut into her transom part in original timber and part in later repairs and additions. We also have information from the Fishing Boat Register kept at Harwich which gives her fishing number as HH4 and covers a period up to 1935 when to quote the record the boat was 'Sold for conversion to yacht', more of this later.

Band of Hope, a Harwich Bawley of 24 tons TM is 39'3" forward of stem to aft of Sternpost, has a rudder overhang giving approximately 42' length, added to this is a bowsprit 21' long of which 14' projects beyond the stem head. The maximum beam just abaft the mast is 13' with a forward draught of 3'3" and a maximum draught at the transom of 5'6". The freeboard forward is a little over 3' which is extended by the fact that the rail is one foot high and for a distance from the stem to abaft the chain plates fits tightly to the cover board. This reduces considerably the amount of loose water on deck in anything of a head sea. As the boat is flush decked and the helmsman has no protection when standing on deck to steer, anything which helps to keep his feet dry is appreciated. Freeboard aft is 12".

The basic construction is of elm and pine planking on sawn oak frames (timbers) on heavy oak keel, kelson and deadwood with similar material for stem and stern posts. The deck is 2" thick by 4" wide pine planks supported on 4" and 6" deep deck beams. Many of the original oak knees have been replaced in recent years by galvanised steel ones formed of welded angle iron.

As you would expect in an old working boat most of the timbers have been doubled and some even doubled again in places. The original timbers projected through the deck at the covering board to carry the oak rail capping again a substantial 4" wide by 2" thick.

The earliest written record is an entry in the shipping register at Harwich, stating Name of Boat: Band of Hope. How propelled Rig and Sail used: Sails, Bawley fore and aft. Place to which boat belongs: Harwich. When and where built: unfortunately this space is blank. Mode of fishing: Trawling shrimps and whelking. Registered No: 4, Class: 2nd. Tonnage:

⁸⁶
14¹⁰⁰. Number of Crew: Men 2, Boys nil. The earliest entry is not easy to read but appears to be dated 1888 giving the owner as a Mr. W.J. Denny. Unfortunately the name of the skipper is obliterated by a fold in the sheet. The first skipper whose name is readable is a Mr. John Garrett against a date of 26.9.1903.

2.

The ownership changed in 1910 to a Mr. Thomas J. Denny of Dovercourt, and again in 1926 to a Mr. B.P. Denny of the same address. This latter gentleman later moved to an address in Harwich.

In 1931 another new owner is listed, this time a Mr. G.H. Denny again of the earlier Dovercourt address. It would appear to be this last Mr. Denny who put the boat up for auction in 1935, for the register closes with 'Cancelled - vessel sold for conversion to yacht. 1.11.35'.

During the whole of the time the boat was in Denny ownership until 1935 there appears to have been only 3 skippers, the first one, Mr. John Garnet and a Mr. William Garnett.

In 1929 an entry states that an 'auxillary motor fitted' on 27.3.29 and the official tonnage amended to $14\frac{47}{100}$. It seems very fitting that after a working life apparently in the service of one family of owners and one family of skippers that since 1935 there has been no change of ownership outside the syndicate which then purchased the Band of Hope at auction. By all accounts the boat was built by Cann's of Harwich but this it is not possible to verify.

Having dealt with the recorded history I must now recall from memory a number of details affecting the years from 1935 to the present time. In addition I shall refer to an article published in the Yachting Monthly during 1936, which was written by a gentleman who signs himself H.H.R.E. Although I am not in a position to check up I believe this discrepancy in the date of building given is due to the fact that the leader of the 4 man syndicate who bought the Band of Hope, Mr. S.A.G. Emms of Leamington Spa, was very fond of continental sevens and ones and I suspect a one with a long tail was taken as a 7.

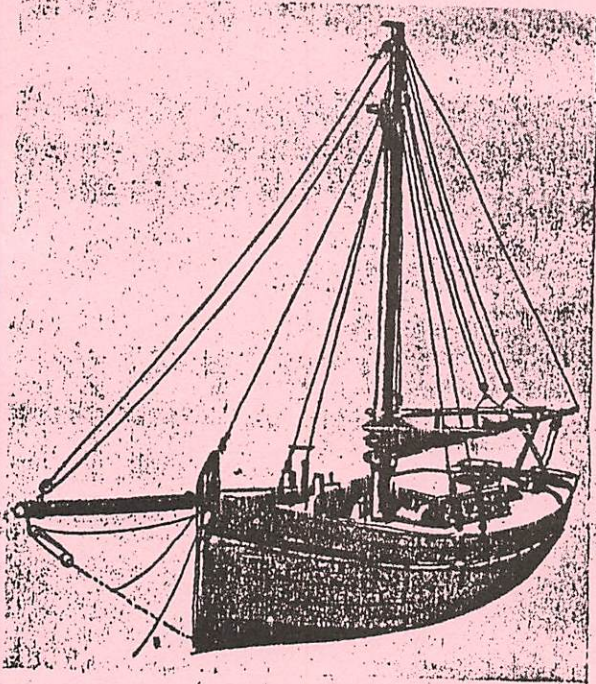
At auction at Greenwich in late 1935 or early 1936, two Harwich Bawleys were offered for sale, being the 'Band of Hope' and the 'Severn Brothers'. Mr. Emms and partners bought Band of Hope for £120, and Severn Brothers was sold as a floating test bed for marine diesel engines, I believe to A.E.C. Limited. Of the latter ship there appears to be no further record but this was the commencement of the second career for the Band of Hope.

The ship with its sailing gear was taken to the yard of Corbett & Son at Greenwich, for conversion. Alas this yard is now long gone, so no records from there either. I would dearly like to find traces of the building and conversion records both of Cann's of Harwich and Corbetts of Greenwich.

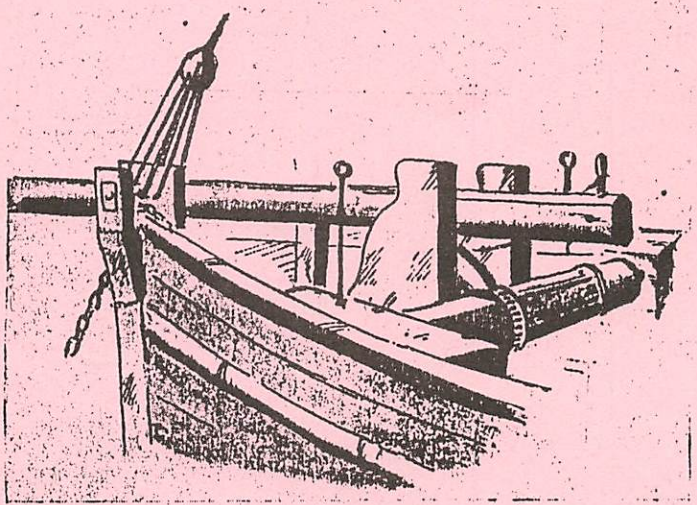
The dimensions given in the 1936 article are as follows, approximately 24 tons TM, LOA 40 feet, LWL 37'6". Beam 13 feet, draught 5'9". The explanation for the difference between these and the present day figures given earlier will be explained later.

The conversion started with all woodwork below decks being stripped out together with 5 tons of iron ballast. The hull was then washed out with strong soda water followed by a solution of Nevalls pine disinfectant. This treatment aimed at removing the lingering odour of fish.

