



1983/3

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 16 $\frac{1}{2}$ ")	£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:

Hon. Treasurer:

Bill Brown, 'Wheal Cock', Porkellis, Helston, Cornwall TR13 OJS.
Tel: Falmouth (0326) 40198.

N.E. Area Secretary: 18 Briar Avenue,
David Bosomworth, ~~40 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.

Stock purchases:

Mrs. Brenda Brown, 'Wheal Cock', Porkellis, Helston, Cornwall
TR13 OJS. Tel: (0326) 40198.

NEWSLETTER No. 1983/3.

COVER PICTURE: GREENSHANK (719)

Ex Hilema, Ex. Marjorie. Lloyds registered 7042145. Quay punt. Built and finished in 1914 by R.S. Burt & Son, Bar Road, Falmouth. Yawl rigged with triangular mizzen. Same dimensions and construction right down to leg brackets, rowlocks, sweeps, forecastle, port lights, bumpkin on stem head, stout grown and sawn timbers, oak $2\frac{1}{2}$ x $2\frac{1}{2}$ with $1\frac{1}{2}$ x $1\frac{1}{4}$ between. Wrought iron floors worked and bent to each main frame timber, bolted, then cemented together making a very stiff construction.

The pitch pine hull is 1" planking and $1\frac{1}{4}$ " on the turns of the bilge, new keel bolts fitted by present owner in 1977, hand made, threaded by hand with knocked up counter sunk heads, made from iron acquired from a gipsy dismantling a barn at Wakes Colne, Essex, and with enough iron over to make another set.

The layout in the cabin is bunks port and starboard. Pipe cot in forecastle with mahogany cupboards, mahogany side shelves and book case; oak sole with copper charcoal stove, Blake 1910 toilet with brass accessories, oil lamps, etc. Gunmetal winches, rudder arm; tiller handle in oak over gunmetal. Complete oven range, Calor gas bottle in cockpit with bilge pump. 180 feet of anchor chain is 7/16 and winch on mast to recover anchor. The mahogany anchor chain box is mounted beside the pipe cot and sail storage. The dining table has a motorcycle and sidecar swivel joint incorporated to move the table around the cabin to suit navigator for port or starboard tack navigation, and can angle the table to the heel of the ship.

Greenshank is motored by a prewar $7\frac{1}{2}$ Kelvin Petrol/Paraffin engine with Kelvin silencer water cooled and controls STD Kelvin 3 blade 14" propellor. I have fitted a 12 V alternator and 12 V system to Lloyds specification.

2.

The Greenshank has had three previous owners, all engineers, and has not been neglected in its lifetime. Built to go to work from the Carrick Roads to the Scillies in a reasonable time in any weather to locate a Schooner or Brigantine on passage from the USA. The first boat to get the goods and stores, medicine, mail, fresh meat, or anything that might be required, and could sail under the side of a heaving Clipper, would get work and earn recognition from the Schooner Captain. A man and sometimes a boy would be the complete crew of a quay punt.

Just before World War I these little punts unfortunately gave way to the (I.C. Engine) motor. The family boat builders were looking for Gentlemen Sailors. Claud Worth set a high standard in yacht cruising and many people took his advice and some yachts were converted to his proven standards. His famous counter stern is on the Greenshank, and she has the advantage of a Colin Archer style run aft to the waterline, and the short tucked up counter gives it a gentle push in a running sea which has to be experienced to be appreciated.

At certain speeds with about Force 3 to 4 a thrilling draw on the sails; it slices through the water like a 'Bat out of Hell'. In the Heineken Rally Race on the Isjelmere, old Frank Mulville thought I'd started the engine! No doubt other boats get their moments.

To have or not to have a Mizzen? The disadvantage of the mizzen is more work in close mooring, because of the overhang, and in a big sea it can catch a few crabs; also it does not go to windward so well. However, it can be dismantled quite quickly in 5 minutes, and put below.

The advantages of the mizzen are another handhold, getting back aboard when swimming, fishing, it pleases fishermen to set the boat across the tide, less tangles with lines. Sails smoother and faster off the wind. Could conjure up Jury rig for steering if the rudder broke.

Comfortable cruise from Alderney to Portland, Force 3 - 4, SW wind and blue sky gently rolling to the feeding of sea birds, with the elastics set on the tiller for 60 miles, untouched till the Shambles buoy sighted.

Fast passage from Imuiden to Shipwash light vessel, Force 7 declining, N Strong to Gale darkness, daylight emerging in a white capped sea in 17 hours to Shipwash.

