



1983/1

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, Willow Dene, 44, Castle View, Ambleside Northumberland.

East Coast

J.R.Wainwright, Port View, New Rd., Mistley, Nr. Manningtree, Essex

Cinque Ports

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

Solent

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

South West

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

Cornwall

Mrs. H.Aitken, 21, St. Peters Way, Porthleven, Helston, 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, Cairnhill, Kilbarchan Rd., Bridge of Weir PA11 2ET

FRANCE

Daniel Mitre, La Fleurais, 44130 Fay de Bretagne

GERMANY AND BELGIUM

Alexander Nurnberg, Rue de Birken 73A, B-4670 Montzen

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

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

- Virginia

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

- California

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

ASSOCIATION STOCK LIST

	U.K.	OVERSEAS
Membership Flags (20" x 16½")	£6.0	£6.30
Burgees 36"	£6.85	£7.35
24"	£6.0	£6.30
18"	£4.0	£4.25
Ties (Multi-motif)	£2.75	£3.00
Brooches (pin type)	£1.15	£1.30

Prices include postage and packing - surface mail for overseas.

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

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

Orders will not be despatched until payment has been received.

OLD GAFFERS ASSOCIATION

NEWSLETTER No. 1983/1

Once again we are nearing the start of the sailing season, and have arrived at the time when we have to check which of our members have paid their annual subscription. As in previous years, it seems that the bank's computers are far from perfect, and some of the standing orders we expected to be paid are not listed.

IF THERE IS A SUBSCRIPTION REMINDER WITH THIS ISSUE, PLEASE CHECK WHETHER YOUR BANK HAS PAID YOUR SUBSCRIPTION. IF THEY HAVE, THEN PLEASE LET US KNOW. THE REMINDER IS A WARNING THAT OUR BANK HAS NOT RECORDED ANY PAYMENT FROM YOU.

We have received standing order payments from A.M. LLEWELLYN and SURVIVAL OFFSHORE. Could the members on whose behalf these payments were made please advise the Hon. Secretary of their identities?

Our thanks to those who have paid cash subscriptions without any need for a reminder.

Much as we hate to do it, we do have to delete from our list of members those for whom we can find no record of any payment, and the presence of a reminder with this issue is the first warning that your name might be deleted.

Mail sent to our paid-up members B.S. MOORHOUSE and I.J. BATY-SYMES has been returned marked 'gone away'. Can any member please advise the Hon. Secretary of their new addresses?

The programme of events for 1983 appears further on in this issue.

Please note that the deadline for copy for the next issue is 22nd June.

COVER PICTURE: HYPATIA 340. 37' x 28' x 9.1' x 5.8'.

Hypatia was designed by Watkins & Co. Ltd., built to Lloyds A.1. Classification and launched from their Blackwall Yard on 20th June, 1896. She was built for P.G. Burnham Esq. of Overstrand Mansions, London, - one can imagine the gas lamps and handsome cabs of that era.

She came into our lives in January 1972 and has become a respected and vital part of the family scene.

Originally she was a centreboarder, with a draught of 3'9", but was altered from this to deep keel in 1909. She now draws 5'9", with a beam of 9'1" and length ex-sprit of 32'6". By researching in Lloyds Lists we have found that she was built 'under a permanent and watertight roof', built to 'special survey, and is first class, well and sufficiently equipped', was fixed with 'yellow metal fixings' and was coppered in 1901.

She was originally a cutter, and photographs exist of her in this rig after the war - the second one that is! When we bought her she was ketch-rigged, and we have retained this, although many alterations have been made.

The most important visual change has been to remove the Bermudan mizzen (fancy putting one of those new-fangled sails on her) and replacing it with a decent gaff. We have also changed the Cornish Jackyard topsail, which has only one spar adjacent to the mast, to a normal jackyard topsail with extra yards on gaff and mast: this gives a lot more area aloft. The total sails wardrobe is:-

Main - brown; Staysail - brown; Reaching Staysail - brown; Jib, set flying - brown; Jib topsail, used over jib and staysail - white; Genoa - used in place of jib and jib topsail - pale blue; Topsail - white; Watersail - yellow; Mizzen staysail - pale blue; Mizzen - brown; Mizzen topsail - white.

These take up most of the forecastle when below, so when we're at anchor they are usually stowed on the foredeck. The Genoa is very old and has numerous small patches, which made one competitor in a recent race exclaim that it looked as if someone had a go at us with a shotgun!

When we first bought Hypatia, she was at Poole, and we made a total porridge of getting her home to Leigh on Sea (Thames Estuary). Before becoming infatuated with her we had been catamaran enthusiasts, and still are in some ways but she was a total change: in fact just like a different mode of travel. Cats draw little, and even if you do go on the putty you can up-plates and sail off. They also don't carry their way, and are quite manoeuvrable. Hypatia had a very unreliable Watermota/Ford quarter-mounted and was (and is) impossible to go straight astern. She also has a wheel behind the helmsman which works through a patent system of levers to the rudder. This system is very good, but was capable of being taken past 'dead centre' so the steering was reversed!!

At that time she had a self-steering put on by a previous owner, but we didn't attempt to use it, and it was removed and sold to Warwick Baines and John Gauntlett from the Leigh Sailing Club who used it on the 30 ft. Van de Stadt boat in which they sailed to New Zealand and back.

Hypatia ~~is of~~ teak carvel construction, lined throughout with tongued and grooved pine. The frames are all sawn, and she carries $3\frac{1}{2}$ tons of lead and internal pig ballast. The cabin sole has been cleverly lowered (by Kings of Burnham, I believe) so there is 6'6" headroom in the cabin. Sink and cooker are to port with chart table to starboard, then full length bunks. Heads to starboard are balanced by lockers to port, and then into the forecastle with two other bunks, one folding. The cabin has a centre table, and we have fitted a solid fuel stove which is an amazing advantage. Quite apart from extending the season so you can sail without being engulfed with other craft, even in the summer it can be used to dry and air clothing and people.

We have installed a Mercedes diesel which has added enormously to the dependability and range of cruising - one does have to be back at the office on Mondays unfortunately.

How does she handle? Near the wind or on a reach she is a perfect lady. On a broad reach or a run - particularly in a sea-way - she's a bitch. I think it's the fine entry, but she

decides to go one way, and off she goes. In correcting it one over-does it, and she's back the other way. A tiller would make it easier, because the steering is seven turns lock to lock. She heels to the slightest puff, but is very stiff when she gets the gunwale under. We don't race her too much - except for the O.G.A.s - but one particular event stands out in my mind. I should add that I am blessed with a family as enthusiastic about sailing as I am, and our crew is often wife Pat, son David (26) and daughter Christine (24). David is a Tornado helm in the International Olympic squad and we had a number of his hairy mates on board for an event in the 1977 Southend Regatta.

The gaffers started with the rated and unrated cruisers, and we had the lot up, even though it was a good 4 and freshening. The last mark was some seven miles from the pierhead and we were way ahead of the other two gaffers, and not that far behind the cruisers. It was a reach home, and had increased to 5/6. Hypatia was only just controllable and clearly over-canvassed, but she was going like a train. We overhauled larger Bermudan-rigged plastic jobs with those tinkling winches and were storming along. She was leaking badly, and a bucket chain was formed, but there was no way we were going to shorten sail. We finished second in a large entry and were absolutely delighted. However, we paid the price because we had to go on board every night to pump her out for over three weeks until she settled down again.

We used her to watch the Tornado World Championships at Weymouth in 1978, and were hosts to the captains of three Dutch minesweepers and Vernon Stratton who came out to see the racing. The Ford engine suffered a blow-back and there was a minor explosion which some boats took to be the ten minute gun!

It was when we were at Weymouth that the local Yachting Monthly correspondent Warwick Buxton came on board, and wrote a bit in the magazine about her history. We had knowledge of all her owners, including a Major General Bogratani who bought her in 1933, but she vanished from the records in 1938 just after her first engine was fitted (a bull nose Morris conversion). This vanishing trick was said to be because she went to Russia and was there during the war years, returning in 1958. This was mentioned in Yachting Monthly, and the following letter was received as a result:

Dear Mr. Buxton,

A sailing nephew of mine has shown me some recent correspondence in the Yachting Monthly and the Weymouth & West Dorset Gazette about Hypatia. Although my contribution does not solve the mystery of her 'missing years', it explains how the ship acquired a Russian connection.

In 1932, in the course of a conversation with the charming yacht broker R.A. Nicholson, he declared that the greatest mistake of his life was in selling his own 8-ton cutter Hypatia to someone who never made use of her, adding that she was exactly the yacht that I was looking for. He then told me how this had come about.

