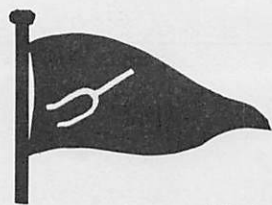


1983/2



Old Gaffers Association Newsletter



COPYRIGHT

THE OLD GAFFERS ASSOCIATION

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

OLD GAFFERS ASSOCIATION

Hon. Secretary

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

Hon. Treasurer

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

AREA SECRETARIES AND REPRESENTATIVES

North East

G. Carr, Willow Dene, 44, Castle View, Amble 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.

CORRECTIONS TO ADDRESSES ON OPPOSITE PAGE:

North East Area Secretary:

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

Solent Area Secretary:

Dr. S.G. Bayliss, 135 Peperharow Road, Godalming, Surrey.
Tel: Godalming (04868) 28652

NEWSLETTER No. 1983/2

COVER PICTURE: DREVA (699)

Launched as 'Happy Return' and finding that she could not be registered under that name, her first owner returned to his home near Helford, Cornwall, called 'Trewardreva' which apparently means something like 'House in the Harvest Field' in old Cornish and decided instead to call her 'Dreva'. Thus starting a bitter controversy between myself and my partner Richard on the correct pronunciation - he insisting on the Cornish 'Drevver' while I stick to the more 'Solent Area' version of 'Dreeva'. (A friend who in his younger days crewed for Fox said that Fox always insisted on the Cornish 'Drevver' being used. - Ed.)

Dreva is one of the half dozen or so yachts from the board of Nigel Warrington-Smythe and at 34' is his second largest. He was a solicitor and amateur yacht designer (not to be confused with his brother Rodney) of Falmouth who designed a number of well known gaff cutters for his friends, among them are Providence (35') and Wingoes (28').

She was built in 1936 for Romney Fox, a Falmouth timber merchant and the fact that he imported good quality timber is very evident today. The planking is pitchpine and every plank is full length. Frames are of grown oak with a massive elm keelson bolted solidly above the oak floors.

The builder was Frazier of Mevagissey (the yard now sadly a gift shop) and it is easy to see that they were more used to building fishing boats than yachts. All the shipwright work is pure craftsmanship and very strong, but the interior joinery was decidedly rough and has since been totally replaced.

Since building she has only had three changes of ownership and much information and stories about her owners and crews have come to us at various times.

Originally she was sailed single handed and without an engine. Having handled her with a full crew and a modern diesel, it is easy to see why after a year or so of excitement (he was a hunting man), a 10 HP petrol engine was installed with a propeller on the port quarter. This was removed years ago and a conventional midships shaft installed, but the hole left by the early propeller shaft was covered with a large bronze plate - goodness knows what is going on underneath. As it can now only be checked by removing the engine, fuel tanks and chipping cement from inside to remove the nuts, it mocks me every spring at

fitting out that I did not remove it once and for all when the aft end was opened up to rebuild the cockpit area.

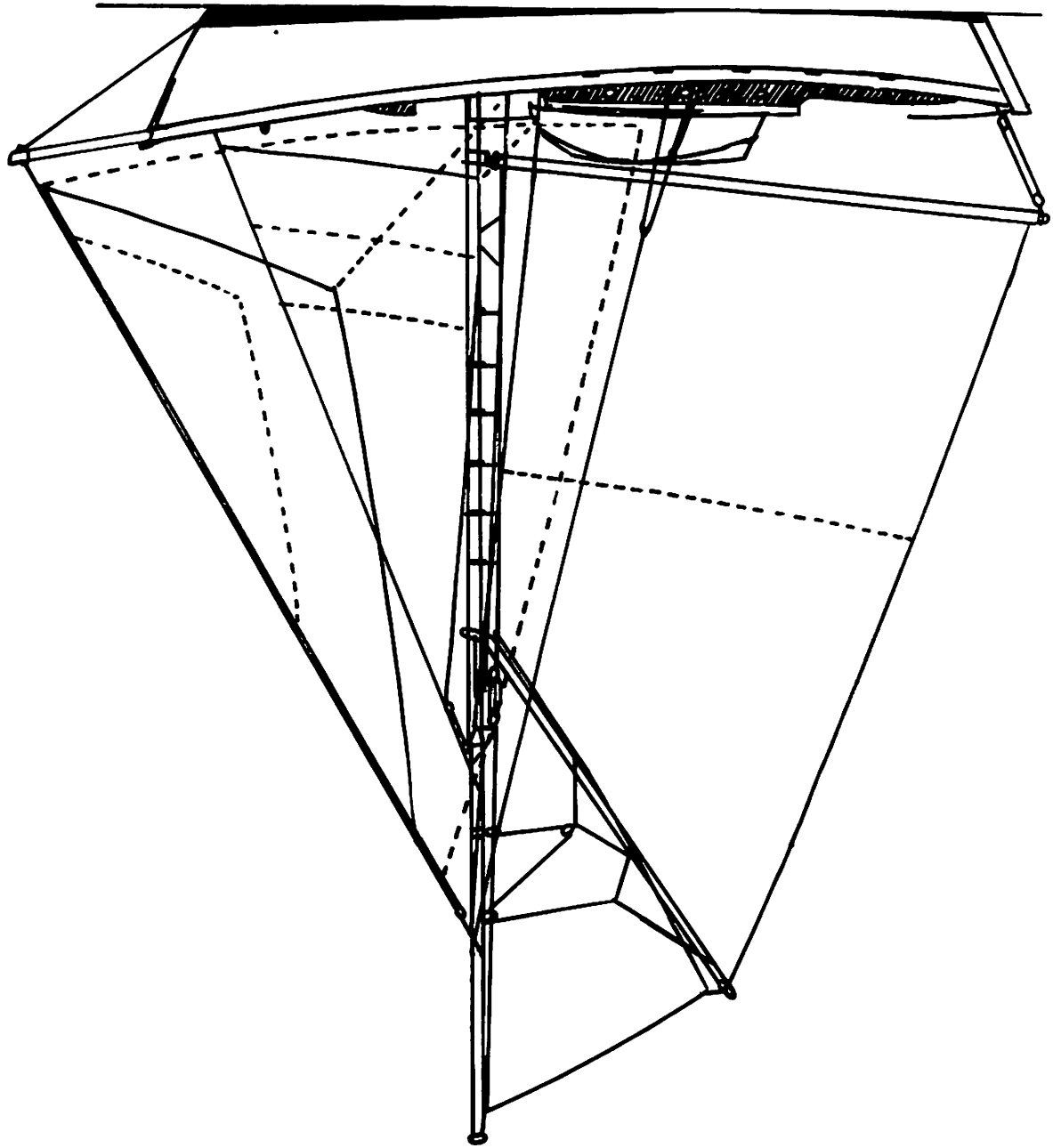
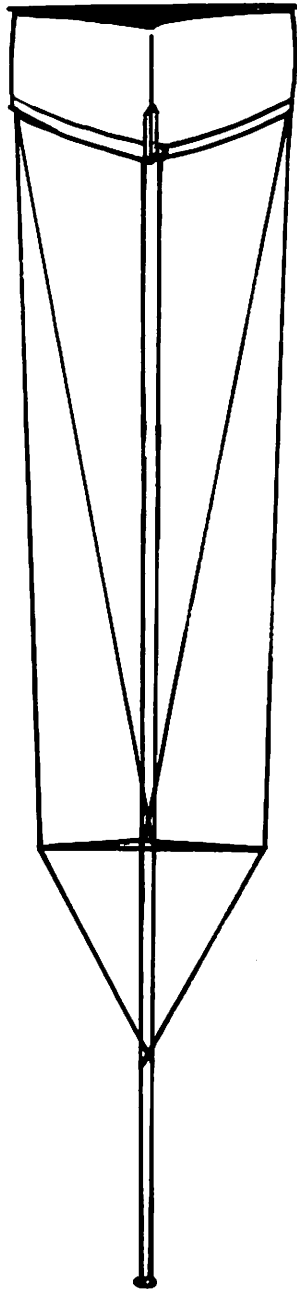
She stayed in the hands of her original owner until 1968 which prompted him to write an article 'Forty Years On' in the RCC Journal. By this time she had a new set of terylene sails which we are still using as well as the original storm canvas - which we are avoiding using - the jib is so stiff it would take Force 12 to shake the folds out of it!