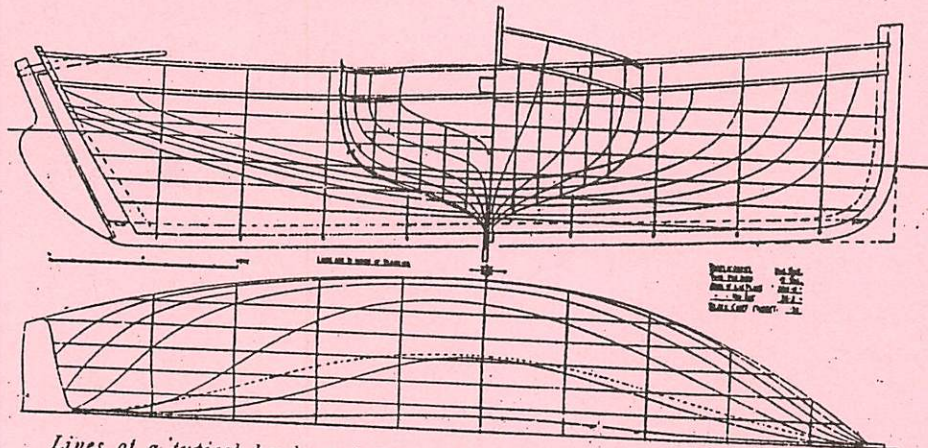
THE BAWLEY



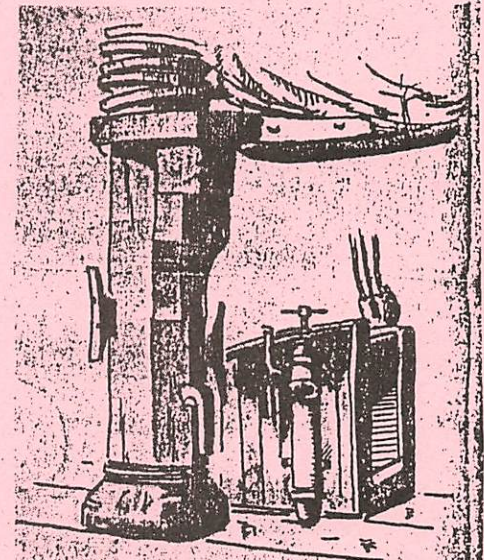
BAND OF HOPE AFTER CONVERSION



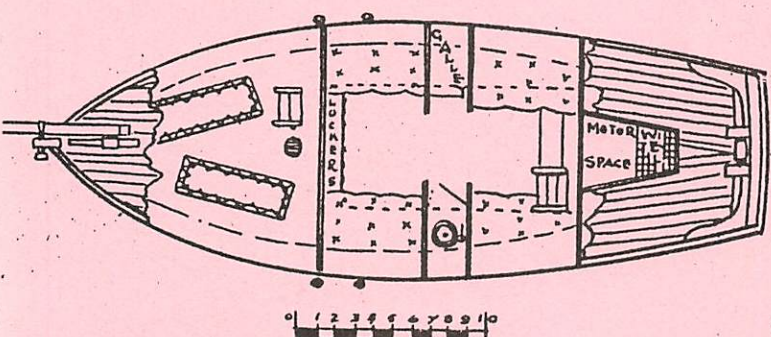
THE STEMHEAD, BITTS AND OLD TYPE WINDLASS



Lines of a typical bawley, similar to Band of Hope, taken off at Harwich by Mr. W. M. Blake. This bawley was 37 ft. OA, 35 ft. WL, 13 ft. beam, and 5 ft. draught

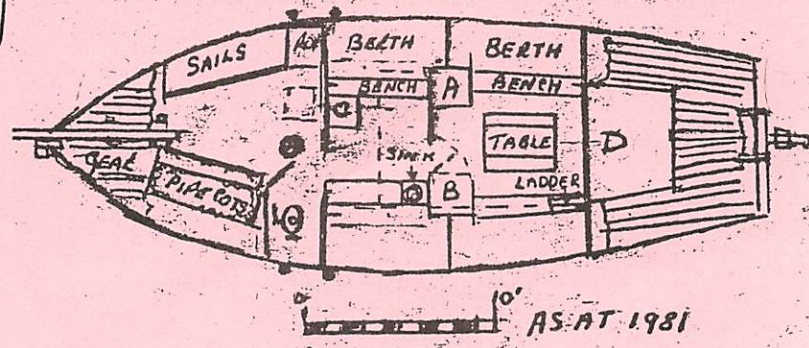


THE FOREHATCH AND BILGE PUMP. NOTE THE BOOM JAWS AND THE HALYARD CLEATS SCREWED TO THE MAST



The ample space below decks in Band of Hope has not been very well utilized
AS AT 1936

- A - GALLEY
- B - GALLEY CUPBOARD
- C - CLOSET
- D - MACHINERY SPACE CHART TABLE OVER



AS AT 1981

In order to improve the space below the fish hold was widened by approximately one foot on either side with compensating strengthening of the vessel to allow for the shortening of the beams. A 20" high coach roof was constructed with 2" Columbian pine side combings and 2½" thick end combings. The whole constructure was strengthened by four iron knees on each side bolted to the side combings and extending beneath the deck beams and being bolted to them. This effectively removed any risk of the coach roof lifting away from the deck. Close spaced oak beams approximately 2" x 2½" support the deck head. Four scuttles on each side provided the light below.

The maximum headroom is 5'11" over a short distance amidships reducing as you move aft. The coach roof was approximately 6' wide by 10'6" long, the after end being a vertical continuation of a bulkhead which divides the accommodation from the machinery space. At the forward end the cabin space extended beneath the deck to the bulkhead forming the after end of the fo'castle.

In this original conversion the existing Thornycroft Handy-Billy petrol/paraffin motor was retained as was the steering well in the after deck. The machinery space was protected on the sides by a combing approximately 12" high and above by some drop-in beams and a canvas sheet.

The original working rig appears to have been that of a Harwich smack and not the more usual bawley rig of long gaff and completely loose footed mainsail. This rig was maintained although the top mast was not sent aloft and rigged at the completion of the conversion. A scissors type boom crutch was fitted in place of the existing mitch board.

The accommodation was effectively divided into three separate compartments; the fo'castle with two pipe cots. The forward cabin with two wide berths beneath the side decks and lockers across the forward bulkhead and an after cabin again with two berths beneath the side decks. These cabins were divided by the galley on starboard and the heads on port sides. At the completion of this work in 1936 the boat was based at Gillingham.

Between 1936 and 1939 the boat was sailed in the Thames Estuary, London River and the Medway, by the four partners skippered by Mr. S.A.G. Emms and no records are available of this period.

In summer of 1939 the boat was taken into Leigh on Sea to the yard of Mr. L. Warland for some modifications to the rudder and stern post to try to improve the handling when going about. Unfortunately war was declared before this work was completed and as a result the Band of Hope remained in Leigh Creek until 1948. The modification carried out extended the stern post aft by approximately 9" and re-hung the rudder.

As the owners were all from the Midlands and Leigh was in a defence area they were not allowed to visit the ship between 1939 and 1945. As one of the partners had to visit Shoburyness on a number of occasions on government work he had the galling experience of passing within a few yards of his boat (in the train) and being unable to stop and visit it. Actually the mast was clearly visible from the train.