A Russian emigre General, of the name of Bagratouni, had seen a photo of Hypatia, and had fallen in love with her. He had rung up and had asked Nicholson to come round and discuss the matter immediately. The yacht broker explained that the usual procedure was for a client to come to his office, but the General pleaded ill-health so successfully that Nicholson decided to make this an exception. He found the General huddled at his fireside with a rug over his knees, and from the way in which he spoke about Hypatia he gave Nicholson the impression that, in spite of having read all the particulars, he seemed to imagine her as being of almost Clipper-ship proportions. Among other things he asked whether it would be possible to rig an awning over the cockpit, as he intended to make a passage across the Bay of Biscay as soon as his health permitted. Nicholson suggested that a less ambitious inaugural voyage might be preferable, but the General airily dismissed this, and the sale was completed then and there. Only later did Nicholson discover that the reason why the General had wanted to be visited in his own home was in order to conceal the fact that he had only one leg.

Hypatia was accordingly fitted out for sea, after having had an enormous sink installed in the fo'c'sle. In due course the General arrived at Moody's Yard with a son of schoolboy age and a stout Russian housekeeper, in a lorry loaded with books, silver candelabra and a mass of other possessions. The new owner seated himself in the saloon while all this gear was brought aboard, and Nicholson declared that, if the General had still possessed both his legs, there would not have been room for everything to be stowed. The ship remained moored in the Hamble for the remainder of the season, and was again laid up. It was indeed a sad story.

Since I had a slight knowledge of Russian, and was something of a Dostoevsky -cum- Chekhov addict, I felt confident of being able to persuade the General to sell Hypatia to me. I therefore called at his home address in Goldhawk Road, and was admitted by the stout housekeeper, to whom I explained that I had called in connection with Hypatia. 'Ach! Hy-paatia!' she exclaimed, flinging up her hands, and went on to describe in graphic terms what I gathered to have been a series of near-misses with other craft while Hypatia had been moored in the Hamble. After going to consult the General, she returned with a gold fountain pen of massive proportions, and told me to make my request in writing. I began my letter with an impressive 'Your Excellency!' and continued in what I regarded as an irresistibly persuasive style, but it was all in vain. Hypatia was not for sale, and that was that. She remained year after year in Moody's Yard, where I saw her in 1938, the household sink still cluttering up her fo'c'sle. By a strange coincidence, in 1953 I met the Bagratouni son, who was at that time a patient of my Doctor-son. He was far from well, however, so had little to say about his father's ship.

Yours sincerely, Rev. Herbert Ward.

What a charming letter - and what a story!

Holland has been a happy cruising ground for Hypatia in her recent years, being easily accessible from her present mooring at Pin Mill on the Orwell. We entered the Heineken Rally to Holland in 1974 but suffered the only really nasty time we have

had with her. She was taking a bit of water, and we decided when about thirty miles out of the Blackwater that the forecast force 6 wasn't quite to the old lady's liking, so we turned on to the wind for Harwich at about 20.00 hours. She began taking water at an alarming rate, although it was impossible to see where because of the lining. We started the engine to ensure the electric bilge pump wouldn't flat the battery, and took turns on the Whale Gusher too: this just held the flood. We smelled burning and found the exhaust system was leaking and she was on fire in the counter - at least we had plenty of water! We made Harwich in the early hours, and in the morning couldn't find where the leak was. After weeks we discovered that the mahogany rubbing strake was fitted with very long screws which had gone in between two planks, opening them up, but with the opening not visible. Hypatia does not have a rubbing strake now!

The counter has drooped off a bit over the years, owing to bad ventilation and unequal tension within the construction. A hatch in the deck has cured any bad air, and some replanking has already been undertaken - more will probably be necessary soon. The whole exercise with a boat like this (unless you are an extremely capable person with your hands, which I am not) is to ensure the boat does not deteriorate. This means the cabin roof as one year's project, the deck leaks next year. Deck leaks! Probably the one thing that is most difficult. At the moment we have two half tents that cover the bunks when she is left alone - or when it is raining and the bunks are inhabited. We call the tents 'watersheds'. They divert any water into the cabin sole and thence to the bilges.

One of the best modern gadgets we have discovered is made by Channel Marine and called AQUASWITCH. If your boat leaks (up or down) this enables you to have a 'head' of bilgewater up to 8 inches deep which is then fully pumped out and it then switches off, so flat batteries are far less likely. Present cost is £16.30 plus VAT and I'm on 10 per cent commission!

Hypatia has been surveyed twice since we have owned her - for the insurers - and each time the report has expressed surprise at her condition. The hull is teak except for the last board, and it is still copper sheathed over the main underwater sections. The deck is pine, which is in excellent condition: drill down $\frac{1}{8}$ " and the pine smell wafts up as if it had been laid only last year. Water and diesel tanks are all copper, and there is no electric lighting. When we took her over there was considerable wiring and many lights, but this has all given way to oil for internal and navigation lamps.

So that's Hypatia. No perfect Earls Court finish. No simple handling or maintenance. Just enormous pleasure in being lucky enough to own such a lovely old lady.

M.A. King.

Cover picture by Jack H. Coote.

MINUTES OF THE 1983 ANNUAL GENERAL MEETING

The 1983 Annual General Meeting held at the Cruising Association Rooms, St. Katherine's Dock, London, on Saturday January 15th, was attended by about 46 members and their families, including M. Bernard Rosselot from the French O.G.A. The President, Michael Millar, opened the proceedings by welcoming members. He expressed his regret at having to resign from office as President, but assured the meeting of his continued interest in the Association.

He said that health problems had prevented him from attending any of the previous year's events, and as he did not like sinecure appointments he felt the time had come to opt out and allow some new blood at the head of affairs.

He concluded by saying that it appeared from the Newsletter accounts that members had enjoyed a good season.

The Secretary then presented his report, apologising for reading a prepared draft, but explaining that he felt it important that those members not present should read the same text.

SECRETARY'S REPORT FOR 1982

The success of 1982 appears to lie in my having very little to report. Our Newsletters have reported on races etc. The usual four issues were produced, with just enough material being sent in to keep going. Cover pictures and accompanying articles are urgently needed for 1983.

The replacement envelope addressing machine has worked much better than the original, but after 16 years of hard service, our typewriter is now falling apart, and a new machine is needed.

We ended the year with 758 members, only a small nett increase, but we now have the 'weeding out' of those who have not paid subscriptions under steady control. 38 more boats have been added to our register, over half of these being over 50 years old.

Just before Christmas, our one Belgian member, who keeps his Norfolk smack near Hamburg, offered to act as Area Secretary or Representative for that area - an offer gratefully accepted. With the Dutch members I met in November, any U.K. members cruising those areas can be provided with names and addresses of helpful contacts, and can be assured of a warm welcome.

The end of the year brings a measure of sadness with the resignation from office of our longest serving President, Michael Millar. One of our remaining 14 founder members, actually member No. 7, Michael has played a major role in building our Association to its present level. An entrant in the original Solent Races in his Itchen Ferry 'Quiver', Michael moved from being an area committee member to running the race as Area Secretary in 1968, and in 1969 took on more work as Association Assistant Secretary. When Chris Waddington took over as Solent Area Secretary in 1975, Michael was elected a Vice President, and continued to help with the running of the Solent Race on race day. In 1977, Michael was elected as our President.

All our major events over the past nine years, such as Heineken, Bucktrout, and Drake 400 have relied heavily on Michael's hard work, both before the events and on the spot. His long term in various offices has been noteworthy for the descriptive Newsletter accounts which regularly arrived on my doormat within days of the event. Both as a Solent Area officer, and then as an Association officer, Michael worked tirelessly to ensure that we functioned as one unified Association and not as a collection of separate 'private yacht clubs'.

Our sadness at losing Michael as President is balanced by the thought that the only nomination for a successor is Robert Simper, another of our remaining founder members, and well known as a writer on traditional sail. Robert has been on the East Coast Area Committee since 1963, and has been a Vice President since 1977. We can be confident that the splendid work done by Michael will be continued with Robert as our President.

In our Association, we have one honour which so far has been conferred only on founder members after they have retired from office, as a mark of our gratitude for their service, and in the hope that we may enjoy the benefit of their counsel when needed.

As Michael Millar's resignation as President does not become effective until after the Treasurer's report, I would like to end my report by proposing that in view of Michael's exceptional service, we break with tradition and elect him an Elder Gaffer immediately, while he is still in office.

This proposal was adopted unanimously, with acclaim. The adoption of the Secretary's report was proposed by Sam Bayliss, seconded by Harry Aitken, and carried without comment.

The Treasurer, Mr. W.A. Brown, then presented his report.

TREASURER'S REPORT FOR 1982

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

I shall deal first with the Income and Expenditure Account. Total income has increased by £223 thanks to an increase in subscription income and interest earned on larger investments. Despite some increases in expenditure we have managed to make a bigger profit than last year.