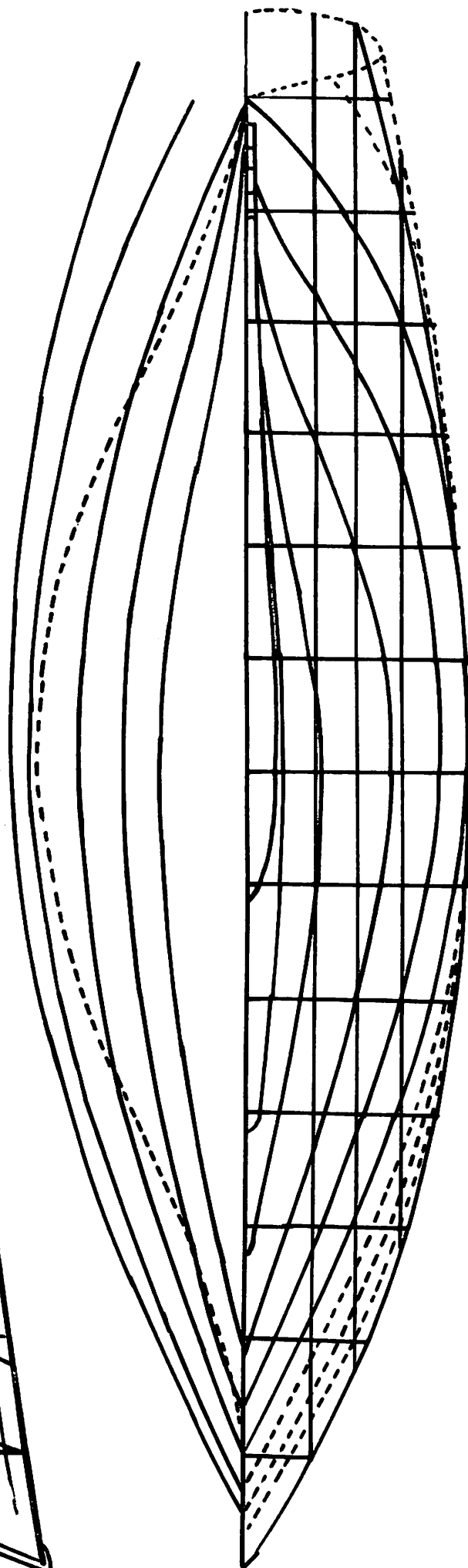
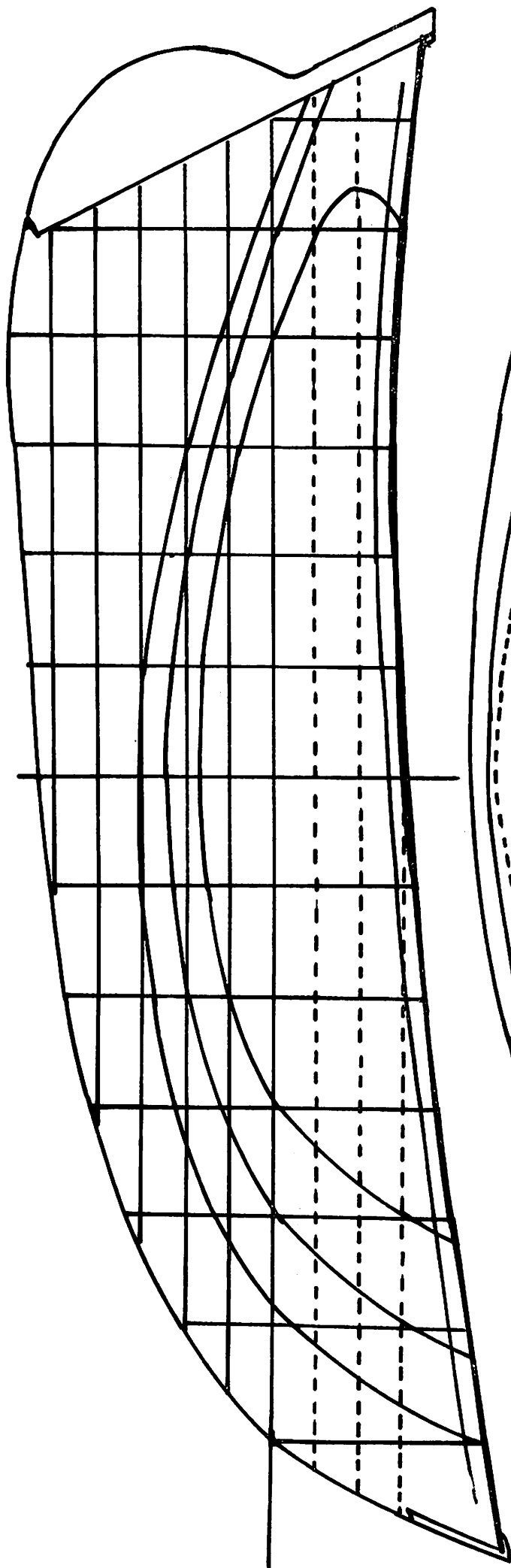
After protracted negotiations to lower the price to a realistic level, we bought her from her second owner in the winter of 1977/78 as a rather scruffy but undoubtedly elegant yacht lying afloat in Gosport. Our initial introduction by the Agent told us in glowing terms of this 'character yacht'. Richard and I decided we knew enough about them from our experiences as skippers with the Island Cruising Club and had bashed our heads on many a venerable deck beam.

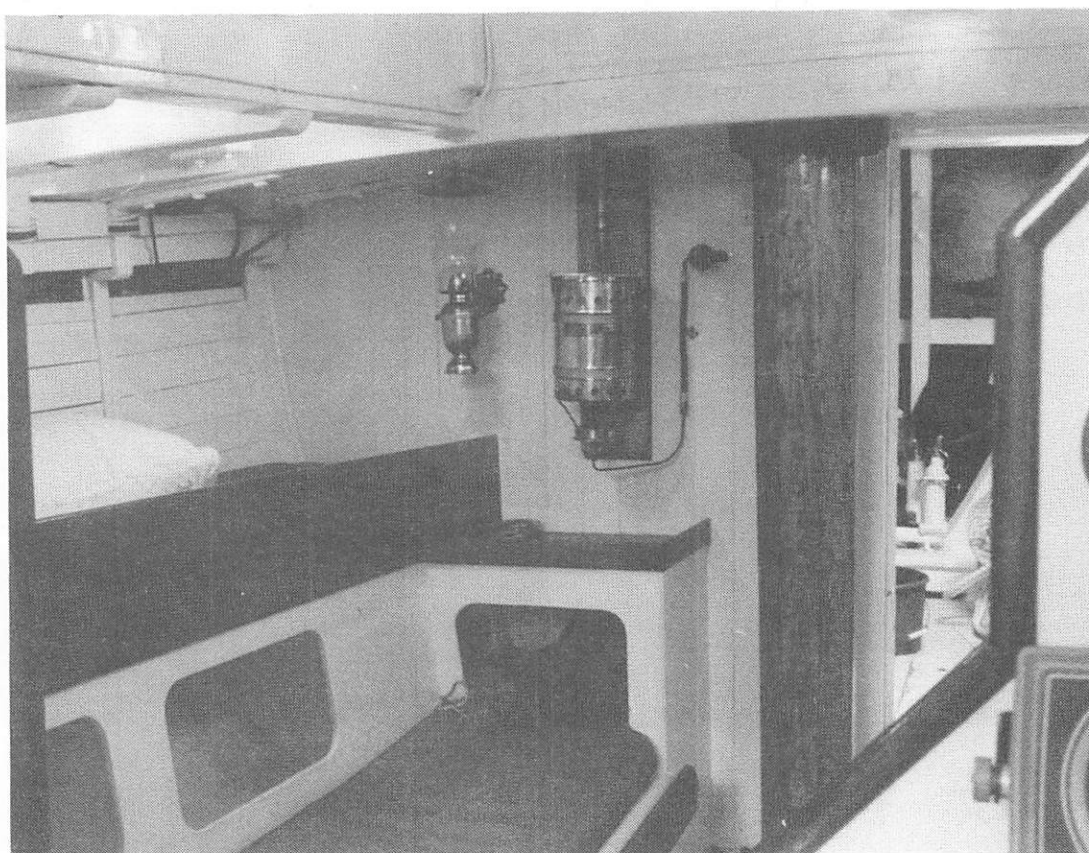
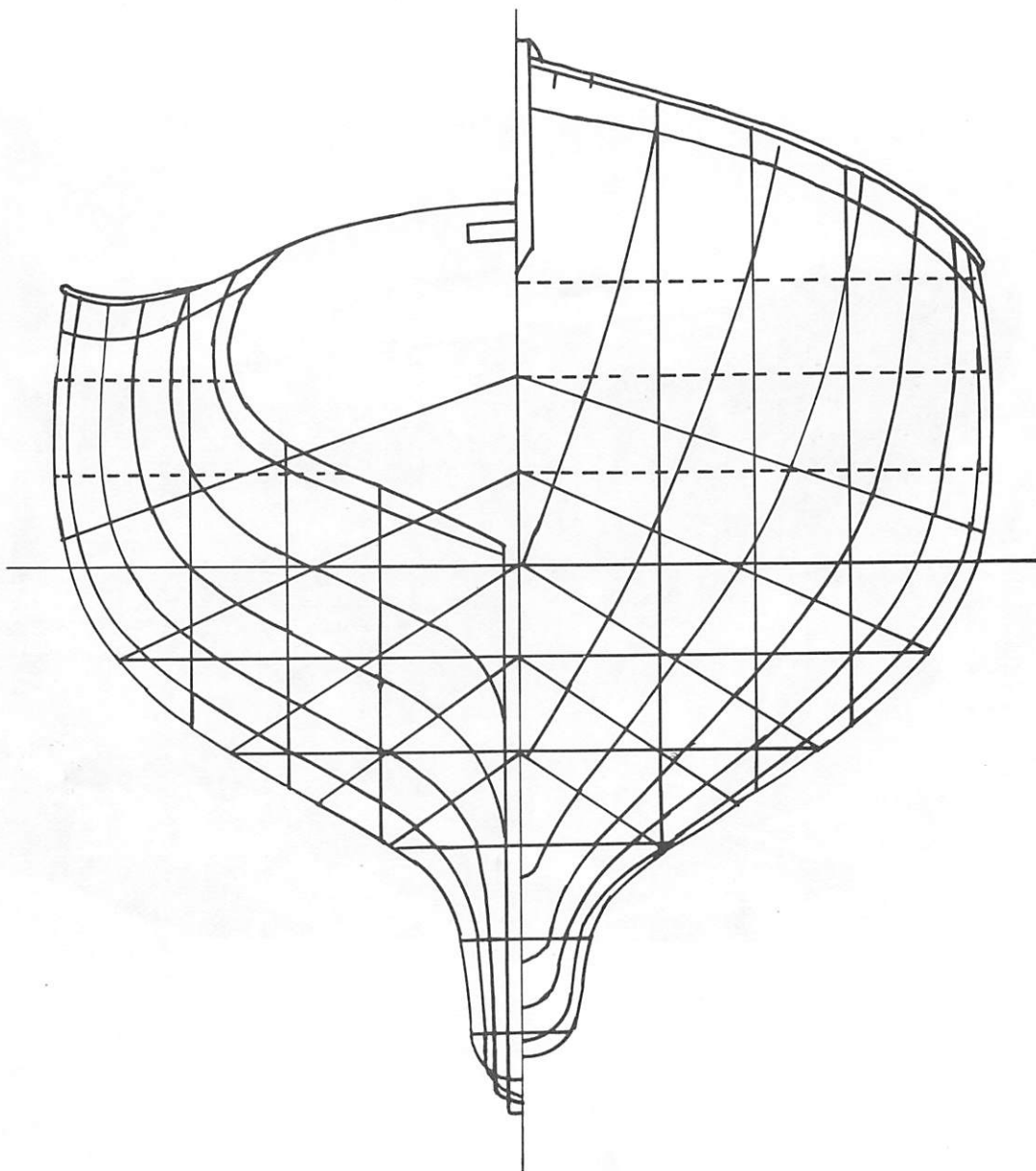
First impressions are always important and we both decided we liked her. Below she was filthy from the leaking exhaust of an Enfield horizontal twin diesel (they must have been able to start it sometime!). The sole was covered with a disgusting shaggy grey carpet which I would have heaved overboard there and then but luckily I was dissuaded as it subsequently proved invaluable as chafing gear. Below this we expected to find all sorts of horror lurking in the bilges but to our utter amazement they were completely pristine. We found out later that this was because the keelbolts had recently been replaced at Mike Richardson's Elephant Boatyard and everything had been cleaned up and painted.