6.

By the beginning of 1946 when it was again possible to move about more freely, the extent of five years enforced neglect became apparent. The hull had to be dug clear of mud internally as well as externally and what was left of the internal fixtures salvaged where possible. Owing to the acute shortage of raw materials anything recoverable was hoarded against future use.

With the help of Mr. L. Warland and his men the long slow job of returning the Band of Hope to a seaworthy condition began and by 1947 progress was sufficient for the boat to again be sailed in the estuary although still without topmast or cross-trees. The old Handy-billy had not survived and in 1947 a second-hand Coventry Climax petrol engine of approximately 12 h.p. was fitted with a chain drive reduction to a marine gearbox, still retaining the 18" 3 bladed propellor originally fitted. This engine and gearbox was salvaged from a river type motor boat which was being dismantled following wartime neglect. Later this engine was adapted to burn T.V.O. and this was used as the main fuel. This engine served until it was replaced by a Dorman 4 D.S.M. diesel (ex. Admiralty harbour launch engine) in 1960.

In 1949 the boat was sailed round to the Crouch and moored off Lion Creek just above Creeksea ferry where we remained until 1952, being laid up in the Lion Creek above Lion Wharfe for the winter. At the end of the 1952 season we found ourselves in Paglesham with a broken boom and this was the start of a long association with this delightful anchorage.

After resolving certain problems arising from our unintentional winter stay afloat at Paglesham we found a mooring on oyster ground belonging to the Keeble family, who continued to look after us and the boat for many years until the family ceased to work the oyster beds which then changed hands.

In the late 1950s we carried out a number of major repairs to the decking and new mast partners were fitted. Also around this time the cabin coach roof was modified by fitting two wedge shaped pieces into the side combings which raised the after end by around 4" and considerably improved the head-room. The coach roof now being parallel to the water line instead of the deck as previously, a rigid cover with a sliding hatch was also fitted over the engine well to replace the loose beams and canvas previously used.

As a result of the major renovations carried out from 1946 onwards the arrangement of the accommodation was considerably altered. Benches were fitted inboard of the berths in both forward and main cabins, the galley on starboard and the galley cupboard on port were modified so that the under deck berths passed behind them. This gave 4 berths each 6'6" long and a minimum width of 2' in two separate cabins. Whilst the continuous after bulkhead remained between the cabin and the machinery the forward one was pierced to give an access to the fo'castle. The heads were located just forward of this division on the port side whilst the original fo'castle hatch remained on the starboard side of the mast.

Subsequently the fo'castle was rearranged to give two pipe cots above each other on the port side and a rack for sails and other gear provided on the starboard side.

In 1962, following a lot of trouble with a leak and comments from the Keebles that it was 'possible to get a hand between the garboards', we set out to find a suitable slip on which repairs could be effected. After much searching we found a slip that could carry our approximately 16 tons deadweight and an associated yard that was sympathetic to an old boat and its problems.

Mr. Stan King of William King & Sons of Burnham-on-Crouch proved to be a 'friend indeed' as well as a friend 'when in need'. When the Band of Hope was slipped we found to our horror that the situation was worse than we had feared. About 25 feet of the after end of the keel had either crushed or completely disappeared due to the activities of ship worm which we can only assume had got to work during the war at Leigh. As for getting a hand between the garboards this was only too true. Investigation showed, as is often the case, that there was some bad wood but the remainder was iron hard and solidly fixed. It was therefore decided to replace the lost portion of keel by planting on a piece of 6" x 6" oak about 30 feet long to the remaining solid wood, using new keel bolts where possible and stirrups curved to the shape of the deadwood and bolted through under the engine, which could not be removed once the boat was slipped. This work was successfully carried out by Stan King and his shipwrights, new garboards formed and fitted and the whole made tight again. It was at this time that we lost 3" of draught aft.

In a period of 2 years and 3 months on King's Slip we removed all iron ballast, cleaned out the hull, renewed all seam caulking and refastened all the planking. As the ship was largely built with trenails (wooden pegs) and the 1936 conversion had only partly replaced these and 1946 a few more. We set too, to do a complete job. Under the expert tuition and eagle eye of Stan we drilled out, counterbored, spiked with $3\frac{1}{2}$ " galvanised spikes, plugged and smoothed off many hundreds of fixings. It was quite common for three or four of us to do up to 300 spikes in a week-end. After this effort we set to and recaulked every bottom and most deck seams using oakum and tar putty again under expert supervision. Just for good measure a section of new covering board was fitted, new stanchion heads, and rail capping together with new rail boarding. A complete burning off of the hull outside with repainting completed the refit.

Following the relaunch the topmast was rigged and sent aloft and a new topsail acquired. It was the year following that we tried it all out on an East Coast O.G.A. Race. Later we raised the combings on the engine well by about 16" and refitted the cover together with an end hatch this enabled one to service the engine under cover. About three years later we further raised the doghouse to enable us to fit a chart table over the engine for the benefit and comfort of the navigator, the only cushy job in the Band of Hope crew. Several subsequent slippings have dealt with routine maintenance, developing leaks of considerable proportions, storm damage and fair wear and tear.

Since the late '60s the ship has been cruised between East Coast, Amsterdam, Channel Islands and Tower Bridge; these however form another story. For the curious, I became involved with the then skipper S.A.G. Emms in some Sea Scout Activities during the war, after returning from service duty to civvy street. When I moved south to a new job in 1948 I got involved with Band of Hope. As the original partners have dropped out or passed on I have gradually found myself in the position of sole owner. A partner or partners would be welcome. Maurice Bailey.

ASSOCIATION ANNUAL GENERAL MEETING

The 1983 Annual General Meeting of the Association will be held at the Cruising Association Rooms, St. Katharine's Dock, London, at 5 p.m. PROMPT on Saturday, 15th January, 1983.

Would all Committee members please note that the Annual General Meeting will be preceded by a Committee Meeting in the Cruising Association Rooms at 2 p.m. sharp. If any Area Secretaries are unable to attend, would they PLEASE arrange for a member of their Area Committee to deputise for them, and advise the Association Secretary who will be their deputy.

The Agenda for the A.G.M. will be:

President's Address
Secretary's Report
Treasurer's Report
Election of Officers
Changes to the Association Rules
Presentation of awards for Newsletter Articles.

The business meeting will be followed by a social evening.

Our President, Michael Millar, has written: 'For reasons of poor health coupled with complications in both business and domestic life I am no longer able to take an active part in the affairs of the Association. As I do not believe in sinecure appointments, I do not intend to stand for the Presidency at the next A.G.M. I hope that I shall continue to be accepted as an ordinary member, if I pay my subs.'

Robert Simper has been proposed and seconded as President, and has agreed to serve if elected.

Robert is one of our 14 remaining Founder Members, and has served on our East Coast Committee since 1963, being an Association Vice President for the past six years. He first entered his converted ship's lifeboat 'Sea Fever' in our East Coast Race, then later bought the Scandinavian cutter 'L'Atalanta'. As well as his work for the East Coast Area, Robert is well known as an artist and author on traditional boats.

There have been no other nominations for the office of President.

There being no nominations for the job of Secretary, the present incumbent has agreed to serve for a further term of three years.