Turning to the Balance Sheet it will be noted that our cash funds have again increased by reason of good interest rates and the investment of spare cash to earn interest. During the year we spent nothing on restocking bunting and ties etc., but expect to do so in the next few months.

The Association is still in a healthy financial state but again I would not advocate a rash dispersal of funds for any non-O.G.A. purpose. Let us see for how long we can exist on a subscription of £3.

(Accounts follow)

8.

INCOME AND EXPENDITURE ACCOUNT
FOR THE YEAR ENDED 31st OCTOBER 1982

<u>Income</u>	£	<u>Expenditure</u>	£
Subscriptions	2165	RYA Subscription	84
Entry fee	32	Prizes	46
Insurance commission	401	Travelling	81
Investment income	570	Printing, stationery, post	1322
Interest on B.S. dep.	51	Hire of rooms	63
Profit on sales	28	Audit fee	92
Donations	127	Honorarium	158
Boat register	41	Corporation tax	236
Book sales commission	19	RNLI donation	84
		Depreciation of equipment	37
		Sundry expenses	66
	<u>3434</u>		<u>2269</u>

Excess of income over expenditure £1165

Assets

<u>Cash at bank</u>	£	£
Current account	121	
Deposit account	426	
Cash in hand	-	
P.O. investment account	5073	
Woolwich Equitable Building Soc.	<u>753</u>	6373
<u>Sundry debtors</u>		129
<u>Stocks</u>		724
<u>Office equipment</u>		
At cost	480	
<u>Less: Depreciation</u>	<u>270</u>	210
		<u>7436</u>

Less: Current liabilities

Sundry creditors	539	
Corporation tax	<u>209</u>	748
		<u>6688</u>

Represented by:-General Fund

Balance at 1st November, 1981	5523
<u>Add: Excess of Income over Expenditure</u>	<u>1165</u>
	<u>6688</u>

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

609 Romford Road,
Manor Park, London E.12.

D.J. Barwick & Co.,
Chartered Accountants

He concluded by proposing that the Secretary's honorarium of £157.50 be continued for 1983. The odd sum was queried, and it was explained that as a good preservation group, it is based on guineas. The proposal was seconded by the President. Mr. A. Penman suggested that the amount was inadequate, and it was proposed by Harry Aitken and seconded by Rob Williamson that it be increased to 200 guineas. This was carried, and payment was approved.

It was pointed out that the profit on our 1982 accounts nicely covered the cost of a new typewriter, and the adoption of the accounts was proposed by Martin Hiley, seconded by Tony Penman, and carried.

Election of officers followed. Michael Millar proposed and Bill Brown seconded the re-election of Mr. J. Scarlett as Hon. Secretary, which was carried. The Hon. Treasurer, Mr. W.A. Brown, is not due for re-election until 1984.

Michael Millar then proposed that Robert Simper be elected as President. This was jointly seconded by Jane Hiley and John Scarlett, and carried with acclaim.

The Secretary spoke briefly of his sadness at the retirement of Michael Millar, and suggested that members present show their appreciation of his work in the usual way. Robert Simper then took the chair, and on behalf of the members presented Michael with a leather covered flask embellished with the O.G.A. burgee, and a bottle of suitable refilling fluid. On behalf of the Cornish Area members, Harry Aitken presented Michael with an engraved glass tankard.

The meeting then considered the Rule changes proposed by Michael Millar. Sam Bayliss queried the need for any changes. Michael explained that they cleared up some 'loose ends' and he felt they were necessary to absolve area officers and committee members from ultimate personal responsibility for the Association funds they handle. He pointed out that to get all the accounts to the Hon. Treasurer in time for presentation at an A.G.M. it is necessary to set a deadline, and December 15th allows both area officers and the Association Treasurer time to prepare their accounts. Mr. Brown pointed out that without the inputs from all Area accounts, the figures presented to the members could not show a full picture of Association funds.

In discussion on the proposed changes, Jane Hiley pointed out that some such rule was necessary to cover the disposal of any funds in the event of an area winding up. Worries were expressed that the proposed new rule might imply more central control of area funds, and it was emphasised that this was not the case. A proposal by David Cade, seconded by Harry Aitken, that the Secretary and Mr. Cade should liaise to produce a sentence adding to the proposed Rule 10 and clarifying this point was carried. The agreed amendment is included in the text printed below. It was stated that whilst there had in the past been transfers of money both to and from area accounts, these had been decided by the areas involved.

Sam Bayliss suggested that the time allowed for compiling and auditing both area and main fund accounts was inadequate. The Treasurer, Bill Brown, queried whether a professional audit

of area funds was essential, and suggested areas could appoint members with financial experience to audit their accounts.

It was pointed out that most area accounts have only two major periods of activity, over their race, and any winter activity, and it could be possible for the accounts to be prepared prior to October 31st. It was also pointed out that under the proposed rule the requirement is for the Treasurer to publish to all members the audited accounts, and that publication can not occur until the Newsletter is produced in March. An A.G.M. held in January can approve the accounts subject to subsequent audit if it is not possible to get the audit completed by early January.

It was stated that only once previously had it not been possible to produce audited accounts for an A.G.M. There was some discussion on changing the date of the A.G.M. to divorce it from the London Boat Show. A show of hands revealed that only six of the members present had attended the Boat Show; all stated they would have come up to London for the A.G.M. had the Boat Show not been on. It was felt that at any time through the winter bad weather could cause travel problems for members, and no proposal to change the date was offered.

No proposals were offered on auditors, and it was clear that the feeling of the meeting was that area accounts could be audited non-professionally, but that for the protection of our Treasurer a professional audit of main funds should continue.

The change to Rule 10, as amended, was seconded by Ian Edmond and carried nem con.

The change to Rule 11 was seconded by Peter Rush and carried nem con.

Ian Edmond proposed that the suggested addition to Rule 12 be amended to read 'under their authority' instead of 'in their area' to cover such points as sponsored events of a national character not run by the Area Committee. This was seconded by Rob Williamson, and agreed.

The requirement on Area Secretaries to send in detailed results of any race in time for publication in the next Newsletter was queried. The Secretary stated that, provided Area Secretaries gave adequate notice of events, publication deadlines could be adjusted to avoid any unduly tight deadlines. He also suggested that if area secretaries took a stamped, addressed envelope with them to the race, the results could be in his hands within two or three days at most. The amended proposal was carried nem con.

The agreed changes to the Rules are:-

Rule 10 - FINANCE. Delete present rule and substitute:

(1) 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. The annual submission of accounts of Association monies held in Area funds shall not affect the control of the Area funds by the appropriate Area Committee, other than in the event of their incurring a deficit which can not be met by resources within the Area.

(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).

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.

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 under their authority to the Association Secretary in time for publication in the edition next following the event.

Ian Edmond suggested that full copies of the rules be circulated to all members. The Secretary said that he was waiting until after the A.G.M. to get the membership booklet re-printed, so extra copies of the rules could easily be run off. Michael Millar suggested that copies of the whole booklet be sent, including a membership form which members could pass on to their friends or crew. This was agreed.

The Secretary then detailed the prizes for Newsletter articles for 1982 as decided by the Committee.

Whilst not awarded a prize, special mention was made of the article by Tom Eeles on the Class 3 1981 East Coast Race. This modest account of how he and his crew gave up their race to help others was felt to be in the finest sailing tradition and worthy of commendation.

A special prize was awarded to Jon Ward-Hayne for his many and varied writings, including translation from the French, his informative 'Vive La Rance', and the piece on sculling Chinese fashion.

A prize for the best article accompanying a cover picture was awarded to Maurice Bailey (Band of Hope), and for the best cruise or race account to Terry Fitzpatrick for Chiriya Chez Cherbourg. The prize for the best technical article was awarded to John Scarlett for 'Handicapping Cruising Yachts for Racing'.

In Any Other Business, the Secretary explained that the Committee had agreed to the purchase of an electronic typewriter incorporating an interface to connect to a computer. It is not intended to buy a mini-computer yet, but we wish to be ready to use one. He pointed out that the O.G.A. had probably been the first organisation of its type to have its membership records held by, and its mail addressed by a computer. We were certainly the first sailing club to use a computer for calculating handicaps and verifying race results. Since this was through the good offices of a member whose job it was to maintain a large, thermionic valve mainframe computer, it was not possible to publicise the facts at the time. The purchase of the new typewriter reflects the fact that whilst our boats may be antiquated, our administration is not.

The Treasurer then raised the matter of the cheques we receive from overseas members which have to be converted into Sterling, often at a significant loss. The use of special overseas rates, or International Money Orders, was discussed. Tony Penman suggested that it is very nice to have foreign members, and that it would be better to accept some loss on their subscriptions rather than to take any actions which might discourage them from membership. This sentiment was generally approved, and it was agreed that the Secretary should write a short piece in the Newsletter on the difficulties with currency exchanges.