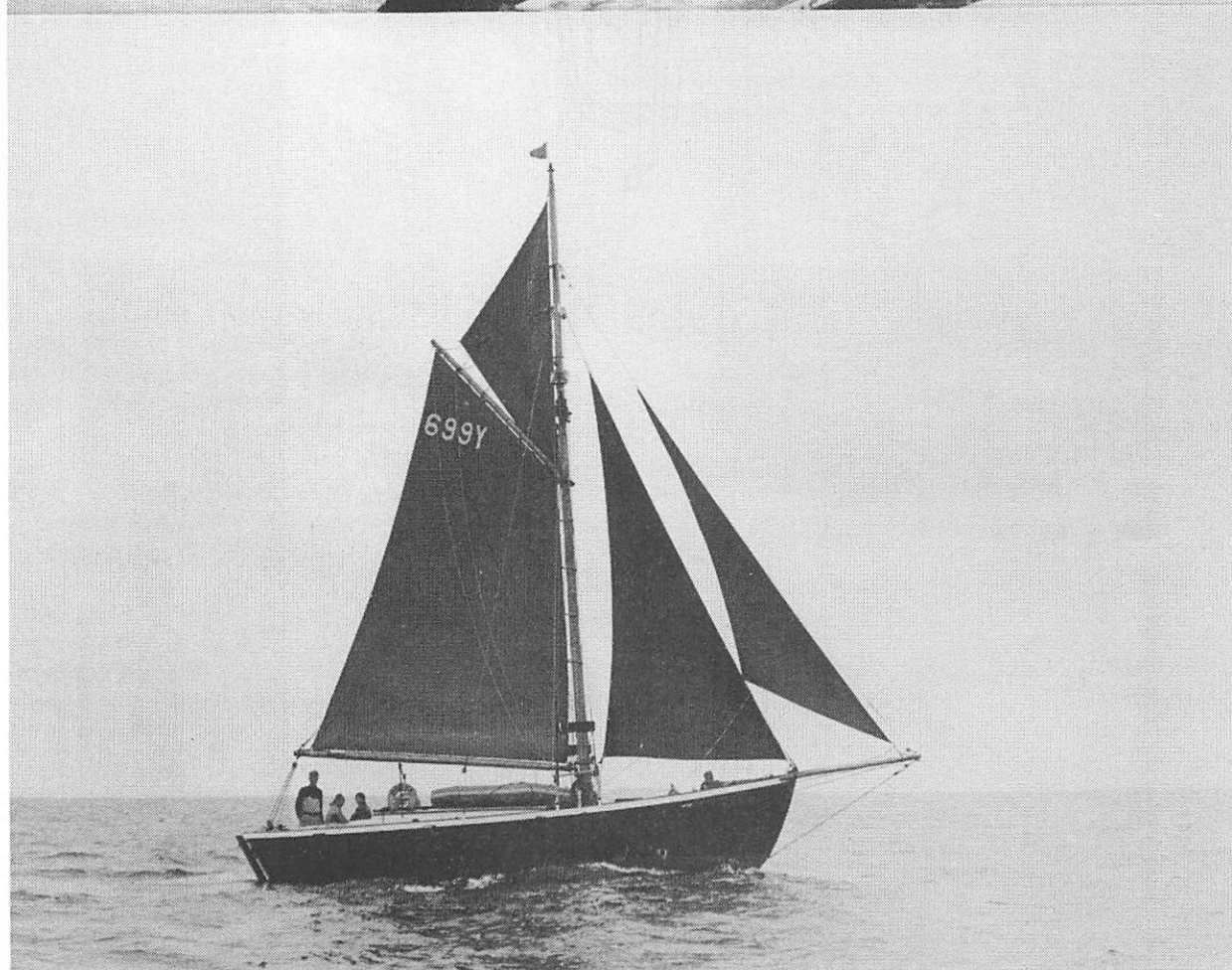
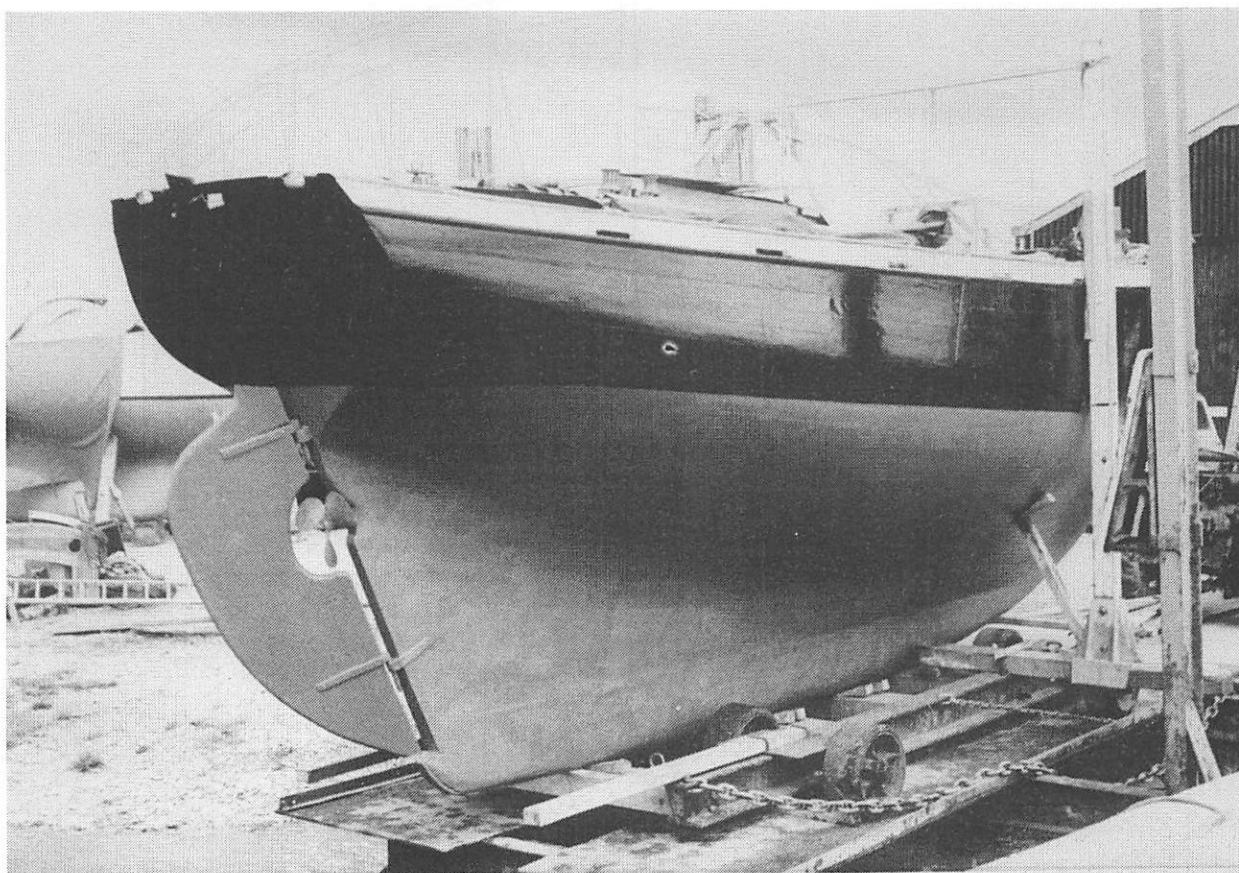
At this stage we decided that she was probably a sound hull and a fair kit of parts all requiring attention before becoming a seaworthy yacht again. A rough list of major work was drawn up and it was agreed that we could probably finish most of them in about four years! With a major exercise like this on a relatively large yacht, two things seemed most important, one is that it is going to cost quite a lot of money and hence some idea of cash flow is needed and how to make enough money to be able to keep the work going, hence however tempting it is to give up working in the office and devote full time to the yacht, that was not the answer. The other is that you need volunteer help with the work and if they are not going to get some sailing every year, they will naturally lose interest and we would be stuck with a half finished boat on our hands. So our major work was spread over four winters and we used professional help for specific tasks where we felt it was worth paying for the expertise.

We were very lucky (December not being an ideal time to start looking for a winter berth) for our first refitting season to obtain the last space at Emsworth Yacht Harbour. A handy position right below the office window so the staff could sit there in the warm drinking coffee while urging us to get on with the work. Later in the spring they were rewarded by excellent views of our lady crews painting in bikinis! The removal of the doghouse and fitting a new engine were the major objectives of this first refit year. Numerous other minor tasks were tackled and all seemed to have special problems, removal of the old anti-fouling being one of them. We could only assume that it was some commercial brand as it appeared to resist all normal removal









methods and in the end Richard found that by buying all the stock of Nitromors in the entire village, about 50 per cent could be removed leaving a hard and lumpy surface which only an industrial grinder with the coarsest sanding disc available, could take the hull down to rather furry bare wood.

Emsworth is famous for its little old men full of gloom and doom, there is 'Force Eight' with a plastic Westerly Something who never goes to sea because it either has been or is just about to be force eight. Or there is 'If-I-was-10-Years-Younger', who was full of mostly useless advice and had solved his leak problem by totally encasing his boat in fibreglass and leaving it ashore.

We had chosen a particular weekend in June for our departure from Emsworth when there would be sufficient water over the sill - about once a month with 7' draft, and that is when we left despite the little old men saying we would be there for five years.

Launching was not without excitement as being so dry she immediately gave a very fine display of the fountains of Versailles, we had expected her to leak but not so spectacularly! However, all was well when the yard kindly lent us an automatic submersible pump which we needed to keep on board for a week when the bottom planks took up and now she only leaks through the topsides in the traditional manner.

Being in a marina full of modern yachts and one gaffer is an interesting experience; there was the afternoon of the anchor chains. Before restowing ours in the new chain locker, it seemed a good idea to end for end it (one end being marginally less rusty than the other) and mark every 5 fathoms in a seaman-like manner. So the peace of a Saturday afternoon was shattered by a roar of 45 fathoms of $\frac{3}{8}$ " chain being dragged along the pontoons - soon they were all at it, with watch chain appearing from forehatches like Christmas decorations. Then there was the afternoon when a lorry appeared with a new minicruiser (complete with dog bowl which appeared to be part of the deck moulding). The proud owner and his wife were there to take delivery, however only the wife was listening when the driver explained how to bend on the sails, father was much more interested in Richard's antics in a bosun's chair up our mast.