CHANGES TO RULES

Michael Millar has written to propose three changes to our Rules:

A. Rule 10 - FINANCE: Delete present Rule and substitute:

(i) All monies received or paid out by any member of an Area Committee in the name of the Association shall be deemed to be monies of the Association and shall be accounted for annually to the Association Treasurer.

Amendments to Rules, continued

(ii) Accounts for such income and expenditure shall be closed at 31st October each year and audited. These accounts shall be presented to a General Meeting of the Area members for approval in time for them to be forwarded to the Association Treasurer not later than 15th December of the same year.

(iii) The Organiser of any Race, Rally or other Event (whether sponsored or not) promoted in the name of the Association but outside the authority of a particular Area Committee shall be accountable to the Association Treasurer as in Clause (i) above.

(iv) The Association Treasurer shall publish to all members an annual balance sheet made up to 31st October and audited, to which shall be appended a summary of the income and expenditure accounts of the Areas and Rallies (if any).

B. Rule 11 - MEETINGS: Add new paragraph:

The meeting shall be held in time for the Area Accounts, if approved, to be forwarded to the Association Treasurer by 15th December. Minutes of Meetings shall be forwarded to the Association Secretary by the same date.

C. Rule 12 - NEWSLETTER: Add new paragraph:

The factual matter published in the Newsletter has been and shall be the only official record of the activities and business of the Association. Each edition of the Newsletter shall publish the latest date for copy to be received by the Association Secretary for inclusion in the next edition. Area Secretaries shall send detailed results of any Race held in their Area to the Association Secretary in time for publication in the edition next following the event.

These changes will be put to the membership for adoption at the A.G.M.

TRADITIONAL AND DURADON SAILMAKING by Stephen Ratsey

I was lucky enough to have served my sailmaking apprenticeship with the family firm just prior to the introduction of terylene in 1956. One of the things I miss most about a modern sail loft, is the pleasant aromatic smell of tarred rope and cotton canvas. Gone too are nearly all of the hand finishers, as there was at the very least four times more hand work required to finish cotton or flax sails. Many of the larger sails, particularly the flax storm sails, were made entirely by hand; there was not a machined stitch in them. For hand sewing, a continuous heavy waxed thread is used which can be made to bed well into the cloth. Machine stitching on the other hand, especially when a heavy thread is used, tends to 'stand proud', as it is constructed of a series of loops which sit out on top of the cloth. This tendency is unfortunately more apparent with terylene than with most other sailcloths, owing to the closeness of the weave and the hard resin finish.

Whilst most of the art of making sails in cotton and flax has been lost, there are fortunately still a few sailmakers left who can finish a sail in the traditional way. These sailmakers are only found where the older sail lofts are situated,

as it was not necessary for the newer sailmaking firms to learn the art - and art indeed it was - of traditional sailmaking. Making sails in terylene required new and different skills, and now with the advent of Mylar and Kevlar, we are having to revise our ideas again to cope with these unyielding and unforgiving materials - which do however make fast racing sails.

The nearest we get today to making sails in the traditional way is when they are made out of Duradon, which is synthetic flax. This material has been used for making sails for about ten years. It was originally woven for making tarpaulins in 1970, and for sailmaking purposes a closer weave and narrower width was introduced about two years later. Having read a number of the O.G.A. newsletters with considerable interest, it struck me that there seems to be some confusion about the properties of Duradon and its suitability for sails, and that perhaps a few facts and figures might not come amiss.

To revert briefly to the days when all sails were made from either flax or cotton, there were two main reasons why flax was used for commercial sails in preference to cotton, in spite of having more stretch. Firstly, it was stronger, the flax staple being longer than the cotton staple; secondly, not only did it become even stronger when wet, but more important, it also remained reasonably soft and easy to handle. Cotton sails when wet became very much harder and awkward to work with. Duradon has similar characteristics when compared with terylene (which is today's synthetic cotton). Like its predecessor flax, it is stronger and more tear resistant than terylene. The reason for this is its more open weave. Try tearing a piece of sacking - no reflection on the quality of Duradon!

Another advantage Duradon has over terylene (although this is not quite so true today, since terylene has become available with a U.V. reflectant coating) is its high resistance to the damaging effects of sunlight. It also handles very easily, and unlike terylene, does not feel like a skating rink when stood upon on a wet deck.

Naturally, different cutting techniques have to be applied, mainly to allow for the extra amount of cloth stretch, but providing one knows how flax sails were made - or better still, if one has actually made them - there are no problems. In our sail loft, we normally hand rope our working sails all round. For this we use Hempex, which is synthetic hemp, and is so similar to natural hemp that it is difficult to tell them apart. We also use Hempex for all the grommets and external cringles, and as it handles in much the same way as its natural equivalent, we can taper all the splices where ropes of different sizes have to be joined; i.e. leach in, head and foot bolt ropes, and all necessary earring splices. The reef knittles, again in Hempex, are crows-footed on in the traditional way. Of course, the whole sail may be sewn together by hand, if desired. A hand-sewn sail is stronger than a machined sail and less prone to chafe, as previously mentioned.

Whilst Duradon is suitable for most sails, especially where traditional finish and appearance is important, we do not recommend it for large overlapping headsails such as genoas, as the cloth stretches too much for this type of sail. It is however quite satisfactory for gaff mainsails, lugsails, squaresails, staysails, trysails, storm foresails, all jibs, and steadying sails.

Duradon is available in the following weights: Duradon Extra $18\frac{1}{2}$ oz/m², Duradon Standard $16\frac{1}{2}$ oz/m², Duradon Lightweight $14\frac{1}{2}$ oz/m², and Duradon Super Lightweight 11 oz/m². It is woven polyester filament, to which a small percentage of nylon is added in the heavier weights. There is a good range of colours: i.e. white, sail brown, green, blue, red, yellow, silver grey, flame and maroon.

Having detailed the qualities of Duradon, we should conclude by stressing that it is really only suitable for purely cruising sails or storm sails, where performance is of secondary importance, but where long life and durability is the major consideration.

Sunray Sails have just made up a complete suit in Duradon for an East Cornish Lugger, 70' overall and 42' between perpendiculars, rigged as originally, with a dipping forelug and standing mizzen and a total sail area of 1,600 square feet. An article on the enterprising and rewarding renovation by Mr. Webb of this 1908 Lugger 'Our Boys' will hopefully be appearing in a forthcoming issue.

If readers have any queries regarding the use of Duradon for sails, or indeed would like to discuss gaff sails in any context, I hope they will contact me either by writing to me at Sunray Sails, Cross Street, Cowes, Isle of Wight, or by telephoning me at Cowes (0983) 297326 (Evenings 0983 760773), and I will be pleased to help in any way I can.

BRIGHTON MARINA OLD GAFFERS' RACE & RALLY 23rd-26th July 1982.

Eight Old Gaffers assembled for the third Rally and Race at Brighton Marina over the weekend 23rd - 26th July. Numbers were less, probably due to the many other maritime events going on around the coast both this weekend and throughout Maritime ... England Year.