Harry Aitken then proposed that Stan Lindsey-Wood, who is one of our few remaining members who entered the very first Solent Race, and who has been an indefatigable worker on the Cornwall Area Committee should be elected as an Honorary Life Member. The Secretary seconded this, commenting that Stan's place in small boat history is assured by his being probably the only man to have sawn his boat in half horizontally and raised the whole top ten inches. The Secretary also asked to couple with the proposal the election of Maurice Bailey as an Honorary Life Member. Although not one of our founder members, Maurice has helped the O.G.A. in numerous ways, taking cameramen, reporters, members of other areas, and various other people wanting a day out in our East Coast Race out on Band of Hope; driving down to the Solent for several years to help with the running of their race; and generally supporting Association events, and serving as President from 1973 to 1977. This was seconded by George Jago, and both elections were carried with acclaim. Stan Lindsey-Wood thanked the membership for their appreciation of his efforts. (Mr. Bailey was not present at the meeting.)

It was pointed out that this year's East Coast Race will be the 21st, and all members were urged to make special efforts to attend and to make it a truly memorable occasion.

COMMITTEE NOTES In addition to matters raised at the A.G.M. and minuted above, the Committee also agreed, prior to the A.G.M., that a booklet should be prepared by the Hon. Secretary defining clearly the responsibilities and duties of Area Secretaries, representatives, and committees, with suitable notes on the conduct of races etc. Any Area Officers who wish to raise relevant points are asked to contact the Hon. Secretary as soon as possible.

It was also agreed that prints should be run off the Association's collection of negatives etc., together with any privately owned films which may be made available, to implement the outstanding proposal to prepare a collection of photographs of gaffers for retention in the Cruising Association Rooms, together with a duplicate collection to be held by the Secretary.

The Secretary undertook to clarify in the Newsletter the requirements for prints for use as Newsletter covers.

VIEWS FROM OUR NEW PRESIDENT

We are now twenty years into the Gaff Liberation. In the past twenty years the activities of the O.G.A. have completely altered public attitudes to gaff sails. In the 1960s such characters as 'Old Harry' in the Yachting Monthly were regarded as being typical gaff boat owners. Now most of us have recognized ourselves, and possibly some of our fellow O.G.A. members in this 'patch up and muddle on' Old Harry boating, but today gaff boat owners are very proud of their craft and attempt to keep them in seaworthy order.

The O.G.A. was born out of a reaction against the all conquering triangular sail and mass produced boats. There is no doubt that this Association has played a major part in continuing the existence of gaff boats, but some comment on which direction we should proceed in the future seems appropriate.

The chief success of the O.G.A. has been the races organized by each area committee around the coast of Britain. This is obviously something which owners want and every effort should be made to expand them. Perhaps our weaknesses have been that we have not established enough area committees. In some cases efforts to establish more races have never quite succeeded simply because there were not enough boats to make a nucleus of entries. In other places we have lost opportunities to expand the O.G.A. simply because no one thought of opening a new area. A case in point is the Norfolk Broads, which now has a very active fleet of gaffers and indeed there are even wherries being fitted out. Here there was a clear case of another branch to be started but nobody thought of it. The branch could have operated to suit individual needs.

There are many groups of gaff craft which are purely locally minded. These include the Essex smacks (which embraces bawleys and Whitstable yawls), the Truro River oyster boats of Falmouth and the Solent Smack Society plus a few more. The members of these often regard the O.G.A. as a rival to their activities. This should not be so, as the O.G.A. is there to encourage the sailing of all gaff craft. We are not a preservation association in the way that museums turn historical craft into sacred objects, but our aim is to get as many gaff boats sailing as possible. The best way to achieve this is to make sure that people enjoy taking part in our races and rallies. This is not suggesting that people do not enjoy the races at present, it is just a hint that they are simply a good way of bringing gaff boat owners together for a good day's sail.

Our attitudes to preserving traditional craft and racing have always been fairly flexible. Basically how each traditional boat is maintained is up to the individual owners. However a lot of work boats converted to yachts in the 1930s lost, in one foul swoop, both their character and sailing ability. These conversions often lacked the zeal of the original working craft. My own opinion is that when restoring a traditional craft, one should stick to the original appearance as near as possible so as to retain the true character. Some go the whole hog and go back completely to the original such as the bawley Helen & Violet, which sailed without an engine in her original 1906 state. The yawl Shiela of 1905 is another good example. Her owner actually took the engine fittings out. She just did not need an engine. However if you revert to this kind of seamanship remember 'sail only' does impose harsh standards on the skipper and crew. They can only go when the tide allows. There is no motoring home against a head wind. Also take note of the sad loss of the smack Iris. She was swept ashore by the tide and wrecked in a flat calm. Even a little engine might have got her clear, but the crew pulling on sweeps made no impression.

The races are so popular that they must be on the right lines. Again the need is to encourage all local gaff craft to take part. It is difficult to please everyone. The Cornish Oystermen are used to racing for cash prizes and some think that racing for pleasure is a bit sissy, then there are owners who won't enter because races are too competitive. The answer is for local branches to adjust to provide a race formula to suit the boats which are going to enter. There is no way you are ever going to get gaffers to conform to anything. One of the best formulas is to have a major prize for each type of craft taking part as it is impossible, even with a handicap, for a 1940s cruising yacht to compete on equal terms with a sleek Edwardian day racer.

The backbone of our membership own and sail wooden boats of a pre-World War II vintage. However, had we stayed with just this group I doubt whether the races or the Old Gaffers Association would have ever really got off the ground. Indeed it might have been doomed to extinction. The sad case is that every year some gaff boats are lost by accidents at sea or just through decay. We are right to allow new gaff craft, regardless to whether the hull material is of wood, ferro-cement or that other man made material it even pains me to mention (sorry it is difficult not to let personal prejudices show through sometimes!). The Cornish Crabber and its sister classes sail rather well and we must not knock these new gaffers. After all we did set out to revive gaff sails.

On the international scene the revival of interest in traditional boats has grown so fast in the past two decades that it was impossible for the O.G.A. to keep in contact with it all. The O.G.A. has members all over the world, but there is a need here to set up separate national branches which operate more or less independently. This has already happened and works well with the French in Brittany, but the German 'Friends of the Gaff Sail', although inspired by the O.G.A. has no contact with it. (Since this was written, we have had an offer from a member of 'Friends of the Gaff Sail' to act as O.G.A. representative in Germany and Belgium, so we can look forward to closer contact in future. - Ed.) There are Old Gaffers races reported to be

taking place in Australia, but attempts to make contact with them have failed. Throughout Scandinavia and the Netherlands there are now many hundreds of restored and new gaff craft, but their owners have joined their traditional boat organizations and are reluctant to follow the O.G.A.'s principal of encouraging yachts and work boats to race and rally together. This is a pity, because ashore, we are nearly always the same types of people. There is room for expansion, but it really is up to individual members (if there isn't already a local or national branch) to support the creation of new offshoots.

No organization can survive without rules and committee meetings. These things are necessary but are not the reason for our existence as an Association. We should bring as much boat talk into the meetings as possible. A film show or social event might bring more people to the London A.G.M. Members of the O.G.A. own, crew on, or just look with envy at some truly beautiful craft. Talking about them and looking at pictures of them is the next best thing to actually sailing on them.

Robert Simper
President

DIARY DATES

MAY 20 CORNWALL AREA Gaffers fitting out supper.
Star Inn, 7.30 for 8.

JUNE 2 - 5 BREMERHAVEN Old ships race.

11 ISLAND CRUISING CLUB Brixham Sailing Trawler race.

11 & 12 CLYDE AREA RACE Kilcreggan Pier, 11 a.m.

18 HELFORD RIVER Sea-going pub crawl.

25 CLYDE AREA Barbecue at Lochgoil.

25 MERSEA FESTIVAL '83 Race for Morecambe Bay Prawners.

JULY 2 SOUTH-WEST RACE Start Bay, 11 a.m.

16 EAST COAST 21st RACE Stone Sailing Club. 7.30 a.m.

16 CORNWALL AREA RACE Pendennis Point, 11 a.m.

AUG 6 - 7 BRIGHTON MARINA Race & Rally.

13 & 14 NORTH-EAST RACE Blyth

13 & 14 MARCHWOOD Regatta

27 - 29 EAST COAST Rally on Stour. Mistley Quay.

28 DARTMOUTH Royal Regatta

SEPT 3 SOLENT AREA RACE Osborne Bay

3 CORNWALL AREA Rally at Tolverne

8 - 11 LÜBECK Details from Dr. Robert Knüppel,
der Hansestadt Lübeck, Postfach 2132,
2400 Lübeck, West Germany.

MAY 6 1984 RANCE - It is planned to have an Old Gaffers
Rally in the Rance at the time of the St. Malo -
Quebec Tall Ships Race. All British Gaffers
welcome.