The mast was re-stepped with much admired new standing rigging - 'Where did you have that done?' asked the Foreman Rigger - 'I did it myself', replied Richard modestly. There then ensued an undeclared race between rigging and engineering continuing over a period of several weeks, won to my shame by Richard who had the tops'l set (we were still firmly tied up to the marina) 10 minutes before I could start the engine for the first time. As I had fitted the gearshift on backwards, I suppose Richard actually won by the half hour or so it took to put right.

After a six month tight programme we were late leaving of course - 15 minutes while one crew member grabbed oilskins and sleeping bag from his car having been hard at it since arrival that morning. And so we cast off and motored sedately down Chichester Harbour with the last of the sawdust blowing off the deck.

The first cruise was fairly modest, we beat back to Gosport with only minor problems such as finding that the jib sheets were so short that it was necessary to visit the foredeck at each tack to retrieve the new weather sheet. We slipped into Camper and Nicholsons marina - literally as it is only dredged to 5'. For the first time in six months of hard but mostly enjoyable slog we were able to sit on board, listen to the rain pour down and read the Sunday papers.

That summer we arrived back on our home mooring in Salcombe Harbour and managed to take part in some of the Drake 400 celebrations and collected a modest pot (4th Class 1) which pleased us greatly. We have subsequently raced in Dartmouth O.G.A. races, slowly improving our position. We will draw a veil over the 14th achieved when a friend skippered when both owners were away. We only need Chris Waddington's unbeatable 'Moya' not to make it down one year and we have a chance at the top.

P.A. Smith.

A LITTLE PIECE ON 'TANNING' SAILS'

The question was asked in the first issue of 1982 Newsletter on the colouring of cotton and flax sails. Buried in my library is a mass of information on the treatment of sails, but unfortunately little of it is useable today, although the following may be of interest.

To clean dirty canvas: Make up a bleach of 6 gallons of clean water, 4 pounds chlorinated lime, 3 pounds common washing soda. Mix well and allow to stand for 24 hours. Spread sails out on a clean surface and wet all over with clean water then scrub the soda mixture well into the sail. Leave for one hour then wash out thoroughly in clean water and hang up to dry in the sun. It sounds to me like hard work. No doubt biological Brand X would do as well, but the size of even a modest jib could cause a domestic crisis.

A recipe against mildew is composed of 80 gallons fresh water, 2 pounds Sodium Carbonate, 2 pounds Sulphate of Zinc, $\frac{1}{4}$ pound Tartaric Acid. Mix thoroughly in a large vessel until all is dissolved. Soak the sails thoroughly for 24 hours then hang out to dry without wringing, under cover in the open. (Well, that's what it said in the book.)

On my travels around my patch I enquired of various industrial sources but no one seems to use Gum Catechu now. This is the base of cutch and formed much of the colouring in 'Canvo'. The camping retailers can suggest nothing useful. Some information came my way from a local craft weaving exhibition. The London Textile Workshop of 65 Rosebery Road, London N.10 manufacture a range of dyes for every sort of natural fibre. They are intended to dye yarn before weaving, but it may be worth enquiring of them whether a cold dye can be made up suitable for large items.

Back in the '30s, treating a sail with cutch had its hazards and was usually left to the specialist sailmaker. This recipe gives an idea of the process: 'Into a large cauldron or barking

pan put enough fresh water to cover the sail. Add to this well broken up cutch to the proportion of 5 pounds to each 8 gallons of water. The whole should now be brought to the boil until all the cutch is dissolved then allowed to cool. The liquid must be strained off very carefully until no small specks of solid cutch remain. Test, if too light add more cutch, if too dark add more water. When satisfactory the sails can be immersed and worked about to get them evenly soaked. Leave in the liquid for 2 hours. Remove and stretch out in all directions, leave to dry in the shade. The result should be a rich deep red. To fix the cutch in the canvas and to turn this colour into a more pleasing brown hue, a solution of 1 pound of Bichromate of Potassium to 4 gallons of water may be used - but with care. Free Chromic acid may be present on the solution, test with litmus paper which should show blue. If it doesn't add washing soda carefully until it does. This solution should be brushed into the sail thoroughly, then it should be stretched out and left to dry in the shade. The presence of Chromic acid in the sail would have caused it to rot away in a very few weeks.

A dressing for sails from Yachting Monthly of 1930 and claimed to be successful is as follows: Mix 1 gallon of raw linseed oil and 1 gallon of boiled linseed oil, 2 gallons paraffin, 7 pounds Ochre, red, yellow or mixed as shade required. Apply generously to both sides and hang up to dry for at least 48 hours. The availability of Ochre in powder or oil paste form is questionable. It is not now listed in paint wholesalers' catalogues. Whether used in the art or pottery world may be worth investigating. Several of the old Thames Barges still have flax canvas, and I wonder if their sailmakers are willing to make public their method of colouring sails. But one thing is sure. Materials not in common use tend to be expensive.

M.E. White.

NB NB NB NB NB NB NB NB NB NB NB NB NB NB NB NB!

BILL AND BRENDA BROWN, our Treasurer and Stockkeeper,
HAVE MOVED TO:

'WHEAL COCK',
PORKELLIS,
Near HELSTON,
CORNWALL TR13 0JS.

Tel: Falmouth (0326) 40198.

NB NB NB NB NB NB NB NB NB NB NB NB NB NB NB NB

ADVERTISEMENT - FOR SALE

SNOWGOOSE Cutter, 18' x 17' x 5' x 3'6". Groves & Gutteridge, Cowes, 1908. Fixed keel. Transom stern. Pitch pine carvel on oak - lead keel. Copper fastenings. Mainsail new 1981, jib, staysail terylene; topsail, ghoster cotton. 2 berths. 5 h.p. Stuart. Calor stove, sink. Recent overhaul. Owner emigrating but wants good home for boat. Lying Elephant Yard, Bursledon.
£1,100 - offers.

Simon Challis, 31 Norton Close, Woolston, Southampton.
Tel: Soton 446534.

CLYDE RACE 1983.

After about the worst spring on record the weather this year, true to form kept us in suspense right up to the end, or should I say the start, as the midnight forecast prior to the race predicted wind strengths of 'locally 9'. However by 11.30 a.m, it had moderated to a SW 5 - 6 and moderate sea providing excellent conditions which remained for the rest of the day, falling away to nothing by evening.

The windward start off Helensburgh soon sorted out the very mixed fleet of eleven boats ranging from 17 to 85 feet with some very fast material in between. 12.30 saw Ulidia, a Clyde 19/24 built in 1901 and sailing with her full 520 square feet of canvas battling for first place against Thistle with Beroe, Veryan and Minna in hot pursuit off Gourrock Pier. By 1.30 Minna had dropped astern but Beroe had taken the lead and by 2.30 she had reinforced this lead at Inellan Beacon with Ulidia and Thistle close behind. The rest of the fleet strung out some 5 miles astern. At Toward the SW made the passage across Rothesay Bay and up the East Kyle a fine close reach of 8 miles with Beroe taking line honours at 4.12, at 4.29 Thistle crossed the line, followed half a minute later by Ulidia who won on corrected time, Beroe being placed second and Thistle third.

Later on these three were joined by Veryan, Hildasay, Ferryman and Irene, also Rosa & Ada and Partan, who had not been able to make the start but joined the fleet to make a grand sight off Tighnabruaich Pier as a backdrop to a party that proved to be most enjoyable with sixty or so participants including some friends that sail the other rig.

Sunday had, by all reports, stronger winds but from the same direction making the race principally a down wind leg. Ulidia having retired before because of sprung planks in yesterday's race eliminated herself from competing for the Merchants' Cup which will be presented to Beroe, the overall winner of both days racing at the Royal Northern and Clyde Yacht Club's prize giving in November. If last year the committee boat was surprised to be beaten to the finish by Beroe, this year it was just as surprised to be overtaken by her off Toward Point doing over 8 knots in huge seas. Veryan was no sluggard either, crossing the assumed line (the seas were too big to lay one) only 4 minutes behind to take first place on corrected time and Hildasay third.

Our appreciation goes to Gordon Tourlamain of the RNCYC for officiating on both days despite entangling his propeller with a trailing rope on the Saturday which was fortunately rectified by a convenient diver aboard Rosa & Ada - perhaps we should all carry one for such an event.

RESULTS

SATURDAY	1	Ulidia	262.2 minutes	Veterans Cup
	2	Beroe	274.95	
	3	Thistle	291.52	
SUNDAY	1	Veryan	96.87	
	2	Beroe	98.76	
	3	Hildasay	109.00	
COMBINED DAYS	1	Beroe	373.73	Merchants Cup
	2	Veryan	405.99	

FRENCH OLD GAFFERS (VIEUX GRÉEMENTS DE FRANCE)

The happy period of Yacht-Races is back again and we are sending you the schedule of our meeting in Binic on 6 and 7 August.

We also bring to the attention of our British friends likely to visit the northern coast of Brittany this summer the yacht-races of : Granville on 23rd July; Cancale on 30th July; Saint Malo on 15th August, and Ploumanach on 21 and 22 August.

We do hope that you will be able to pass the message round and that we will be able to receive you and your boat.

BINIC: Boats to arrive during the afternoon of Friday 5th August, or the weekend before.

Saturday 6th August - Floating picnic at the Pointe de Pordic, gathering up the late-comers. Afternoon regatta in Binic Creek. Return under sail, and reception.

Sunday 7th August - Grand Regatta starting 9 a.m. to la Pointe de Pordic. First stage to Brehec Creek, arriving at midday for picnic. Leave at 2 p.m. for second stage, concourse of gaffers. Mayor's dinner and presentation of bronze trophy.

Further details from: Daniel Mitre,
La Fleurais,
44130 Fay de Bretagne, France.

SOLENT AREA NEWS

The weather has caused much frustration as doubtless it has elsewhere. Mike Betts (Content of Leigh) has been dubbed the 'Rainmaker of Hamble' due to the regularity of rain every time he picks up a paintbrush! At Wicor the boat next to us has sat for four weekends awaiting the final coat of topside paint. While there is no shortage of rainwater there certainly is of buyers for older yachts, several being for sale at Wicor including the very beautiful Itchen Ferry 'Brunette'. Chris Waddington has replaced her with 'Sorella' who until recently has been worked out of the Hamble by two elderly brothers. She is currently in the shed having a full refit including some new frames and Chris expects to have her sailing later this season. I am not sure whether he really intends to sell 'Moya', but I notice that she was advertised again recently at a very substantial figure. Also for sale is 'Pameta', a ketch built in Conway; similar in some aspects of construction to my own 'Venture'. Close by is Captain Swindell's 'Moonbeam', a delightful 26 footer and surely the only one to boast a four poster bed in the saloon. She needs quite a lot of cosmetic work but I have heard that he would consider low offers as he has just bought the Leigh built boat 'Storm'.