Seven of the Gaffers decided to enter the 'Fun Race' on Saturday afternoon, first prize for which was a bottle of Pussers' Rum, other entrants receiving a stick of traditional Brighton Rock. All participating crews lined up on the lower deck of the Marina West Jetty for a staggered start, according to the mooring positions. At the blast of a borrowed police whistle, they raced to their boats (moored with engines off, and a minimum of two warps ashore) started the engines and set off for a mark off the Palace Pier. First boat to reach the mark, return to the Marina, get their two warps ashore and the engine switched off and reach the Race Officer would be the winner! The Race Officer wasn't too worried as to the method of getting there and back; sail, motor sail, row or tow, it didn't matter!

Some Old Gaffers show a surprising turn of speed under engine, with Moys, Chris Waddington's boat, peeling off like a greyhound from her mooring, closely followed by Sprite. Sails literally flew up, and Moya was the winner in a time of thirty-six minutes, with Sprite only two minutes behind.

Sunday was to prove an extremely crowded day in the waters off the Marina. In addition to the Old Gaffers Race, timed for 9.30, the local fishermen's protection society had organised a trawler race to start at 10.00, with twenty-odd entrants, and Brighton Marina Yacht Club were holding their usual Sunday race at 10.30, with a potential turn-out of over thirty boats.

The day dawned fine but almost windless. At the skipper briefing at 8.30 it was decided that the boats would go out, and if the Race Officer considered there was enough wind by the ten minute signal, the race would proceed, otherwise, there would be a postponement until 11.30. This late timing would allow for the trawler and BMYC race starts.

All was well, as by 9.15, Regard was seen to be just making way over the tide towards the line, and by the start at 9.20 a pleasant breeze began to fill in from the South West.

Undine had a good start to be first over, with Moya next about three lengths behind, closely followed by Cynara, Olive Mary and Nerak. Velma and Sprite were next, whilst Regard, having sampled the line earlier, majestically repeated the performance somewhat later.

At the first mark, Undine was still in the lead, having slightly increased the gap with Moya down the seaward leg; however, Moya began to close as the breeze increased. Cynara, Nerak and Velma were also round the first mark, but Sprite had been rather set-down towards the pier, and Regard was observing the grockles on the sea front.

Returning to the first mark was Undine, just leading, until at this mark, Moya sailed through to windward and rounded first by a whisker. At this moment, the gun fired for the start of the J.24s and sundry others of the BMYC fleet. The result was interesting; the locals, who were best placed to start were suddenly confronted with acres of sail taking their wind and water. What was said is not (officially) recorded, but some of the crews were very polite, and asked if our Gaffers would mind moving over - just a little- please! Needless to say, the modern racers were soon away - only to be replaced by hoards of roaring trawlers coming back for their second leg. Olive Mary arrived at the first mark, to be engulfed in trawlers turning at the same mark - luckily in the same direction. Happily, she emerged unscathed.

By now the breeze had increased to a respectable force 3 from the South West (North West was forecast!) and everyone was tramping round in grand style. Undine never managed to recover the lead from Moya, and Olive Mary settled in ahead of Cynara and Velma, with Sprite doing well not far behind.

Now Nerak appeared over the horizon, and Regard disappeared towards it. On the horizon is the seaward mark, and the other boats had been rounding a mark approximately a mile and a quarter off the pier (instead of nearly three miles as indicated on the chartlet).

The Race Officer had hoped that all boats would have sailed the shorter course, once the mistake had been made, so here was a dilemma. The mistake was understandable, and the moral of this story is to describe course marks if they are not standard navigation marks.

Nerak sailed fast round her second leg to complete it as the majority were completing their third improper round. Times were, therefore, taken for the boats on the three short rounds, and the course was shortened officially to finish Nerak at the end of her second round. Meanwhile, Regard was still sailing the correct course. Unfortunately, she did not complete her two rounds, as she had to return crew to Portsmouth.

The result was clear: Nerak was the winner, and it was agreed that subsequent placings should be taken from the 'other' race.

It had been a superb day's sailing, and a much enjoyed weekend. We are grateful to the Brighton Marina Company, the sponsors and Brighton Marina Yacht Club. Slightly spoilt by the fishermen's oversize lobster pot marks, but happily with no dissent. Well done Nerak, on a much deserved victory!

PRIZE LIST:

British Navy Pusser's Rum (1st overall on handicap)	Nerak
John Perkins Trophy (1st to complete course)	Nerak
First Class I	Nerak
Second Class I	Undine
Third Class I	Moya
First Class II	Cynara
Second Class II	Olive Mary
Third Class II	Velma
Ron Wooler Memorial Trophy (Best presented boat)	Olive Mary
Evening Argus Prize (Oldest boat attending Rally)	Undine (1889)

* The 1983 Old Gaffers Rally and Races will be held over the
* weekend 5th - 7th August 1983.
*

Next year, we propose holding the big race on the Saturday, to avoid clashing with any proposed Yacht Club activities, whilst the Fun Race will be held on Sunday morning. In this way, participants in the weekend wishing to get away in good time on the Sunday will be able to do so.

Valerie M. Gardner.

BOOK REVIEWS:

THE LAST OF THE SAILING COASTERS, by Edmund Eglinton.

Trading schooners and ketches survived the Second World War, but not in any numbers. While they were occasionally seen at east coast ports, they were better-suited to trading in the English Channel and around the other side of England, where their deep draught was less of a problem. From the 1920s onward they were fighting for survival because lorries began to take over their work of distributing cargoes to the smaller ports.

It is this period which is covered in Edmund Eglinton's book 'The Last of the Sailing Coasters', an illustrated hard-back, published in the H.M.S.O.'s 'Recollections' series at £4.95. The author was a professional seaman, and spent years in coasting vessels, rising to Mate.

The book begins in 1910 and ends in 1930. The author's father, a former skipper, was then a contractor in charge of sea-wall maintenance in the Bristol Channel. For this, stone was brought in by trows - the sailing barges of the area. The boy initially went to help out a skipper who was sailing single-handed, and stayed on, becoming a throwman, and later a schooner-man, picking up the job as he went along. In this way you have to learn very fast, which quickly sorts out the good from the not-so-good. The bad don't last long.

Eglinton stayed. As time went on he could see that the ships he loved were on their way out: so could any seaman who kept his eyes open, but many did not wish to see because they liked the life. Service in other classes of ship - as happened to the author - showed them that in many ways they were better off in schooners. To 'go into steam' was to take a step down. A berth in coasting sail involved plenty of work and worry for very little money, which made things difficult for the married men, but it was a remarkably satisfying job, bringing out every bit of ingenuity a man possessed.

The auxiliary engine was not loved, but was accepted as a means to keep the craft going a bit longer, in spite of competition from lorries and Dutch motor coasters. It meant that the skipper, who was often the schooner's owner, had to learn additional skills, since an engineer could not be afforded (or even accommodated). So the skipper had to struggle with early hot-bulb engines, and make improvised repairs at sea.

In one chapter we follow the progress of one of these repairs. The Mary Jones runs a bearing off the north Cornish coast. She's run a bearing before, so the skipper already has a mould and some white metal aboard. This is heated up in a ladle over the cabin fire, a new bearing is cast and fitted - and off they go again after an uncomfortable few hours, the north coast of Cornwall being an uncommonly dangerous place for a disabled vessel.