For further details, see the Area notes which follow.

FROM THE AREAS

NORTH-EAST AREA

Contrary to rumour, the area has not drifted off to Norway! Our former Area Secretary Graham Carr of Coquet Yacht Club, Amble, has offered me the task of attaching the North-East to the mainland once again.

Many thanks to Graham for all his work, and enthusiasm over the years. I understand he will be viewing progress not only from the deck of his gaffer, but also from the cockpit of his glider this year.

The North-East Old Gaffers Race this year will be held on the weekend of 13th to 14th August, in the Royal Northumberland Yacht Club waters at Blyth. A full programme of racing will be held on the Saturday and Sunday, cooked breakfast on both days, buffet on Saturday evening, and local music provided on the same night. Moorings to visitors will be in the harbour, the dues being covered by your race entry fee. Write for full details to:

George Parnaby, Sailing Secretary, R.N.Y.C.,
South Harbour, Blyth, Northumberland, or ring
Blyth 3636 - any evening bar Monday or Tuesday.

Our Club House, for those not familiar with Blyth, actually floats - being a converted lightship, c.1890, so you may never need to step ashore!

1982 saw a good turnout, with boats from as far as Holland to compete for the O.G.A. Cup which was won yet again by Rowena. Unfortunately Rowena will not be at Blyth this year, due to the tragic death of her owner Gordon Timms, who was working in Italy as the skipper of a 70' motor sailer. Gordon, who was only 28 years old will be sadly missed by all who knew him, as a great character and a very able seaman.

The cup he won so many times has been kindly donated to the Timms family - who are all sailors- and it will be replaced by the Gordon Timms Memorial Trophy, subscribed to by all his many friends.

David Bosomworth,
10 Osborne Gardens, Whitley Bay,
Tyne & Wear. Tel: (0632) 522071.

EAST COAST AREA

On the East Coast 21st Race (July 16) we are publishing a special brochure with articles on the history of the race, articles by some of the authorities on gaff rig, articles on restoration projects by members, features on boats on the East Coast, together with illustrations. Each entrant will receive a copy of this brochure (which will also be available in local chandlers, book-shops, etc.) and a mounted photograph of his or her boat by Messrs. Hartley & Brookes. If any non-entrants wish to book a copy in advance before they all go (they are a limited edition) please let me know.

The rally at Mistley (August 27/29) is a new venue for the East Coast Old Gaffers, but the Thorn Hotel and Trumans Brewery have indicated that they would be keen to sponsor an event on the Stour, putting up prizes and barrels of beer, etc.

For details of navigation, mooring etc., members can contact me. It would be a help if members could let me know if they might be able to attend so that details can be finalised more accurately.

J.R. Wainwright.

At the recent Area A.G.M., Robert Simper retired as Vice-President for the Area. Robert has served in this capacity for five years and during that time he has instigated and encouraged new ideas in the affairs of the area, especially on Race Day. He is one of the leading lights behind the organisation of Maritime Ipswich 1982, and through the research for his books has made many contacts with Old Gaffers in Denmark and Holland. He will be very much missed on the Committee and I would like to thank him on behalf of the East Coast for all the hard work he has put in over the last five years.

This coming year sees us embarking on the planning for the 21st East Coast Race. I am sure that it will be your wish that this event is suitably commemorated and the Committee will welcome any suggestions you may have. If you do have a suggestion please contact one of the Committee as soon as possible, as the time scale is a relatively short one for ordering memorabilia. I think that one of the best ways to make the Race memorable would be to have a 100 + boats finish the Race.

Area Officers

Vice President	- Rob Williamson,	
Secretary	- Jon Wainwright	
Committee	Graham Balmford	Tom Eeles
	Colin Edmund	Brenda Jago
	Colin Brookes	Andy Penman

SOLENT AREA

CHANGE OF AREA HON. SECRETARY: Please note that the Area Secretary is now: Dr. S.G. Bayliss,
135 Peperharow Road,
Godalming, Surrey. GU7 2PW.
Tel: Godalming (04868) 28652

Minutes of A.G.M. held at Sinah Warren Hotel, Hayling Island, at 1900 hrs on 26th February 1983.

Apologies for absence were received from C.M. Waddington, Ron Francis, Mrs. F. Rawlings, Major I. Radford and Mr. T. Moon.

Les Bowen (in the chair) told the gathering of over 70 members and friends that Chris Waddington had been very ill recently and had decided to reduce his commitments and was therefore relinquishing the Secretary's post. Sam Bayliss had agreed to take on the task. The great amount of effort Chris has put into the area affairs over the years has resulted in a lively and vigorous area association and the meeting warmly thanked him and wished him well.

A presentation was made to Marchwood Yacht Club consisting of a photograph taken during the M.Y.C. Old Gaffers Week in 1982 and was a token of thanks for all the effort made by the Club in organising the week in conjunction with the Tall Ships visit to Southampton.

The Minutes of the last meeting were read and approved.

Spence Mooney (Treasurer) gave a statement of accounts audited up to 31st October 1982 showing a credit balance of £259, but this had now been reduced by £136 by bills for race items arriving late. The adoption of the accounts was duly proposed, seconded and carried nem con.

The following members of the Committee were elected for 1983 - 4: S. Bayliss, D. Cade, S. Mooney, G. Bremer, T. Moon, L. Bowen. Richard Moass had decided not to stand again and was thanked by the chairman for his efforts over the years.

The date of the Solent Race was announced as 3rd September 1983, start in Osborne Bay and Prize Giving at the Elephant Boatyard.

Any Other Business

S. Bayliss brought to the members' attention the Rule changes approved at the A.G.M. in London. A discussion ensued on whether the area should continue to circulate details of events etc. to the members within the area. Mr. Ungley stated that he found the reminders useful as publication dates of the Newsletter had tended to be sporadic. There was unanimous agreement with this view. A formal motion was proposed, seconded and carried nem con that the area continue to use funds derived from races, raffles etc. to inform the local membership of forthcoming events.

S. Mooney initiated a discussion as to whether the race should start and end in the same place. Numerous speakers gave insights into why the present arrangement worked well, and it was agreed to continue the present arrangements.

The meeting closed at 2003 with a vote of thanks to the Committee for their efforts over the past year.

Social Evening

Formal business over, the members and friends settled down to food and conversation which was followed by an extremely well supported slide competition with well over 100 entries. George Mooney had the unenviable task of deciding the winners which he accomplished with panache and wit. There were exotic scenes depicted and confusion reigned as to the identity of some of the locations. Chichester Harbour was mistaken for a Pacific anchorage and Marchwood for the Algarve. Enthusiastic singing to guitar accompaniment brought the whole evening to an end well after midnight.

ISLAND CRUISING CLUB We have a plot at the Club to try and get the Brixham Sailing Trawler Race going again on 11th June 1983. We need at least three so with Vigilance, our Trawler Provident and the new Swedish on Atlantica there is a chance. The Race was last run in 1953 or so, and was for a cup presented by King George V. I gather at the last Race, Provident, Rulewater and Par de Lune took part, the latter was only nearly a Brixham Trawler, so it might be well worth finding out if there are any other largish gaff ketches about that would like to join in.

E.G.M. Pearce, Secretary.

Island Cruising Club, The Island, Salcombe, S. Devon TQ8 8DR.

Tel: (054 884) 3481.

SOUTH-WEST AREA

Annual Race and rally. Friday 1st July 1983: Meeting and get-together at the Dartmouth Yacht Club from 8 p.m. onwards with suppers available at the bar. New pontoons have been placed against the South Embankment opposite the Club only seconds away from the beer. All welcome.

Saturday 2nd July 1983: Annual race in Start Bay. Start 1100 hrs from a line just off the harbour entrance. Entry fee £3 (Late entry fee - after 28th June - £4). Prize-giving at approximately 7.30 in the evening at the Royal Dart Yacht Club. Suppers available after the prize-giving, by ticket only, at £3 per head. All entries and applications for supper tickets to: B. Gibson, 16 Crowther's Hill, Dartmouth. Tel: Dartmouth 3704.

Dartmouth Royal Regatta Old Gaffers Race, Sunday 28th August, start 1030 hrs. Entry fee £1. Applications for entry as above.

Free Berthing at Whitsuntide The West Country Boat Show is being held at Torquay over the Whit weekend. The organisers are very anxious that Old Gaffers should bring their boats to the show to add atmosphere, and are offering free berthing for the period of the show in Torquay Harbour. They will treat skippers and crews as guests at receptions and events during the show. Organisers are: Peninsular Exhibitions Ltd., 36 Looe Street, The Barbican, Plymouth. Tel: (0752) 662451.

Applications for free berthing and further details should be addressed to them.