On the Hamble, John List has sold 'Windhover' to Rodney Cleesby. Nick Skeates has 'WyloII' on the piles near the Jolly Sailor and many members will recall his articles in the yachting press about the loss of 'Wylo' on a reef near Fiji and how he subsequently designed and built 'WyloII' in steel in New Zealand. When Maggie and I visited her we were so impressed that we resolved to build one for long distance cruising on my retirement. We have been fortunate to find a shed for this in the delightful rural and unspoilt surroundings at Salterns Boatyard, Bursledon, which lies on the edge of the saltings that extend from Landsend

Point to Port Hamble. George Korab who recently bought the yard intends to preserve the natural surroundings whilst making some improvements in access and facilities. There are some mud berths suitable for larger craft of 40 ft or more and he would prefer traditional craft there rather than plastic. Managing the yard is Frank Huggins putting the finishing touches to his fine ferrocement Colin Archer 'Mahler'. She is to John Perryman designs and similar to the Norske 35. Another Colin Archer, this time the Jay Benford version, was launched by Tim Hurst (of BBC South) from the Elephant Boatyard recently and some will have seen this televised on South Today. The tree for the mast, I am told, was moved the 6 miles from the forest to the Hamble by means of a sponsored mast carry in aid of charity.

The SOLENT RACE will be on Saturday September 3rd, the start at 0930 hrs in Osborne Bay. There will be the usual pre-race get-together on the previous evening at the Cowes Corinthian Yacht Club. After the race the prize-giving will be at the Elephant Boatyard, Bursledon and there will be a Barbeque on a bring-your-own food basis. Entries to me, Sam Bayliss, 135 Peperharow Road, Godalming, Surrey, GU7 2PW by 20th August at the latest. I have had enquiries about possible berths for the race, so if anyone needs extra crew I can put you in touch.

PORTSMOUTH HARBOUR ENTRANCE now has a small boat channel for use by craft under 20 metres in length which is on the Western side of the channel and about one third of the width. In addition the Inner Swashway has been closed to craft of 20 metres and over. This should greatly improve safety in the congested entrance but you are warned that the rules, including the requirement to use engines, will be rigorously enforced. Details in Notices to Mariners 8/83 or from the Queens Harbourmaster at Portsmouth.

At a Committee Meeting the Solent Area resolved to affiliate with the Solent Cruising and Racing Association at £8 per annum.

S.G. Bayliss.

ST. MALO - QUEBEC TALL SHIPS RACE, 6th May 1984.

Although this is early in the season, we plan to have an Old Gaffer Rally in the Rance at that time, and hope to welcome any British boats that can make it. If anyone wants to come for a short early trip, and leave their boat here for a longer holiday later, making use of the ferries, we can arrange for the boats to be looked after.

Jon Ward-Hayne.

OBITUARY - DANIEL TOUZET

It is with very great regret that I must pass on to you the news of the loss at sea of Daniel Touzet, formerly secretary of the Granville and Normandy flotilla of Vieux Gréements de France.

Daniel, universally known as Popoff, will be remembered by participants in the Drake 400 rally and many British Old Gaffers who have sailed in St. Malo regattas. A man of enormous physical strength and agility, he was a natural seaman of a high order, and he possessed a love of the sea and a zest for life of formidable proportion. For several seasons he fished the waters of the Minquiers and Chausey archipelagos in a little 17 foot gaff cutter, an achievement which will speak volumes to anyone who has studied charts of that notorious area.

His loss, only a couple of miles off St. Malo, on a flat calm day, has not been fully explained. Divers found his boat sunk in 10 fathoms with nets fouling the propellor, and it is reasonable to suspect that, once fouled, the boat was dragged under by the fierce tidal stream. So far neither his body nor that of his companion have been found.

As I bought his little sailing boat Minquierville from him in 1980, and had just brought her down from Guernsey the day before his disappearance to refit her for local fishing, I shall have a constant memory of a fine sailor and good friend. The last time he appeared on my doorstep, during early March he had with him with typical generosity, a large sack of spider crabs, whelks and winkles, which were quickly cooked and devoured in front of the fire while spinning yarns of the sea until the early hours.

Once again, as in the case of Rob James, the lesson has been given, that even in its more apparently tranquil and benign moods that hard bitch of a mistress, the sea, is always ready to exact a terrible price for the slightest error on the part of those who sail her, even the best.

Jon Ward-Hayne.

COVER PICTURES

We are always in need of good cover pictures for the Newsletters, together with articles about the boat which is the subject of the picture.

The ideal cover picture is a black and white print about 8 inches high by 6 inches wide, with the boat more or less filling the picture. We can get larger pictures reduced, although pictures over 10 by 8 inches cause problems in posting. Pictures which are slightly under the required size can be increased, but only with some loss of clarity.

For clear printing, any pictures supplied need to have really good contrast. Obviously, the clearer the print the better the cover. Generally, colour prints are not suitable for copying as cover pictures as they lack contrast and definition. Really first class colour transparencies can be printed to black and white pictures, which can then be used as masters for cover photographs, but this process is more expensive, and does not yield such good results as from an original black and white photograph. Most Polaroid pictures are not suitable for copying.

We can copy line drawings, sail plans and accommodation plans to accompany an article. This is easiest if the original drawing is A4 size (the size of this page) with a border on one side of about an inch for stapling and filing. Larger drawings can be reduced, but they do need to be the same proportion as a Newsletter page. Drawings for copying should be black ink on clean white paper. We can print from a truly first class, clean Xerox copy, but this is not recommended.

Our cover pictures and accompanying articles are intended as a definitive collection of information about Old Gaffers, so the more that can be said in the articles the better. Usually we can afford to go up to 5,000 to 6,000 words - which would be quite a long article. Almost everything about the boat is

usable - when she was designed; by whom; why; where she was built; by whom; when, where, how; of what materials: working life (when applicable); conversion; cruises made; previous owners; major restorations; racing history - all is worth including. Details of construction such as types of timber used, sizes, fastenings, etc. are particularly valuable.

What matters is the facts - don't worry about any polished style in English. Our Newsletters are technical, and are read by enthusiasts - we are not a literary society - so, if you have any good photographs - please, have a go.

ADVERTISEMENTS

WANTED, WANTED, WANTED ... AN MFV

Have you bitten off more than you can chew?

I have itchy feet, cannot stay ashore and need another boat!

MFV type, built Scandinavia, Scotland or Ireland, full powered or auxiliary, unconverted, semi-converted or fully converted. Must be fundamentally sound about hull and machinery. A winch or capstan would be an advantage. Length 38 to 45 feet overall.

Vessel required for commercial work so fancy yachty nick nacks not required, definitely not a gin swiller. Conversion may be partially deconverted as a result!

Details and realistic asking price to: Jay Cresswell,
116 Mansfield Road, Torry, Aberdeen, Scotland.

DOES ANYBODY REQUIRE A CREW? I am happy to pay my way.
J.E. Reed, 19 Woodland Park Road, Headingley, Leeds LS6 2AZ.

VIGILANCE, c/o Dartmouth Harbour Master, Dartmouth, Devon. Unique opportunity to sail in one of the last Brixham Trawlers. Vigilance BM 76, to Traditional Boat Rally at Fredrikshavn, Denmark 14 to 16 July. Accommodation for 12 guests £120 per week per person, all found including crew. Vigilance is based in Dartmouth, inspection welcomed. She will be leaving Dartmouth at the beginning of July for the rally. One way bookings accepted.

K.L. Harris, The Vigilance, c/o Harbour Master, Dartmouth.

MYTICA (825) 2½ ton gaff cutter. 18'6" x 6'6" x 3'9". Teak on teak, chakra frames. 1947. Similar Blackwater sloop. Very pretty, good sails, cramped cabin. Stuart 4. 5 good tan terylene sails inc. topsail and reaching staysail, legs, Seafarer, Sestrel Minor. Self draining cockpit. Grotty ply pram. Good order-survey available. After 10 years have bought larger so desperate to sell. Ashore Essex. £1,200.

A. Craig-Bennett, Frannell, off St. Paul's Road, Colchester, Essex.
Tel: Colchester (0206)49380.

VEMARA Gaff cutter, 7 tons. 30' x 9' x 4'6". Pine on oak frames, sails (1980) by Cranfield, engine (1980): 2 cyl. Lister diesel. Berth available for rest of 1983. Offers.
C.F. Green, Mill Farm, Appledore, Ashford, Kent.

MYRTLE (688) Quay punt, 26' x 8'6" x 4'9". Sleeps 4 in 2 cabins. Inboard Morris Vedette. New Hamble sails used one season. Not used for 4 years. Now needs new transom & general work to put right 4 years neglect, hence £950. Hamble mooring. C.J. Relph, Poplar Cottage, 73 London Road, Blackwater, Hants.

ACEITUNA (656) Gaff cutter, 3½ tons. 21' (ex. bowsprit) x 7'2" x 4'8". Built 1921 by A.H. Watty of Fowey. Carvel, pine on oak. 2 berths in main cabin, room for 3rd in forepeak. S.L. 400. Small galley & chart table. Oil cabin & navigation lights. 4 h.p. Stuart Turner (hand start). CQR & fisherman anchors. Compass & log. 3 jibs, 3 stays, main & topsail. Exterior of hull burnt off & repainted this year. Lying South Devon. £2,250 o.n.o. or part exchange day boat. A. Sharpe, 75 Church Street, Tewkesbury, Glos. Tel: 0684 297698.

SCIPPIO (949) 1930s Plymouth Hooker. 32' gaff cutter. 11½ TM. Ex fishing smack, larch on oak, traditionally rigged with tan sails. 5 berths, galley, heads, full inventory including dinghy. Rebuilt twin Petter auxiliary. £14,000. Offers. J. Stubbings, Dry Arch House, Farleigh Wick, Bradford on Avon, Wilts. Tel: Bath 859898 OR: D. Abels, Albion Dock, Bristol. Tel: Bristol 294507.

MAINTOPMAN (406) Gaff cutter, 24' x 9' x 4'. Built 1950. Larch on oak, Warsash, Solent. Local fishing boat lines. Very traditional all working sails new 1982. Stuart Turner 8 h.p. Full inventory well maintained. Registered. Same owner 10 yrs. Lying Medway. I am looking for similar size centreboarder. £4,500 I. Davies, 56 Earl Road, Northfleet, Kent. Gravesend 533202.