In the Garlandstone, a three-handed ketch, they have to go from Gloucester Docks to Sharpness, and take a short cut via the Gloucester and Berkeley Canal. This had 16 swing bridges and no bridgemen, so the crew had to shuttle back and forth in the boat, opening and shutting each bridge as the vessel reached it, and then back aboard again, as there was too much to do for a man to be left ashore during the trip through the canal. The alternative was to employ a man with a bicycle who would ride the length of the canal and work the bridges, but he charged ten shillings for this, a fair sum of money in the 1920s, and the freight did not often warrant such an expence. The author says that it was even possible for the crew to work these bridges in a two-handed craft, but it can't have been easy.

Another time the author is working in a small ketch, the Lily, when she takes ten days to complete a round trip in the Bristol Channel, because the crew (all two of them) catch 'flu and can't even get the anchor up in their weakened state. They are helped

by an observant tug skipper, who sees their riding-light up in daylight, and comes to investigate, as he realizes that something is wrong.

The last story in this book tells of a cement freight from Greenhithe to Falmouth in the *Two Sisters*, a topsail schooner without auxiliary power. It shows what a lot of hard work, anxiety and damage could be caused through the lack of an engine, for it is October, and she gets within sight of Ryde (the first safe anchorage) and the wind fails. Then it changes direction, becomes a head wind and increases to gale force. They are driven right back into The Downs and some gear carries away, but they manage to repair the damage and later continue the voyage. But the cement was two months being delivered, so everyone lost money. With an auxiliary engine they could have got into Ryde in time, laid weatherbound, and then continued their passage when the weather let them, without having lost any ground.

Here the book ends rather suddenly. The author has been taught a lesson, and he knows that the schooners will not last much longer, much as he hates admitting it. Where does he go next? Unfortunately we are not told. Most coastal sail enthusiasts would not have complained if this book had been twice as long, because it is very good indeed, and reasonably priced.

Pat O'Driscoll.

SAIL AND OAR, by John Leather. Published by Conway, Maritime Press at £8.95. 144 pages, with 140 photographs & diagrams.

This is a book which is likely to take older O.G.A. members back to their earlier sailing days, when they made venturesome voyages in small craft, dreaming of the day when they might own 'a real yacht'.

This book reviews a number of noteworthy small craft, starting with Percy Tatchell's 12 ft. dinghy 'Esmeralda', built fifty years ago, and going through such types as paddling canoes, sailing canoes, an Albert Strange canoe yawl, dories, both fishing and sailing, and some American types to the Norfolk sailing punts. Skiffs, gigs and cutters are included, but there are some surprising omissions, such as the West Wight scows. A chapter on schooner-rigged dayboats, covering American boats between 30 and 40 feet in length seems a trifle out of place in a book which is essentially about small craft, but nevertheless, like all John Leather's work, it is entertaining and informative.

A chapter on rigs for small sailing and rowing boats is a veritable mine of handy bits of information, as is the short chapter on oars and rowlocks.

Personally, I would have liked to have seen a chapter on small work boats; the barges and smaller smacks boats which could be sculled, sailed or rowed through surprisingly rough water, but possibly these are too diverse in build to fit into a decent chapter.

Whether or not all readers will find all their own choices of small sailing or rowing craft included in this book, it is fairly certain that all readers will find that what is included is excellently described with plenty of line drawings, sail plans, sketches, and a splendid collection of photographs, some of which are around a hundred years old. While much of the book is of historical interest and importance, John Leather has been careful to make it clear that many of these types of small boats are by no means things of the past, and there are plenty of references to modern plywood or fibreglass versions of the types described. This book is very much a guide to a form of boating which in the present climate of world recession is on the increase.

Also, this is a book which should interest model makers as well as those interested in boats they can sail in. Many of the drawings and photographs should be more than adequate to enable the construction of an unusual and interesting model.

Finally, it is a book to enjoy.

J.A.S.

VIVE LA RANCE

Of the thousands of British yachts that visit St. Malo every season, only relatively few get to visit the river Rance above the tidal barrage. Since the Rance offers miles of sheltered water, attractive scenery, peace and quiet and few navigational problems, this is hard to understand. As a bonus for Old Gaffers the area is rich in maritime historical associations, and there is much to be seen of great interest to the traditionalist. Those who feel uncomfortable unless firmly tied to a marina pontoon, surrounded by Red Ensigns, and with electricity, water, telephone and disco laid on, need not trouble to read further.

From St. Malo to Dinan, where the river becomes canalised, and a low bridge calls for masts to be lowered, is about 16 miles. The Canal runs from Dinan up to Rennes, the capital of Brittany, and on down to enter the Bay of Biscay at La Roche Bernard, thus avoiding the long passage round Ushant. However since the draft limit is little over one metre, it is inaccessible to Wilful, and therefore outside the author's experience. The last four miles, from Chatelier lock to Dinan are also shallow, around four feet being maximum draft to clear a couple of spots, although there is claimed to be 6 feet of water all the way. However boats drawing up to 6 feet should have no trouble reaching Chatelier with a rising tide, where they will find a good mooring.

Ideally one leaves St. Malo around half tide up. Allow twenty minutes to get up to the Barrage lock which opens on the hour for upstream traffic. The lock is on the west side of the barrage, and the area to the east is marked off by red buoys and is a prohibited zone, due to the potential danger of being sucked through the electricity generating turbines and spat out in very small pieces. There are numerous moorings close to the lock where one can hang off to wait for it to open. Once the road

bridge is lifted and descending traffic is clear, you can enter the lock. There is no need to have long warps ready, since heavy ropes hang down, and all that is needed is a short line doubled round these fore and aft. Since the locks are filled from the bottom there is little turbulence, and the whole process is very smooth and painless. As stated, the lock opens on the hour for upstream traffic, and at 20 minutes to the hour for downstream traffic. Depending on the height of tide the lock may not open for a couple of hours at low water. Times and levels of water above the barrage do not necessarily follow sea tide times, as they depend on when power is required from the turbines. Information can be obtained from the harbour office at Bassin Vaulsan, from the lockkeepers at the barrage, or from the local paper Ouest France in a small column with the obscure heading Usine Marémotrice.

Above the barrage the river widens, with a bay full of moorings on the west side. There is a marked channel to the quay at the village of La Richardais. Since this is the closest spot to Dinard Airport, it could be a useful rendezvous point for crew joining or leaving. About a mile further up is La Jouvente hotel with pontoon berths right outside. The end pontoon is reputed to have over one fathom at lowest water level.

Further up the west bank one reaches the bay of La Landriaais near the village of Minihic sur Rance. This bay contains the shipyard of Lemarchand, where there is a fascinating and probably unique construction. This is a dry dock built of timber, 150 feet long, by 25 feet across. This was built in 1908 to provide the only dry dock between Brest and Cherbourg for the Grand Banks schooners. This enabled the schooners to be recaulked and sheathed much more conveniently than by the old method of careening in the 'Mare aux Canards' in St. Malo. For several generations the trade of caulking was a virtual monopoly of this west bank of the Rance, all the caulkers coming from Minihic, Pleurtuit, or Langrollais. They were not employed by the yards, but hired on a casual basis, working in gangs of twenty or so men under a 'Maitre Calfat'.

A speciality of Lemarchands yard was the construction of the dories used by the Grand Bankers. Francois Lemarchand introduced the American design of dory, and from 1890 to 1930 the yard produced 200 - 250 a year during the summer months, using a series construction with 10 being lofted, 10 constructed and 10 painted at a time.