CORNWALL AREA

20th May - Gaffers' Fitting out Supper, Star Inn, Vogue, St. Day. 7.30 for 8 p.m. Names and numbers to Secretary by 15th May please.

Cormorant Series: Friday evenings - 27th May; 10th June, 8th July; 22nd July and 5th August. Plus two races run by Mylor Yacht Club 17th June and 29th July. Any three of the above races count. £3 entry fee - Final date, first race. £1 extra for late entry. Non-members £4 extra, i.e. first year's O.G.A. membership. Start: 18.50 G Flag; 18.55 P.Flag; 19.00 Start. Start line - Committee Boat to North Bank Buoy.

Courses

1. Start - St. Just Buoy - Pole Rocks - North Bank Buoy.
2. Start - Governor - St. Just Buoy - North Bank Buoy.
3. Start - Pole Rock - St. Just Buoy - North Bank Buoy.
4. Start - St. Just Buoy - Governor - North Bank Buoy.

Courses 1 & 2: All marks to port

Courses 3 & 4: All marks to starboard.

Rendezvous in Mylor Yacht Club after all races.

18th June Sea Going Pub Crawl: Helford River area. Contact Secretary for further details.

15th July Pre-Race Barbecue: Early evening at Turnaware Point. Bring own food and booze. Musical instruments welcomed.

16th July Cornwall Area O.G.A. Race - details on next page.

16th July Cornwall Area O.G.A. Race: Start 11.00 a.m.
 Committee Boat off Pendennis Point. £2 entry fee for members
 £2 + £1 non-members; £1 Late entry.
 All entries to Secretary by 2nd July.
 Prize giving at Mylor Yacht Club from 20.00 onwards.

3rd September Rally at Tolverne: Barbecued food and drinks
 available at Smuggler's Cottage. Please contact Secretary
 regarding numbers.

Mrs. H. Aitken.

NORTH-WEST AREA

The Coburg Boat Owners Sea Angling Club is promoting a sail
 race in the Mersey, on 25th June. This race will be unusual in
 that it will be restricted to Morecambe Bay prawners, known here
 as 'Nobbies'.

I am sure that you will be aware that these boats have not
 been built for many years, and are in fact museum pieces, two of
 them presently being in the Merseyside Maritime Museum. This
 club has eight nobbies, and we know that there are still quite
 a number still going strong, both in this country and abroad.
 The race is to be part of Mersey Festival 83. It is open to
 anyone from anywhere, there is no restriction as to size, and
 the rig to be whatever you have, since in the old days a boat
 would fly the dishcloth if it would get her to the market first.
 You will see from this that the race is for fun only, and of
 course to keep up interest in a fine old craft. However, the
 council, who are organising Festival 83, are to donate a sub-
 stantial first prize and suitable mementoes. Enquiries to:

E. Fleming, Race Secretary, Coburg Hotel, Stanhope St., Liverpool.

Merseyside Maritime Museum, Pier Head, Liverpool.

Occupying a historic site on the waterfront of the South Docks,
 this new Museum illustrates Liverpool's maritime history, past and
 present. The magnificent Albert Dock warehouses and the Pier Head
 buildings form an impressive backdrop to the museum which includes
 the Pilotage Building, several small dock buildings and the two
 Canning Graving Docks. Cobbled quaysides, bollards, capstans and
 gate winches survive as reminders of the great sailing ship era.

An illustrated trail tells the history of the area and explains
 how the dock machinery worked. Sir Alec Rose's yacht Lively Lady
 in which he sailed around the world is moored alongside other craft
 in the Maritime Park. Within the Pilotage Building one can learn
 about present day activities on the Mersey and see a major new
 exhibition which tells the story of Liverpool's Transatlantic pas-
 senger liners. A museum shipwright, working in the Boat Hall, is
 restoring a Morecambe Bay Shrimper using traditional tools and
 techniques.

Visitors may join a guided tour around the 170 foot Liverpool
 Pilot Cutter Edmund Gardner, create their own work of art at the
 Maritime Brass Rubbing Centre, and enjoy various activities which
 include shanty singing, netmaking, fancy ropework and coopering.

Open: 2nd April - 6th November daily.

Tel: (051) 236 1492.

CLYDE AREA

Fitting out is here again. With less than four months to our annual race on 11th and 12th June which will follow a similar format to last year, though with a little more wind on the outward leg, I would ask you to make every effort to attend, as the success and enjoyment of the weekend depends largely on attendance of all concerned, so please do your best and come if at all possible.

The barbecue last year was eventually a great success with those of us that made it. The day being rather wet and windy did not put John Scarlett and family off driving up from Galashiels to attend, unfortunately they found the site in the rain and before anyone else arrived, so retreated to the Carrick Castle Hotel which must have been good as they were never seen again. We shall have this event again this year on Saturday 25th June, details to follow with race instructions.

For those not receiving race instructions the following directions to Swines Hole, Loch Goil may help.

The entrance to Loch Goil is about 7 miles up from the mouth of Loch Long on its West side. Swines Hole is the second bay on the port hand on entering the Loch. Above the grassy spit to the West of the bay lies a prominent farmhouse. Give both points a fair berth and anchor in 2 - 4 fathoms, off a fence running down the foreshore.

To reach this bay on foot it is necessary to walk about three quarters of a mile East from Carrick Castle. (This is a paved road but a farm gate and limited parking makes taking a car unwise). The road ends at the farmhouse, where you climb the stile and cross the meadow leading to the bay, as the barbecue is held on the Eastern side of the bay it can be reached by passing through the copse at its head. Please don't forget to bring your own food and drink - I shall provide the barbecue!

Philip Pendred.

Those travelling by road can probably put up at the Carrick Castle Hotel as we did. J.A.S.

GERMANY

A couple of months ago I became a member of the O.G.A. I'm restoring an old smack from Kings Lynn in Bremerhaven (W. Germany). Her name is Nellie & Leslie and she received O.G.A. No. 1121.

Now I would like to invite all members of the O.G.A. to come to an old-ships-race in Bremerhaven which is going to take place from 2nd June to 5th June 1983.

The central organization is done by the yacht club I belong to, named the Schiff-gilde. All members are owners of pretty old ships, for example an original Colin Archer built in 1898 and a so-called Finkenwerder-Kutter built 1903 in Hamburg.

Starts will be in 5 groups, but only 3 of them are interesting for old ships.

/over

- Group I is for vessels with STA measurement class B
(LOA more than 100 ft.)
- Group II is for vessels with STA measurement class D
(LOA below 100 ft, but LWL at least 24 ft.)
- Group III is for all oldtimer vessels without measurement.
They have to be older than 30 years and not only
have been built for sporting purposes.

I would not mind becoming area-secretary and/or representative of the O.G.A. in Germany. (As you will see from the inside cover we have taken him up on that one - Ed.)

As I'm studying ship-construction in Aachen, which is next to the Belgian and Dutch border but working on the Nellie & Leslie in Bremerhaven, which is next to Hamburg, I'm travelling quite a lot and am able to get a lot of different information and to visit other people who like gaff rigged ships. I'm a member in the German Gaffers Association, which is named, if you translate it into English, Friends of the Gaffrig, too, but this association is much smaller than the O.G.A. is.

Alexander Nürnberg,
Rue de Birken 73A, B-4670 Montzen, BELGIUM.

BOOK REVIEW

THE BIG CLASS RACING YACHTS by John Leather. Published by
Stanford Maritime at £10.95.

This book covers the big racing cutters and schooners from the late Victorian era, just before the turn of the century, to their effective demise in the 1930s. There is a bit of everything in the book; line drawings, sketches of sail plans, details of crews, skippers and owners, all illustrated with many lovely photographs. Actually, to be more precise, there isn't a bit of everything, there's quite a lot!

Of all John Leather's books, I think this is the hardest to review - I find it impossible to open it to look up a point, and not get carried away in reading the text and admiring the photographs - until I've completely forgotten why I'd opened the book.

There have been other books about the big yachts, especially Britannia, and the America's Cup boats, but this book offers a new slant which has not previously been well covered, and that is the men who crewed the giant racing machines. John has a superb collection of photographs of these crews, many of whom were or are relatives of his, and this gives the book a more personal, intimate atmosphere which is often lacking from other books.

As well as providing hours of fascinating reading, the book is also a first class reference source, with sections on owners, designers, builders, sailmakers and skippers, as well as on the boats and their crews.

It is rather surprising to find a book which contains so many valuable facts, and which is certain to be used as a major reference source, has been published without a detailed subject index. However, the text is very well ordered, and it is not

hard to find any desired subject (apart from the hazard of becoming absorbed in other parts of the book whilst looking!)

The use of justified text for the 21 pages of introduction with unjustified type for the remainder of the book, both in two columns per page, is a trifle disconcerting. However, it does emphasise the point that the main portion of the book, which is divided into sections covering periods of time, is written in the form of extended captions to and commentaries on the photographs and drawings.