SWIFT (817) Classic aux. gaff tops'l cutter. 30' x 27'6" x 9' x 5'6". Traditional deep-keel cruising yacht built by Philip of Dartmouth in 1931 of pitch-pine on oak with teak S/S. Well equipped spacious four-berth accommodation. Inventory includes seven three-year-old terylene sails, Bukh 20 h.p. diesel, echo-sounder, Seavoice VHF. Seafix DF. Baby Blake heads, washbasin. Flavel cooker & oven, electric light throughout. Sink & drainer. Original teak-panelled saloon with solid fuel stove. Extensive refit over past six years, with over £8,000 spent. In 1981 extensively refastened, recaulked and new garboards fitted. No fitting-out done this year & in need of some paint & varnish. Powerful & well-found classic yacht, well-found & completely equipped for extensive cruising. Registered. Lying Cargreen, Cornwall. Offers in the region of £9,000. Tony James, Farm Cottage, Henwood, Liskeard, Cornwall. Tel: 0579 62646.

VENTURE (220) ex Morecambe Bay Prawner, original rig, simple conversion to yacht. Just completed 4-year refit and immaculate. New sail & rigging. £7,500 or offers - keen seller.

MAINSAIL, white heavy (about 12 oz.) terylene, triple stitched, luff 12.7, foot 20.5, gaff 19.5, leach 28.3 ft. £80 o.n.o.

VINTAGE OUTBOARD MOTOR 1935 Marston Seagull about 4 h.p. marvellous polished retort-shaped silencer, offers. S.G. Bayliss, 135 Peperharow Road, Godalming, Surrey. Tel: Godalming 28652.

ST. CEDD 17'6" Whitby coble built 1957 by Goodall of Sandsend. She is double-ended, clinker-built and with a centre-board. With a 6' beam she seats 9 with comfort. She has a tan standing lug sail, four oars and a Seagull 102 Long-Shaft with clutch. St. Cedd has only had two owners. I have had her for 14 years and in 1980 I refitted her completely with new ribs and thwarts. She has just been repainted and is ready to go. This is a reluctant sale of a boat with very pretty lines. £1,250 o.n.o. P.T. Markham, 5 Kent Road, East Molesey, Surrey. 01 941 4974.

TAMMIE (775) 10 ton original gaff cutter built as yacht by Forrestt & Co., Wivenhoe, 1893. 32' x 9' x 6'. Designed by Wilkins (Secretary of the Essex Archeological Society 1900!). See John Leather's famous book The Northseamen. Teak topsides, pitch pine bottom. Looks like a scaled down 'Pearl' (Marquis of Anglesey's yacht, built by Sainty). Sound gear, goes like a train. (Motor installed but only under protest from chicken crew!) Terylenes, etc. £8,950. John Ambrose, Woodcote, Maldon Road, Burnham on Crouch, Essex. Maldon (0621) 782267.

ALICE & FLORRIE Leigh cockler 30' x 10' x 3'3". Built Peters of Southend 1905. Restored and professionally ferro-cement sheathed 1975. 3 cylinder Lister diesel with 25 gallon stainless steel tank. All new terylene sails in last six years. Five berths in two cabins. Separate W.C. Registered yacht. In commission and afloat Maldon. £5,950. M. Townsend, Old Castle Inn, North Street, Maldon, Essex. Maldon (0621) 53617.

JUBILEE (14) Deben Cherub Class. 4 tons TM. Gaff sloop by Eversons 1935. 21' x 19' x 7' x 3'. Pitch pine on oak. Teak coachroof, coamings, and sheer strakes. 3 berths. Separate toilet compartment. Good terylene sails. Standing rigging new 1981. Echo sounder and Whale gusher pump 1982. 10 h.p. Brit Sprite giving 5 knots. Dynastart with 12v battery. Hauled out Felixstowe Ferry. £2,600. T.M. Felgate, 32 Foxgrove Lane, Felixstowe, Suffolk. (0394) 284265.

PAMETA (302) 30' Gaff ketch, built like a battleship by Crosfield, and registered as a cutter in 1931. Mizzen mast added 15 or 20 years ago. Surveyed by Arthur Holt in 1981 and found to be sound as a bell - no signs of oak sickness. Balloon, No. 1 and working jibs, working and reaching staysails, Main, Topsail and Mizzen (spare staysail can be rigged as mizzen staysail). Accommodation: Focs'l with double bunk, sail bags, fishing rods, 3 anchors, (curtained) all mod con and (waterproof) forehatch. Cabin with coal burning stove, two bunks, stowable saloon table, folding chart table, new galley stove, ample oilskin hanging locker and masses of storage space. Oil (and electric) lamps. New (1982) Volvo Penta 30 h.p. engine. Deep cockpit with two folding seats, and ample storage. 2 pumps. Dinghy. Fully maintained and ready for sea but three of the syndicate have changed jobs and the fourth is still looking for one (and two have moved). A stiff (i.e. sails more or less upright) dry boat which laughs at heavy weather, but is slow on the wind in light airs (Hence new engine). Good sea boat. Lying Wicormarine. £10,500. R.I. Radford, 14 The Terrace, Barnes, London SW14.

UNDINE (581) 32' x 25' x 7' x 5'6". Built 1889 in Menai Straits, presumably as a racing yacht. Rebuilt 1945. This elegant clipper bowed yacht is guaranteed to get people reaching for their cameras as she sweeps past. Cruised to Sweden and back in 1980 and currently thrashing the local bermudan yachts in the Hamble River Wednesday evening racing. Very full inventory includes a superb set of sails as well as a new engine (1983). Send S.A.E. for full details, photos etc. £6,000.
Philip Meaking, Cobere Cottage, Hungerford Bottom, Bursledon, Hants.

CORONATION (713) 27 ft. Johnson Jago cutter, 1937, 9' beam, shallow draft, pitch pine planking. Gunter main, new foresails, bowsprit, dinghy on davits, electric start Kelvin 17 h.p. Lavac, coal stove, oven, CQR, 4 berths, stable, roomy, well equipped and maintained. Survey. Seen Crouch. £3,850 o.n.o.
9 ft. varnished clinker dinghy, built by L. Walker, Leigh on Sea. £150 o.n.o.

Ken Critoph, 7 Fairlawn Drive, Woodford Green, Essex.
01 505 8057.

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,

Wallingford, Oxon. OX10 8JR

Tel: 0491 35531

0235 25998

The Barquentine POGORIA, a beautiful modern sailing ship, was designed for world cruising. She has sailed extensively abroad including two Tall Ships Races, and a voyage to King George Island in Antartica.

Pogoria is being chartered for an extraordinary World wide cruise, departing from the U.K. 1.10.83, returning 31.5.84. The cruise will allow for sailing at a leisurely pace, with ample time to visit and explore many of the world's most interesting places. The journey will span five continents, three great oceans, and numerous countries, travelling on a sailing ship. South towards the Canaries, then follow the trading routes of old sailing ships visiting South America, West Indies, Panama, South Sea Islands, New Zealand, Australia, Great Barrier Reef, Indonesia, Singapore, India, Sri Lanka, Red Sea, Suez, Mediterranean, Gibraltar and home. There will be ample opportunity for those who wish it to lend a hand in sailing the ship and to participate in various recreational and social activities. Further information from: M.L. Shelton, 128 Gladstone Street, Bedford MK41 7RT.

BOOK REVIEWS

LIVING HISTORY UNDER SAIL Edited by John McDonald. Published by the Falmouth Working Boats Association at £2.95. (All profits to F.W.B.A.) Obtainable from J. McDonald at: Ferry Quay, Trefusis Road, Flushing, Cornwall.

This slightly above pocket size paperback is pure joy to read, with 84 pages of which about 15 are advertisements. As might be suggested by its publishers, it is about the oyster boats of the Fal, and the men who build and sail them. A really

beautiful cover picture showing a long, long bowsprit with stay-sail set outboard of the stem has one worried - should one really study this fine picture, or dip into the contents and then come back to appreciate the details of the photograph?

A foreword by H.R.H. The Duke of Edinburgh nicely sets the tone for the book, which is a lovely blend of text by a variety of authors and photographs both ancient and modern. Robert Simper and Tarry Heard have both contributed major articles, but for me the loveliest part of this book is 'One Man's High Water', by John McDonald, most of which is written in the words of Jimmy Morrison of Falmouth.

But it is very, very hard to say any part of this book is better than the rest: it is all truly delightful. John and his friends have produced a lovely book, one which should be owned by every person who professes any interest in gaff rig, for this is the book about gaff rig still hard at work as well as at play.

WORKING BOATS OF BRITAIN - Their Shape and Purpose, by Eric McKee. Published by Conway Maritime Press at £15. 256 pages, 11" x 8½", with 300 line drawings.

This book is the product of the work done by Commander McKee as Caird Research Fellow at the National Maritime Museum. The book sets a number of key definitions, but, as is almost inevitable in formal research on a subject which has developed by practical experience in many different areas, not all these definitions agree with common usage. The work then attempts to find relationships between the shapes of boats, their places of origin, their construction, and their normal work.

This is a book which requires long and careful study, and which will form a very valuable reference work for further research. The line drawings are excellent, with in particular some very nice double isometric views which show hulls as seen normally balanced on their own inverted view. These succeed in giving a fair impression of hull shapes with only a midships section and waterline drawn in, although some would be greatly enhanced in value by sections near the ends.

There are also full sets of lines, sail plans, and general pictures of boats, all meticulously drawn to a standard which is very rare in these days. A very pleasant evening can be spent just admiring the drawings in this book.

Time has not permitted a full reading of this scholarly work, but my impression so far is that it must be regarded as an interim report on a continuing topic of research. So far, I have not found any references to the influences of ex-naval craft, such as whalers and cutters, on inshore work boat styles, and the index lacks reference to a number of names one could have expected to find, such as Cook, Thomas, or Wyatt. However, while the coverage is certainly not as exhaustive as the publishers' literature suggests, this is nevertheless a most impressive book which does cover a wide variety of boat types, some common and others not so well known.

J.A.S.

A STEADY TRADE: A BOYHOOD AT SEA, by Tristan Jones, published by The Bodley Head at £7.50. It begins ashore, where the author is growing up in West Wales in the 1930s, an area cut off from the Wales of coal mines and poverty, although his family is not rich. There is a glimpse of the sea when he spends a day out with 'Goodness Gracious' Jenkins, longshore fishing in his open boat, a Tenby lugger.