Across the river on the East bank is the village of St. Suliac, where provisions can be obtained and there is a restaurant. Thus far there is plenty of water in mid channel, but from St. Suliac on it is wise to keep to the buoyed channel except in a shallow draft boat, particularly on a falling tide. The channel is very clearly marked with port hand buoy or posts all the way up to Dinan. These are not lit, and night time navigation is not advisable until one knows the river well. Another word of caution concerns anchoring. Pick a spot out of the main channel, since the current can be fierce when they are dropping the water level.

A couple of miles above St. Suliac you pass under the suspension bridge between Port St. Jean and Port St. Hubert. There is a deep pool here, suitable for anchoring if you get caught by a falling tide. Beyond the bridge on the west side is a quay with the large village of Plouer half a mile up the lane. The east side is all mud flats, to be avoided except on a rising tide. The channel passes La Chêne Vert, a small château on a promontary and then passes Mordreuc. This is a delightfully sleepy old village with a quay dating back to the Middle Ages. There are a couple of cafés and a small general shop, as well as a butchers. It is possible to dry out alongside over low water, and then to carry the following flood up to Châtelier.

On the way up river at the head of several of the creeks may be seen remains of old tide mills, mediaeval forerunners of the barrage. Some have been restored as dwellings or for other purposes, but none so far as I am aware operates as it was designed to.

Above Mordreuc the river narrows, winding between steep oak forested banks, reminiscent of the upper reaches of the Dart or the Tamar. Hardly a trace of habitation and plenty of bird life. Here a feature is the fishing huts, wooden structures with a large dip net on a long boom. Previously these dip nets were used from sturdy 20 foot boats, Le Bateau Carrelet, propelled by a single large scull over the stern. Although the channel is well marked, it is advisable to go up on the rising tide, so that an inadvertant grounding only means a few minutes wait to float off. A good time to leave Mordreuc is when the tide gauge on the quay reads 8m.

Shortly after passing under the railway bridge the lock appears ahead. There is the same system of vertical ropes to hang on to as in the barrage lock, but there is considerably more turbulence. If your bowsprit can be run in or lifted up, it is worth the trouble of doing so. Do not be surprised at a greeting in English over the loudhailer, since one of the lock keepers, Michel Nessler, spent a long time in Australia and is always pleased to exercise his English. He is a very jovial character, with a soft spot for old gaffers, and a source of much useful local information. Fresh water is available at the lock. One can moor on the quay immediately above the lock, or at Lyvet on the East bank of the river. There are two cafés, but shops are a mile up the road in La Vicomtésur Rance. Altogether it is a delightful spot, which has been Wilful's base since Easter '82. The most obtrusive noise is the birds shouting at each other in the woods every morning.

Boats with not more than 4 foot draft can carry on up to Dinan, but for crews of deeper boats it is worth launching the dinghy if you have an outboard. My Seagull pushes me up to town in 40 minutes, and it's the pleasantest shopping run I've ever had to make. Alternatively one can cycle or walk along the tow-path. The variety of scenery in 4 miles is remarkable; you may spot a kingfisher or a heron, and you may even see one or two other boats on the move. Only on a July or August weekend will you see more than a couple.

Finally you reach Dinan, and the end of the trip unless you lower your mast and venture into the canal system. Dinan is a beautifully preserved mediaeval walled city. The old bridge in front of you was the main route between North Brittany and the rest of France from the 12th century until the viaduct towering above it was built a hundred years ago. Climbing up the narrow lane of the Rue de la Petit Port through the Porte de Jerzual to the city you are following in the footsteps of an 800 year long procession of kings and dukes, warriors and merchants, monks and peasants. Dinan is a delight to wander round, doing the odd bit of shopping, or just looking. From the Middle Ages up to this century weaving, especially of sailcloth was a flourishing craft here. There are pontoon berths in the port of Dinan, and charges are made for overnight mooring, for the first time since St. Malo. Since there is apt to be a fair amount of traffic noise there also, you may prefer to slip down river a mile or so after exploring the town and moor at the old quay of Taden on the West bank for the night.

This and the other quays along the river were obviously not built for the convenience of yachtsmen seeking a quiet night. For centuries the Rance has been an artery of commerce, with Dinan as its navigable limit until the construction of the canal in the last century. Certain distinctly local types of craft developed, and are worth a brief description:

Les Chalands These were barges built to fit the locks on the canal d'Ille et Rance, i.e. 85' x 14'9" x 6'. In the canal they were towed by horse or manpower, but to get to St. Malo they had to sail, as the towpath stopped at Châtelier. They were rigged with two masts in tabernacles on which were set sizeable boomless lug sails. Going up to Rennes the masts and sails were unriggered and left on the quay at Châtelier, being re-riggered on the way down. Since the river between Châtelier and Mordreuc was too narrow for sailing, the crew would pole the barge down with the aid of extra hands embarked at Châtelier, and making use of the current. Boat movements on the canal for the year 1886 totalled 2,463 and although by no means all went down to St. Malo there was considerable traffic. Cargoes carried included apples, stone, sand, timber, etc.

La Gabare de Pleudihen These were pretty clumsy vessels of some 31' x 14'6". Their main cargo was cordwood and faggots for the bakeries of St. Malo and Dinard. They were based at Mordreuc where they would dry out to load from mountainous piles of wood cut from the surrounding forests. Faggots were piled high above deck level in the manner of the Thames stackie barges. The mast, a massive barked chestnut pole, was stepped well forward and unstayed. A lugsail was set with the foot cut very high to clear the cargo, and a small jib was tacked to the stem-head. Other equipment comprised a pair of oars, two long poles and a shorter boathook. The sailing qualities of the Gabares must have left much to be desired, but they worked the tides up and down river. None continued working after World War I.

La 'Ship' de St. Suliac The origin of the name, which is curious in being applied to a small open boat, is unknown. The ship was used only for seine netting on the sandbanks of the Rance. Although a small lugsail was rigged for following winds, they

normally worked under oars, of a type unique in Brittany. The oar was made in two pieces, the blade and shaft in pine of normal form, lashed with two seizings to a heavy oak or elm handle of flattened section. Through this a hole was bored and a single iron thole pin passed through this. Four men, one to an oar, would row while the skipper steered and paid out the net. La Ship was a double ended craft, flat and beamy, with a beam of 6'3" for a length of 17'6". Several old ship hulls with motors in are still to be seen at St. Suliac.

Le bateau Carrelet This extraordinary looking boat has been briefly mentioned. They worked the upper reaches of the river, often fishing at night. Some 20 feet long, they were sculled with a 16 foot long oar. The mast was supported by shrouds only on one side and by fore and backstays. The enormous square net was spread by pairs of flexible poles suspended from the long boom. This was lowered horizontal, and the net dipped over the mudbanks and hauled up again with the aid of a winch. A couple of small motorised Carrelets are moored at Châtelier, but this ancient method of fishing is now mainly carried out with the fixed nets on the shore or with small nets thrown in and retrieved by hand from locks, wiers and quays.