Altogether, this is an excellent record of the big racing yachts, and the need for such a record is summed up in John's terse final paragraph - 'They will never race again'.

J.A.S.

ADVERTISEMENTS - FOR SALE

CHARLOTTE ELLEN (721) Colchester Smack, CK258. 42'6" x 12' x 5'3". One of prettiest, soundest & best maintained smacks afloat. Winner of several regattas. Extremely well equipped. £16,500. John Rigby, Tollesbury Hall, Tollesbury, Essex.
Tel: Maldon (0621) 869205 (evenings)

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

ANNA CRANE (741) Bawley, 1976, ferro cement. 32' x 12' x 5'. Commander 2.5 diesel engine. 5 sails, 5 berths, roomy saloon. Echo sounder, toilet, cooker, navigation lights. Photos available. Lying Maldon, Essex. £16,000.
J.W. Dines, Bridge View, St. Ives, Cambs PE17 4AZ.
Tel: St. Ives (Cambs) 64263.

LOUISO (399) Gaff cutter. 24' x 8' x 4'. 4.57 tons. Reg. No. 357540. G.R.P. Foam. Dover Yacht Co. 1972. 10 h.p. diesel. Copy by Rand of Solent fishing boat by Dan Hatcher 1868. V. full inventory. Enquire:
Dr. C.G. Hunter, 52 Fort Picklecombe, Maker, Cornwall.

JEUNE ARIANE Built 1977 after pilot cutter design, oak hull with iroko deck & superstructure, pine & iroko interior. Renault 80cv diesel engine. Pine mast, boom & gaff. Galvanised standing rigging. Accommodation for 10 in 4 double cabins & separate toilets.
Monsieur de Recy, 9 rue Notre Dame, 50400 Granville, France.

SCIPPIO (949) 1930s Plymouth Hooker. 32' gaff cutter. 11 $\frac{3}{4}$ TM. Ex fishing smack, larch on oak, traditionally rigged with tan sails. 5 berths, galley, heads, full inventory including dinghy. Rebuilt twin Petter auxiliary. £16,000.
J. Stubbings, Dry Arch House, Farleigh Wick, Bradford on Avon, Wilts. Tel: Bath 859898 OR:
D. Abels, Albion Dock, Bristol. Tel Bristol 294507.

LISA-JAN (1116) 23' gaff yacht. Clinker, pitch pine on oak frames. Drop plate keel. Fully equipped, Lytham Mariner cooker, New Seafarer echo sounder, Silva grid compass, Smiths paddle wheel, Log new. New H.D. Battery, New Seafarer radio telephone, boat hook, chart-table & stool, 5 sails, 3 brown terylene,

2 white terylene. 1 large Danforth anchor, 3 fathoms chain, 100 ft. warp. Navigation lights. Heavy duty electric bilge pump, heavy duty hand-pump. Sink Whale pump. Brydon sea toilet. S-steering wind-vane. Auxiliary power. Volvo Penta 15h.p. MD2 Twin cylinder diesel. Also 4 wheeled heavy duty trailer with winch. Lying North-West. £3,500 o.n.o.
R.V. Silvester, New Mills (0663) 44884.

TARKA (122) 3.25 ton cutter, 22' x 19' x 7' x 3.5'. Two berths. Stuart 8, new main & top sail (Lawrence) 1982. Three headsails, new bunk cushions, good cruising inventory inc. mini seacourse, midas log, sestral compass, seafarer echo sounder, mast head tricolour, V.H.F. aerial, 12 volt battery (1980). Flush W.C. Whale 8 gusher. Flexible water tank - 8 galls. 2 burner & grill calor stove. Major refit carried out during winter 1981/2, when all internal furniture & stowage was rebuilt & all woodwork burnt off & repainted. Extensive single handed cruising East Coast & near Continent over last 12 years & a regular entrant in E.C. Race, twice winning the Stone Trophy. Selling to obtain larger boat. £3,500.

C.R. Williamson, Brick Kiln Cottage, Coggeshall Rd., Great Tey, Colchester, Essex. Colchester (0206) 211318.

52' x 17.5' x 7' (approx) very traditional Scottish MFV built 1947. Straight stem, cruiser stern, easy lines, wooden masts & wheelhouse/galley. Oak & larch on oak. 5L3 Gardner (big beastie) winch, V.H.F., 6 man liferaft, etc. Huge hold/peak, short engineroom, 6 berths aft cabin. Full headroom throughout. New fuel tanks, bulwarks, bulkheads, toilet, galley & renailed during last 3 years. Collection of spares & usual pumps etc., Vessel is clean & in good order. Excellent for conversion to motor sailer or heavy rig of some sort or use as is as a general workboat. I'm swallowing the commercial anchor & so Glendale needs a new home. Lying Kyles of Bute. £10,000 o.n.o.
Would consider part exchange for 30/36' gaffer. SOLD
Jay Cresswell, 116 Mansfield Road, Torry, Aberdeen.

COBLER (1113) 17'6" Yorkshire coble. Heavily moulded in GRP to traditional style, by D. & B. Marine Fabrications, Driffeld. Fitted out about 3 years ago by Sea King, Leigh on Sea, with substantial mahogany gunwales, thwarts & foredeck. Standing lug: 6 oz. tan terylene, mainsail on boom, roller jib on bowsprit, total area 140 sq. ft. Flat floorboards can sleep 2 adults + 2 children. Fitted over-boom tent plus separate canvas cuddy on stainless frame - can be used while sailing as it fits just under boom. Fitted boat cover. Rigging and most fittings in stainless. Seagull Silver Century Plus with neutral, presently having winter overhaul by manufacturers. A sound, attractive boat. Chilly wife wants cabin!!! £1,750 o.n.o.
Graham Wadson, 20 Abbots Walk, Thorpe Bay, Southend, Essex.
Southend on Sea (0702) 587395. Office hours: 01 353 0941.

MARGUERITE DE LA MER Gaff sloop, 26' x 6'6" x 4', built by Jack Wellington at Malahide, Co. Dublin, 1896, of larch on oak frame, carvel built. Raked stem, counter stern, 1½ ton lead keel. Fitted with 2 quarter berths, but spartan accommodation. Terylene main & foresails. 5 h.p. Vire petrol engine installed about 1972. Anchor, chain & warps. Offered with road trailer for £2,500 (Irish)
R. Kavanagh, Rockall, Ballygihen Avenue, Sandycove, Co. Dublin.

CITARA (595) Auxiliary Gaff cutter. Built Aldous, Brightlingsea, 1886. Pine on oak, lead ballast keel. BMC 2.2 diesel with hydraulic drive. Fuel 30 gals. Mainsail, jib, staysail & topsail 1974; jib topsail 1970. Pine mast 1976; galvanised rigging. 6' headroom, 5 berths. 2 burner + grill Calor gas cooker. 30 galls fresh water. Equipment includes: Seafarer echo sounder; Seafix D.F.; Brass clock & barometer; gimballed brass lights in saloon; Walker log; inflatable dinghy; anchors, chain, windlass, etc. Particulars believed correct but not guaranteed. Lying R. Medina, Cowes. £6,500 for quick sale. A.L. Brooks, Station House, Whippingham, I.O.W. Tel: I.O.W. 883109 or 293983.

VENTURE (220) 35' x 29' x 10' x 4.5' Morecambe Bay Prawner, believed built Fleetwood in 1920s. Extensively rebuilt 1979-83, almost new sails, new rigging, good diesel, 4 - 5 berths. Limited headroom. Ashore Porchester, Hants. Offered at only £4,500 now with some work required to complete or £6,500 afloat and commissioned. Or part exchange sound ocean going yacht suitable world cruise. Bayliss, 135 Peperharow Road, Godalming, Surrey. Tel (04868)28652.

APPROX. 100 fathoms 9mm (gav.) standing rigging wire (new) £1 per fathom min. length cut 10 fathoms or offer for the lot. 9 ft. lengths of $\frac{1}{2}$ inch spun brass tubing 25 on offer there must be dozens of uses for this on a gaffer. £2 per length. 1 only 9 ft. length of 9mm stainless steel rod ideal for fittings etc. £2. (buyer collects)

Set of plans (unused) to build a 27 ft. Gooseander sloop (not a gaffer but could be altered to a gaffer). £20. No offers. Set of plans (unused) and full size to build 18 ft. Newfoundland Banks dory - would make a nice day sailer trailable gaffer. £8. No offers. Or exchange any of the above for model railway equipment wanted for disabled child. For details of above ring Looe 2358.