But this is only an interlude. His sea career starts in 1938 with a long train journey to Rye, Sussex, where he is to join a dandy ketch. He is 14, and his shipmaster father wants him to go to nautical school and then apprentice him. But he is not yet old enough, so to fill in the time usefully and give him a grounding in seamanship he is sent to Captain Lee of the ketch 'Second Apprentice', to serve as Boy for seven shillings a week and his food.

There is no craft of this name in the Mercantile Navy List for this period, but there can't have been many dandy ketches still trading by 1938. They had leeboards like a sailing barge, but were gaff rigged, and with a standing bowsprit - 'a schooner with the bottom cut off' as the old hands called them. There was no better way to learn seamanship; sail training ships of today can only partly do the job, as the author points out. They have auxiliary engines, radio, and navigational aids to fall back on. Second Apprentice and her sisters had nothing more than charts, compass, leadline, and the accumulated experience of her Skipper and Mate, neither of them certificated, but nonetheless extremely skilled men.

The first voyage is to Germany, with a mixed cargo and two discharging berths. Here I think he has forgotten about the strength of the Rhine current, as craft trading here needed a tug, and none is mentioned. And what about bridges, as a dandy ketch has fixed masts? These points apart, the story rings true.

Second Apprentice is four-handed, and her Skipper is part-owner. He is 72 but looks 20 years younger, is firm but kind, and doesn't trust foreigners, especially Frenchmen. The author draws a sympathetic character sketch of him, and also of Bert, the middle-aged and henpecked Mate, and Ted the deckhand, who comes from an orphanage and had a bad time there. One can see how easy it is for such a boy to become a tearaway. He is good at his job, but Tristan wonders if he would ever manage to rise to Skipper - or would his background beat him ...

Unlike many craft at this time, the Second Apprentice seldom lies idle. Unlike some barges, she is capable of trading anywhere within Home Trade limits, and can load about 250 tons of cargo. The crew are fed well, and as Tristan had to cook the grub he enlarges on this aspect of the job - which seldom gets a mention in print.

Then comes the war, and a description of running a small sailing coaster at this time. Much to the Skipper's disgust, a radio telephone is put aboard. Previously, he would not even allow an ordinary radio as he thought it made too much of a

racket. In the middle of 1940 Tristan leaves her to join the Navy, but in an epilogue he relates what happens to the ship and her crew.

Here there is an element of doubt. He says that the ketches Second Apprentice and Martinat left the Tyne together, coal-laden, and were both lost through enemy action while on-passage to London, when they were bombed and then machine-gunned. There was a ketch barge called Martinet which was lost about this time, but her then Skipper, Bob Roberts, has recorded in his book 'Coasting Bargemaster' that she was lost through stress of weather (and a bad leak) in Hollesley Bay, when bound to Norwich with cement. Evidently experts disagree ...

Nevertheless it's a good book, very well written, and catching the atmosphere of the coasting trade and those who worked in it. While there are a few 'grey areas', one can put them down to the fact that he was then only the Boy. Had he been Mate at the time he would have understood more and told a slightly different story. The attractive dust-jacket contains a nautical mistake. Look at the position of the leeboard in relation to the set of the sails.

Pat O'Driscoll.

Now our usual welcome to the following new members:

N.J. Adams, L'Hyvreuse Lodge, Cambridge Park, St. Peter Port,
Guernsey, C.I. Ngataki 439

P. Alenson, 10 Riverdale Road, East Twickenham, Middlesex.

T. Arden, Sector Officer, HM Coastguard Station, Gorran Haven,
Cornwall. Margaret 891

Mr. & Mrs. J.S. Barton, 96A Findhorn Place, Edinburgh.

T.K.H. Beckett, 12 High Street, Greenhythe, Kent

J. Birchall, 49 Castelnau Mansions, London SW13 9QU
Mary Ann Winward 1157

J.C. Brown, 2 Westways, Hooe, Plymstock, Plymouth, Devon.
Maylo 1155

S. Downey, 41 Hillcrest Road, Rookley, Ventnor, I.O.W.
Joli 1136

W. Foot, 1 Shennington Cottages, Ettington, Stratford upon Avon,
Warwickshire. Jessie Soames 1156

R.C. Gregory, 17 Monks Way, Hill Head, Fareham, Hants.
Dark Secret 3135

D. Hitchen, 84 Cavendish Road, London SW19 2EU
Pleione 203

S. Landy, 39 Sydney Street, Brightlingsea, Essex.
Sabrina 1137

D.A. MacLeod, 7 Allermuir Road, Edinburgh.
Shirken 19

J. MacNiven, 8 Queensborough Gdns, Glasgow G12.
Cptn Muntz 1146

J.J. Milgate, Shell Bungalow, Mersea Road, Peldon, Essex.
Puritan 1395

D.J. Oliver, 8 Knighton Lane, Broadmayne, Dorchester, Dorset.
Iky Noo 1144

A.J. O'Shea, 18 Fulston Place, Sittingbourne, Kent.
Julia Anne 1139

R. Peacock, Garth, Caerwys, Nr. Mold, Clwyd.
Rona 628
A. Perham, Utah, Treverva, Penryn, Cornwall.
Glenda 1328
J.E. Reed, 19 Woodland Park Road, Headingley, Leeds.
J. Stisted, Ploverfield, Upper Langford, Nr. Bristol, Avon.
Fsi Fsi 1152
H. Whyte, 21 St. James Place, Plymouth, Devon.
Skua 1143
A.E. Williams, Flat 1, 14 New Bridge Street, Truro, Cornwall.
Gwyngala 1151

The following have changed their addresses :

J.N.A. Bennett, 5 Genoa Close, Grafton Gardens, Pennington, Hants.
April 161
M.A. Betts, Foxgloves, Plaistow Road, Ifold, Nr. Billingshurst,
West Sussex. Content of Leigh 1073
D.M. Brown, c/o North Sea Sun Oil Co. Ltd., 90 Long Acre,
London WC2E 9RA.
R.P. Brunyee, Ashley Cottage, Gwennap Churchtown, Nr. Truro,
Cornwall Carn Dhu 226
R. Clare, 62 North Street, Wareham, Dorset.
Black Lady 525
J.A. Clay, Saxon House, 45 Ipswich Road, Woodbridge, Suffolk.
Firefly 785
A. Craig-Bennett, Frannell, Off St. Paul's Road, Colchester,
Essex.
F.S. Forrester, 1 Paulettes Cottage, Loperwood Lane, Loperwood,
Totton, Southampton. Black Duck 471
K.A. Fuller, 34 Market Hill, Maldon, Essex.
Sheena 932
B.W. George, Lime Cottage, 41 Comfort Road, Mylor Bridge,
Falmouth, Cornwall. Buccabu 948
C. Marsden, 2 Queens Gardens, St. Andrews, Fife.
Rosemary 506
F. Mulville, 46 Sloane Avenue Mansions, London SW3.
Iskra 164
Mrs. H.M. Newman, Mascotte, c/o Dartmouth P.O., Dartmouth, Devon.
Mascotte
G.W.A. Rogers, 79 Mell Road, Tollesbury, Maldon, Essex.
Kittiwake 983
Major H.P. Webb, SMIU NI, HW Northern Ireland, BFPO 825.
Speedwell 1052

Resigned:

C. Wherry, Ward Cottage, Bere Alston, Devon
Sophie 718

Reinstated:

A.C. Hughes, 29 Beechwood Drive, Thornton-Cleveleys, Blackpool.
Mimi 820
N. Zienau, 76 Sandringham Road, London E.8.
Goldon Plover 74

FOR SALE MIRELLE This beautiful Gaff cutter, designed by William Blake and built in 1937 by Whisstocks Boatyard, is now for sale. In plan, her hull shows the traditional 'cod head and mackerel tail' form, and has firm bilge sections. The bow is rounded, and she has a counter stern with a small transom. Her sheer is delightful, and well set off by her bowsprit and the ratlines on her main shrouds. The interior is pretty much original. Volvo Penta MD2 15 h.p diesel. Present (second) owner has had her for over thirty years and it is his wish that she should be taken over by someone who appreciates her qualities and understands this kind of ship. David East Yachting, P.O. Box 11, Woodbridge, Suffolk. IP12 1DR. Tel: 03943 4337/8.

ROHAISE II We acquired the 21'3" Deben Cherub Rohaise in a badly run-down state some years ago - since when she has been our yard 'hospital job'. The hull was stripped of its original deck/coachroof/cockpit and was retimbered, and the topsides were splined. Ballast keel removed and all keelbolts replaced. A completely new interior was fitted, plus new plywood deck, new superstructure (exactly matching the original in style) and cockpit. A rebuilt Stuart 4 auxiliary has been installed. The whole of the foregoing work has been carried out to an extremely high standard and carefully respects the original concept - so that her charm has been entirely retained. If we tried to cost out this job only the Paul Getty museum could afford her, and we'd rather she stayed on the River Deben - or at least somewhere on the Suffolk coast. No asking price has therefore been put on Rohaise, and in value she bears no comparison to other Cherubs as to the 'going rate'. We know that we can't expect to recover the true cost of this restoration, but we do expect a good price for the yacht - and anyone who inspects her will see why. David East Yachting, P.O. Box 11, Quay Street, Woodbridge, Suffolk. Tel: 03943 4337/8.

A LETTER FROM THE OWNERS OF 'DOROTHY ANN':

7.12.82.

We have been given your address and some past newsletters by Mr. & Mrs. Bessant on 'Risor', who are also here in Vigo. We have a Gaff ketch and would like to join the O.G.A.

The details of Dorothy Ann are as follows:
Length on deck 35'; Water line 34'9"; Beam 10'6"; Draught 5'6".
15 tons TM, 8 nett registered tonnage, 12 h.p. Yarman engine.
Built and designed by Hinks of Appledore Devon in 1937 for Mr. Chubb of Barry. We bought her from his son in 1980 after Mr. Chubb Snr's death. Built of larch on oak, with pine decks, and iron fastened. She has a 1 ton ballast keel and 4 tons of inside ballast, and was built as a yacht, as hull, deck and spars only. She is gaff rigged on both masts, with topsails on yards, but no separate topmast. The bowsprit is 14', 8' outboard. (Subject to repairs at the moment; only 4' for the time being). White hull, teak oiled, built up topsides (integral with the hull). Sail Number 2626Y.