When time runs out, and it is necessary to hurry back to sea and head north to the Channel Islands en route to England, it is convenient to leave Châtelier an hour or so before high water. Two and a half hours should see you down to the barrage, and having made sail and cleared the rocks off St. Malo, enough of the ebb should remain to help you clear the SW Minquiers buoy en route to Guernsey. The old coasting ketches used to leave the Rance around high water, set a course of NW and hit Start Point on the nose with remarkable regularity. Spuds were a common cargo, but traditionally for the last voyage of the year they loaded mistletoe, which is abundant in the oak forests around the river, and braved December weather in the Channel to brighten the heathen English Christmas.

Any Old Gaffer who may be feeling that the Rance deserves investigation should note that every September the French O.G.A. runs La Route du Cidre, a highly unserious type of old gaffers obstacle race up the river, involving stopping off at different quays and drinking large amounts of cider. This ends with a barbecue on the towpath at Châtelier, and is to be highly recommended. Another point to bear in mind is that in July '84 the Tall Ships Race to Quebec starts from St. Malo. A grand gathering of gaffers is planned, and promises to be an occasion not to be missed. It is to be hoped that many red ensigns will be visible, and this would present an ideal opportunity to escape the crowds for a couple of days up the beautiful river Rance.

Note: For any cruising on this part of the French coast, French Pilot Vol. 1 by Malcolm Robson is highly recommended. A useful chapter on the Rance is included, as well as all the coastal ports between Omonville and Treguier.

Jon Ward-Hayne.

Acknowledgment: The information has been freely translated from 'Les Bateaux des Cotes de la Bretagne Nord' by Professor Jean le Bot.

EDITOR'S NOTE: A recent business trip to Munich offered a chance to stay with O.G.A. member Herman Linnekamp in Uithorn for a couple of nights. As part of a grand sightseeing tour, Herman took us to see Chris Slagmoolen, who is building what promises to be one of the finest Old Gaffers built for many years; a 42 foot Mevagissey lugger, with a beam of 13 feet and 6 feet depth. The hull is nearing completion, splendidly built from thick oak, on sawn oak frames. To step aboard that hull is to step back almost a century, apart from the use of modern synthetic resin glue. All the work is to an extremely high standard, and the interior parts of the structure which have been sanded and finished give a good idea of the level of comfort and air of luxury Chris is aiming to achieve.

The sawn and bolted oak frames give an impression of massive strength, more than matched by the very solid stem, keel and keelson, and the planking is very far from light! With only a couple of hull planks to be fitted, and all the laid decking in place and some of the seams caulked, launching day is within sight for the James Haillet, as she is to be named. Having enjoyed seeing the superb workmanship this 33 years old Dutchman is putting into building this very British type of hull, I'm very much looking forward to seeing her sailing under the gaff ketch rig Chris is planning. From aft, the hull has beautifully fine lines, and she looks as if she will be a real 'dream ship' to sail on.

Chris made it all look and sound easy, with light talk of the number of (large) oak trees used so far, but this boat is a really major undertaking, and one can but admire the courage and determination of anyone who commits himself to such a project single-handed, especially after building a smaller Dutch traditional boat with his brother.

J.A.S.

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N.E. Williams, 48 Alexandra Road, Rayleigh. (0268) 742364.

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R.J. Meikle, Tudor Lodge, Church Close, West Runton, Cromer, Norfolk. West Runton 475.

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G. Hatsell, Southend-on-Sea 218203.

NGATAKI (439) Gaff cutter, 20' x 7'8" x 3' 8". 1920 pitch pine on oak, strongly built in good condition. Albin 10 h.p. inboard, electric start, navigation lights, cabin, etc. 3 berths plus 1 small berth. New terylene sails, new standing & running rigging. Self draining cockpit. Extensive refit 79/80. V.H.F. R.D.F. log, echo sounder. Good little sea boat. Photos available. Owner buying larger gaffer. Lying Guernsey. £3,000.
S. Gains, Windrift, Les Laurens, Torteval, Guernsey, C.I.
Tel: Guernsey 64357.

MYRTLE (688) Quay punt, 1900. Gaff cutter pitch pine on oak. 26' x 8'6" x 4'9". Morriss Vedette inboard. New sails, used one season. 4 berths, roomy saloon. Toilet, cooker, Not used 4 years, now needs attention. Moored Hamble. £1,500.
C.J. Relph, Poplar Cottage, 73 London Road, Blackwater, Hants. Camberly 32877.

LADY BEATRICE OF PAGLESHAM (1002) Maurice Griffiths, 1937. 22' x 8' x 2'6" + bowsprit. At present sloop rigged with light blue terylene sails - has tackle for her original cutter rig. Centre boarder with 15 cwt lead internal ballast. Original canvas mainsail & storm jib. Stuart 8 engine - one that starts on the handle every time. 2 berths in main cabin - gas cooker - compass - echo sounder - anchors, chains, warps, etc. etc. Very attractive boat with good sailing performance, she is in commission at Hullbridge on River Crouch. £4,000.
Brian Forker, 11 Mountview Road, Chingford, E4 7EF. 01 529 8172.

SELECTED SITKA SPRUCE POLES for masts, spars, or quants. David Gaster, Ivy Cottage, Lower Hergest, Kington, Herefordshire. (0544) 230892.

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Our usual welcome to the following new members:

A.B. Adams, The Nook, South Street, Litlington, Nr. Royston,
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The following have changed their address:

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T. Eeles, 44 Montague Road, Brampton, Huntingdon, Cambridge.
G.W. Flashman, Pickwick Cottage, Old Turnpike, Fareham, Hants.
Thought 871
M. Little, c/o The County, St. Helen's Street, Ipswich, Suffolk.
Stina 854
J.H. Sadd, 60 Junction Road, Warley, Brentwood, Essex.
Olivia Mary 850
A.J. Savory, Greenway Lodge, Gosbeck, Ipswich, Suffolk.
Cherub 1023
N.K. Wheeler-Osman, 228 Ringwood Road, Totton, Southampton.
Dib 765

The following are to be deleted from the lists:

P.T.M. Barrett (Bries)	P.E. Fowle (Mildred)
W.H. Batten (Dyarchy)	C. Galterre (Meridian)
M.T. Booth	J. Lynn (Ilowa)
J.A. Cottis	R.H. Reid
C.K. Dightham (Blue Nymph)	D.G. Simpson (Mag-de-Layna)
F.J.M. Esson (Melmore)	

URGENTLY NEEDED

Good, clear, glossy, black and white 10" x 8" photographs of gaffers for cover pictures. Cover pictures plus a full article on the boat make a Newsletter more interesting, and we can have clear lines drawings, sail plans etc. copied if we get them in good time. Please do help us to keep up the standard of our journal.

The next issue will be started on March 14th, and we need articles etc. for it. Would all Area Secretaries please note that we need the programme of events by then - earlier if possible, as we've already had several queries.

Once again the time has come for the Secretary and family to wish all members a happy Christmas, and the best of sailing in 1983.

Also, we must thank all those who have written in through the year, but whose letters did not need a specific reply.

The following are to be deleted from the list:

P.E. Fowler (Bristol)	F.T.M. Barrett (Bristol)
C. Galtier (Bristol)	W.H. Batten (Dorset)
J. Lynn (Ilfracombe)	M.T. Booth (Dorset)
R.M. Reid (Ilfracombe)	J.A. Goffe (Dorset)
D.G. Simpson (Ilfracombe)	C.K. Dighton (Ilfracombe)
	F.T.M. Batten (Ilfracombe)