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:

9 Blackstone Road, Tel: 0491 35531
Wallingford, Oxon. OX10 8JR. 0235 25998

COXSWAIN BOATS Ltd. of Port View, New Road, Mistley, Essex, has secured the European agency for the Chem-Tech range of epoxy resins. The Chem-Tech resins can be used for filling, sealing, etc., and do not require high curing temperatures, so can be used outside and they can also be used in the presence of moisture. Epoxy resins are not exactly cheap, and Coxswain Boats Ltd are making a special offer to members of the O.G.A. of resins at trade price less 5%. Full details of the resins can be obtained from Coxswain Boats.

FALKLANDS commemoration cards to be sold as boxed sets at £75 each, limited to 1,000. Stamped & franked in Port Stanley June 1983. To reserve a set, write to: King George's Fund for Sailors, 1 Chesham Street, London SW1X 8NF.

HULL MARINA Accommodation for 330 craft. Water & electricity to each pontoon, toilets, showers, laundry, excellent security. Kingston upon Hull City Council, 77 Lowgate, Hull, HU1 1HP.

MARINE EQUIPMENT HIRE SERVICE: Extra life-jackets, binoculars, inflatables, sleeping bags, wet suits, etc. etc. Contact: Sea-Quip Ltd., 'Coppelia', Lydd Road, Camber, East Sussex. Tel: Camber (07975) 281

THE WEST: A sailing companion to the West Coast of Scotland, Gigha to Cape Wrath, by Ronald Faux. ... a personal impression of a selection of anchorages on this coast, ... laced with anecdotes ... descriptions of the small ports ... deep sea lochs and the islands which abound in the area. Bartholomew, £12.95. John Bartholomew & Son Ltd., Duncan Street, Edinburgh EH9 1TA.

Now, our usual welcome to the following new members:

R. Allen, Corner House, Lower Redbrook, Monmouth, Gwent NP5 4AS.
H.B. Bruyn, Celebesstraat 33, 2022 XH Haarlem, Netherlands.
Mor Mara 453
R.I. Cleasby, 1 Crutchfield Cottages, Reigate Road, Hookwood, Surrey.
Windhover 646
D. Collett, Fourwinds, 6 Marshallen Road, Mounthawke, Truro, Cornwall.
Lillibelle 1125
Mrs. N.L. Cope, c/o 24 Brookfield Road, Fratton, Portsmouth, Hants.
Our Atalanta 1128
B. Crockford, 11 Langton Terrace, Falmouth, Cornwall. TR11 2NA.
Whim 1141
R.S.M. Ennion, 5 Lion Hous, Red Lion St., Richmond, Surrey.
Mary 252
C.B. Fox, 36 Woodlands, Chelmondiston, Ipswich, Suffolk.
Mary Amelia 1132
C. Guy, Fernbank, 124 High Street, Wivenhoe, Essex.
Eliza Maude 286
M. Hatton, 2 Loch Villas, Ramsey, Isle of Man.
Child of the Waves 1124
J.A. Jones, c/o Miss O.M. Higgs, 17 Fair Lane, Robertsbridge, Sussex.
Dorothy Ann 2626
K.M. de Leeuw, Rodelaan 30, 2272BB Voorburg, Holland.
Windbreker
R.L. Munro, 19 Findhorn, By Forres, Moray.
Wendy May 660
M.W.H. Prettejohn, 7 Tehidy Terrace, Falmouth, Cornwall.
Marion 1130
J. Protheroe, c/o Longbow Barns, College Way, Dartmouth, Devon.
J.D. Robinson, 35 Church Road, Mylor, Falmouth, Cornwall.
Ludwen 1148
M.J. Robinson, 120 Horsham Lane, Upchurch, Gillingham, Kent.
Karolin 1129
N.H. Skeates, 21 The Avenue, Brockham, Betchworth, Surrey.
Wylo II 1134
K.A. Smith, 18 The Colliers, Heybridge Basin, Essex.
Ripple 1127
P.A. Thomas, 3 High Street, Mistley, Manningtree, Essex.
H.B. Trevelyan, 27 Mayfield Road, Manchester. M16 8FU.
Idler 1133
W.H. Whitcombe, 109 Satchell Lane, Hamble, Hants.
Lord Jim 1131
A.H. Willingham, 27 Higher Polsue Way, Tresillian, Truro, Cornwall.
Wild Swan 1193
F.W. Yates, 108 Hadleigh Road, Ipswich, Suffolk.
Star 109
H. Young, Albina Villa, South Furzeham Road, Brixham, Devon.
Golden Vanity 511

The following have changed their address since our last issue:

- Mrs. M. Barber (nee Blackett) 83 Dawlish Drive, Seven Kings,
Ilford, Essex. Spartan 53
- R.A. Blake, 156 Warren Road, Donaghadee, Co. Down, N. Ireland.
Storm 118
- B. Brown, 5 Church View Close, Melton, Woodbridge, Suffolk.
Blue Hawk 197
- G. Carr, Willow Dene, 44 Castle View, Ambleside, Northumberland.
- T.E. Cook, 7 Silent Street, Ipswich, Suffolk.
- P. Cordingley, 111 Pencisely Road, Llandaff, Cardiff.
Thought 871
- J. Cresswell, 116 Mansfield Road, Torry, Aberdeen.
- P. Harrison, 6 Spittis Park, Lower Contour Road, Kingswear,
S. Devon. Cobbler 1161
- Dr. C.G. Hunter, 52 Fort Picklecombe, Maker, Cornwall.
Louiso 399
- G.W. Jago, Smugglers Cottage, Fambridge Road, North Fambridge,
Essex. Teal 729
- Mrs. G. McLaren, Katy Lou of Hees, c/o McAlister & Son Ltd.,
Woodyard Road, Sandpoint, Dunbarton.
- C.D. Matthews, 24 Rydes Hill Crescent, Guildford, Surrey.
Merlin 5297
- P.G.W. Meakins, Cobere Cottage, Hungerford Bottom, Bursledon,
Hants. Undine 581
- J.A. Osborne, Old School House, Albury, Surrey.
Red Goose 8527
- C.J. Relph, Poplar Cottage, 73 London Road, Blackwater, Hants.
Myrtle 688
- D.J.W. Reynolds, Clyde & Co., Admiralty Centre, Tower One,
10th Floor, Harcourt Road, Hong Kong. Skipjack 541
- J.H. Robinson, Kendall Cottage, The South Border, Purley, Surrey.
- Hm Smyth, 15 Church Path, Emsworth, Hants.
Chloe II 1004
- J. Stubbings, Dry Arch House, Farleigh Wick, Bradford on Avon,
Wilts. Scipio 949
- G.L. Ventris, 12 Moat End, Thorpe Bay, Essex.
Myrrhine 435
- J. Milton, Southward Farm, Bere Alston, Devon.
Sarah Jane Riley 849
- Major R.I. Radford, 14 The Terrace, Barnes, London SW13 ONP.
Pameta 302
- A. Nurnberg, B-4670 Montzen, Rue de Birken 73A, BELGIUM.
- A. Hough, Rose Cottage, Boyton, Woodbridge, Suffolk.
Julia 976

BOAT CHANGES:

- Poseidon, 484, now named Howlscath, and owned by D.R. Medway.
- Talisman II, 1103, sold and converted to Bermudan.
- Inanda, 788, now owned by R. Barnard.

28.

The following are deleted from the Register:

Miss S. Barnes (Alert)	T.B.M. Rabelink (Magnolia)
B.H. Bassett (Diana Joan)	J. Richardson (Bunty)
J.G. Channer (Imogen)	R.S. Saville (Nightfall)
M. Evans (Corallina)	B. Slevin (Stella Maris)
C.R. Hall (Plover)	C.R.H. Temple
A.F. Hill (Casse Noisette)	M.R. Thomas (Greenshank)
A.C. Hughes (Mimi)	Astrid Westbury
J.H.A. Pritchard (Minelvia)	

NOTE Would owners of boats with MOULDED hulls who wish to enter races please note that they should state that the hull is moulded on the race entry form. The entry form will be revised for next year.

John is at present convalescing after an attack of angina, so we are sorry that replies to your letters will be delayed for a while.
M.A. Scarlett.

There's just room I think for the remains of David Bosomworth's letter (first part is under North East Report):

Your correspondent owns a Humber Yawl, Eel, 21' LOA, built 1897 at Hornsea. Eel was rebuilt during 1979/80 and has raced and cruised the Northumberland Coast since. This year, is the centenary of the Humber Yawl Club and we have been kindly invited to sail her down the 150 miles to Brough Haven. We hope to accomplish this feat in May. However, more of Eel later.

If there are any other Humber Yawls still in existence, designed by Albert Strange or George Holmes, I would be pleased to swap experiences. I have gathered quite a bit of information, drawings, history, etc. of these fine old boats and would be glad to avail it to those interested. Drop me a line if you like, at the R.N.Y.C. Blyth, or ring me direct at 0632 (Newcastle) 522071. Does anybody know what happened to Spindrift?

All the best.

David Bosomworth.