We are at present living aboard, on our way from Littlehampton to Sydney, Australia. 'We' are Joshua (Tony) and Vicki Jones, and our three children Catherine (11), Diana (9), and Hilary (7). We have done a considerable amount of work on the boat since we bought her.

She has been refastened below the water line; four frames have been replaced, also one plank. The standing and running rigging has all been replaced. Finally the interior has been removed and rebuilt (partly!) to our own needs - food and water for five for the longer passages is very space consuming!

We left Littlehampton on 18th October 1982, intending to sail straight to Gibraltar as a shakedown cruise. Our intention was to make Westing rather than enter the Bay of Biscay. We were however subjected to the succession of gales at the beginning of November, and finally went as far West as $14\frac{1}{2}^{\circ}$! The barograph dropped 34 mb in 14 hours, and we were at times hove to, and for about three days only had the staysail and mizzen set; roller reefed so that the throat was right down.

If anyone has details of the weather in that area ($45^{\circ}17' N$; $11^{\circ}15' W$) on Saturday 6th November we would be very interested! We had some damage, the tiller, which had been altered (and weakened) to fit a new rudder, broke just forward of the rudder. We had an emergency one available. The mizzen boom overhung the transom by about 7 feet. The stresses caused by the sheet attached to the claw ring over the transom, pulling down and the end of the boom being pulled up, caused it to break at the claw ring. We have now modified it to a more manageable length.

We decided to enter Vigo to make these repairs and are due to leave for Vilamoura and Gibraltar before Christmas....

8.1.83.

Meanwhile, we have arrived in Gibraltar, without further troubles....

26.2.83.

We have continued on our way to Cagliari so we can go via Stromboli. Our next leg will be to Greece, and then on to Port Said. The last leg from Gibraltar to here took us 16 days. We've realised at last that an average of about 50 miles - 24 hours is about the best we can hope for in the Med. We had a couple of storms, a 3-day gale off Cobo de Gata (SE Spain) when we made 20 miles in three days after tacking between Spain and Africa a few times! The second was a short sharp one of 24 hours, which tore two headsails. However, with a sewing machine on board repairs only took three days! The eyelets all tore out, and I have to hand sew the replacements; they should be a big improvement on the pressed-in eyelets the sailmakers used. If I'd realised, I'd have specified hand sewn ones in the first place.

Well, we hope to leave within the next few days, so I'd better carry on with the stowage.

Vicki Jones.

NOTE THE CHANGE OF ADDRESS FOR OUR TREASURER, AND FOR ALL STOCK.

Mr. and Mrs. W.A. Brown,
Wheal Cock
Porkellis
Nr. Helston
Cornwall TR13 0JS

MUD, MUD, GLORIOUS MUD, NOTHING QUITE LIKE IT

For me, the summer of 1982 was not a good one for sailing. General Galtieri's activities in the Southern hemisphere put paid to most weekends on which I had hoped to sail, but when things had quietened down by August I was eager to get afloat at any opportunity. Mike agreed to come along and enjoy a day out; we made a plan to go from the Deben up to Orford for lunch and return in the afternoon to Bawdsey.

When the day dawned it was obvious that Plan A was not on. There was a brisk force 5 blowing from the South, making the Suffolk coast line and the river entrances pretty rough - certainly not a sensible area to venture out in an open gaffer. Therefore Plan B was rapidly evolved - sail up the Deben as far as we could and explore the upper reaches of the river, then return to Bawdsey after stopping for en route refreshment.

It was a lovely day: lots of sun and wind and so we set off up river in fine style over the ebb. We found ourselves up at Woodbridge in no time at all and so dropped topsail and main in order to proceed at a more leisurely pace up towards Melton. Although it was half ebb there appeared to be quite a lot of water ahead as we passed Limekiln Quay - in fact we were full of confidence that we could get up to Melton Bridge, turn round and motor back to Woodbridge against the wind. How wrong we were! About half a mile further on, after successfully negotiating a tricky double bend, we stopped. We were on the mud.

'No problem', I said, with confidence deflating slightly, 'We'll just push off with the oars back into the deeper water, turn around and go back'. Wrong again. This proved to be impossible with a force 5 up the chuff. Meanwhile, as when Moses and the Israelites crossed the Red Sea, the waters receded all too quickly!

There was nothing else to do but grit our teeth, remove our trousers and leap over the side. They say that mud, particularly the East Coast variety, is good for your skin and complexion. Well, I haven't noticed any improvement yet below my waist line, but the area in question certainly got a good going over. Mike and I had to walk/wade/flounder back down what was rapidly becoming quite a small creek, pushing and sliding 'Elver' over the mud, in search of deeper water. Morale almost sank as low as we did in the mud; it was very slow progress. As a precaution against desertion I positioned the crew on the side of the boat furthest from the river bank to ensure that he couldn't escape if an opportunity presented itself. This also had the added advantage of letting me know when we had reached deep enough water to float properly again, since all I had to do was to wait until he disappeared with a splash and a gurgle. Eventually this happened, so we hurled the anchor out into mid stream, climbed aboard and pulled ourselves out into deep water. Luckily it wasn't a cold day and although we both looked and smelt appallingly after our half mile mud bath we were still able to have a laugh about it. We certainly had made it to the head of navigable water!

By now the wind was a good force 6 and right from the direction where we wished to go. The river was still narrow so we fired up the faithful Seagull. Our last mishap - the prop struck a submerged object and the shear pin broke, so we had to re-anchor hastily and replace the offending pin in a race against the ebbing tide.

Once this evolution was complete things went more in our favour. We chugged down to Waldringfield without incident and found the Maybush sheltered from the strong wind. It was sunny and we soon cleaned up and dried out, to the accompaniment of a pint or two of Tolly.

By now the tide had begun to flood and the wind was just as strong. We had a go at beating back down river to Bawdsey but our progress wasn't impressive. 'Elver' is not the greatest windward sailer and the combination of wind and tide agin her was too much. We were having a good sail but the scenery on shore didn't change much. Now I am a realist; if I want to get somewhere in a boat (which I did - to some clean and dry socks and trousers) and I cannot get there under sail, I turn to the motor.

As we plugged on back down river we noticed quite a number of dinghy disasters caused by the strong wind. On arrival at Bawdsey I went ashore and climbed up the shingle beach to look out to sea - it was not a pretty sight and two yachts were firmly aground on the bar in the river entrance. They must have had a very worrying and uncomfortable time. We recovered 'Elver' to the boatyard without further incident.

Overall, we both agreed we had had a splendid day out well in the tradition of 'gaffering'. True, we had been over confident in our journey up river and should have turned back earlier. Nevertheless we recovered ourselves safely if somewhat muddily and without outside assistance. It reinforced my opinion that you can have just as much fun with a small boat as you can with a big one, even though you don't indulge in dashing around a race course in a plastic dish.

I am still examining my nether regions in the hope that their immersion in mud will improve their appearance; Mike is also doing the same and has sworn only to come sailing with me again if he can detect an improvement! Ah well. What were the words of that old song? 'Mud, mud, glorious mud, nothing quite like it for cooling the blood

Tom Eeles.

NOT QUITE AS PLANNED

Ark Royal was built in 1932 and I promised in her 50th year to take her home to Cornwall. For twelve years since I purchased she has lain in the Bristol Channel mud, and I fancied that lying on her bilge, albeit at a gentle angle, was not doing her ageing timbers any good.

The plan was to negotiate an extra week's holiday with my firm, then, weather and circumstance permitting a gentle sail around the land in time for the Falmouth and Fowey regatta weeks. For a while everything went according to plan. Lesley Wilkes sent me a very useful programme of events, even the weather co-operated, gentle breezes from a northerly quarter. Then work, that spoiler of every sailing man's serenity took over. It became imperative that I keep in touch and have a car available all the time. At the last moment arrangements were made for Ark Royal to take the short cut down the M5 to Plymouth - expensive! but what can you do once a promise has been made. In the light of later events maybe it was as well.

Blagdons yard on the Embankment provided the launching platform, and on a grey Friday morning in company with 'Systole' (one of those triangular jobs) we motored down to Turnchapel. Blagdons yard is upstream of a low road and rail bridge. The West of England Fishing and Ship Co. Ltd. did a workmanlike job of setting our masts. We all got a good soaking as it was raining stair rods in true summer style. Looking up through rain smeared specs it seemed to me that the mast leaned slightly aft, and assuming that I had overtightened the screws a little, changed, and toddled off in search of internal lubricant. 'Systole' left at 1400 for Dartmouth, I opted for a Saturday morning start for Falmouth.

Turnchapel is a little village of character I would like to know better, and to fill in an hour or so before opening time I took a walk upon the hill above RAF Mountbatten and admired the seascape looking southward across the breakwater. Returning in mellow anticipation I was stopped by an RAF officer who said that the road was closed because of a suspicious bag outside the gates. I protested that there was nothing there when I walked up a half hour earlier. 'OH ah?' he said in an interested voice. So I decided to return the long way round.

The morning looked as good as the forecast, and I was under way by 0900. Examining the mast with sail set it had developed a definite kink aft just above the gaff jaws. Obviously something was amiss so modified my plans and worked a course for Portmellon, a little cove just West of Mevagissey. The breeze was just too much ahead and I had to put in a couple of tacks inshore. Plymouth breakwater being cleared at 0930 I was at anchor in Portmellin Cove by 1700 after a very pleasant sail.

Once at anchor I borrowed a ladder from Mitchells yard and lifted away the copper chafing band. Beneath it was a mass of fungus and dry rot. In all the years I have owned the boat it never occurred to me that such a thing could happen - well you must admit that dry rot half way up a mast sounds rather ridiculous. I should have taken note of John Leather's comments in 'Gaff Rig', he was very aware of the possibility. The Mitchells offered to splice the mast and get me going in a couple of days, but I would never feel happy with it however well done, although scarfed masts are commonplace today. I abandoned my holiday plans, had the mast out and the boat hauled ashore into the shed where she was created fifty years before. With the mast on trestles I stripped it of rigging and removed the copper band completely. The mast fell apart rotted right through.

Thinking it over now I question the need for a copper band provided the jaws are properly leathered. (Horse hide is the stuff, cowhide is useless.) A chafing band would be of use on a working boat, but for most of us whose sails are stowed more than set it seems unnecessary. I certainly won't have one again. Mitchells are making me a new mast during the winter so next year maybe, things will go EXACTLY as planned. Maybe.

M. White.

DEADLINE for material for the next issue - 16th September

My apologies for delays in correspondence - I seem to be getting a bit better, and hope all things will be normal again by the end of the summer. J.A.S.