Fun to sail single handed from Tollesbury to Ipswich Maritime '82. Left Tollesbury 4 a.m., rock and roll sail to Harwich in 4½ hours. Electric storm broke 9.30 a.m. but moored at Pin Mill minutes before.

The Greenshank takes part in O.G.A. events, always finishes and averages over twelve races about 7th in her class.

D. Hunt.

CLYDE AREA

Our Clyde Race has, since 1973, been one of our finest events, set in unrivalled scenery, with a collection of some of the finest gaff rigged boats in the U.K. The two stage race with a party in the middle offers a unique opportunity to meet other competitors and talk boats, and it also offers a good chance of a change of weather and fortune on the second day's racing. However, it has never been truly 'our' event, but has always been staged for us by another organisation, first the RNSA, then the Royal Northern & Clyde Yacht Club. Whilst we are all very grateful to these clubs, there is a feeling that it should be an O.G.A. event, run by our members, for our members.

For this, we need volunteer helpers. The effort needed can be split among a number of people, so please do not be afraid to offer to help. Mainly the need is for people to accept entries, and to look after the finances. Handicapping, calculation of results, etc. can all be taken care of at Galashiels, but we do need local people to set up dates, and make any local arrangements necessary.

Without helpers, there is a real risk that we will lose one of our most enjoyable races. If you would like racing of gaffers in Scotland to continue, please get in touch with Philip Pendred (see inside front cover) with your offer of help.

You don't need to own a gaffer to help - in fact, ownership of another type of boat can be a help, not a hindrance to race organisation. No special skills are needed, just a bit of common sense, and a bit of enthusiasm and interest.

NORTH-EAST ACTIVITY - SUMMER 1983.

Well. O.G.A. members, North-East, for those that turned up - there was plenty of that in the Old Gaffers Race held on 13/14 August, as part of the Royal Northumberland Yacht Club Annual Regatta.

Our R.N.Y.C. Secretary, George, said What about getting the Old Gaffers to our Regatta to give it some character and style, so I said O.K., and set about writing to all the yacht clubs up our way, and, if you remember, to the O.G.A. Magazine.

The Friday evening saw me paddling about the moorings wondering what had gone wrong. Out of six promises, strong rumours and actual paid entries, we finished up with Jos Rolff from Terschelling in 'Rolling Home' - 30' gaff cutter built 1939, with his crew Ruud - built in the late forties he said. Also, Dave Whatsisname with Squib - 18' clinker built gunter day boat, circa 1930, and the writer - with Eel, 21' Humber yawl, built 1898.

I measured the other two up, and waited for Graham Carr, our previous N.E. OGA Secretary, to pitch up with 'magic formula'. However, no Graham, no formula - so, no handicap. Our Hon. Sec. George then put us on Portsmouth Ratings and so we sailed along with the other RNYC boats - 30 of us in all, in division three, and also - a hybrid type old gaffers race because we were approached by Rod and Sue Mitchell, who own Bolivar, a 26' 3½ tonner Hillyard sloop, to join in our race.

The weather was blue skies, sea breezes, force 3, slight swell. Our races on the Saturday were about 12 sea miles, around the marks. As the courses were laid for the fast guys, there wasn't a great deal of reaching.

Eel won the first race, with Bolivar second, Squib third, and Rolling Home last. It wasn't Jos and Rud's weather, as Rolling Home was built in Boston where they built trawlers once upon a time.

The second race, the sea breeze filled in to force 5, and as Hurricane Jack (my crew) and I had gone out to the start with full sail up, plus a bit more, we spent the first quarter of an hour pulling it all off.

Still, we retired to the bar with a second, Bolivar having shown us a clean pair of heels in the heavier going. Eventually Jos and Rud rolled up, so we went aboard, and relieved her excess weight by consuming all his bond, to the accompaniment of Rod (Bolivar) with squeeze box and me on mouth organ.

Our club steward, Don, provided us all with delicious blotting paper for about two quid, and then we (the Old Gaffers lot) provided the rest of the club with more classic overtures from Holland, Sunderland and Seaton Sluice.

Sunday, for the big nail biter, saw first class weather, sea conditions and wind. The interesting bit was trying to guess where the prevailing South Westerly fought out the battle of strength with the filling sea breeze. As this area of flat calm and opposing winds varied, we were treated to the sight of boats beating on opposite tacks - 200 yards from each other, travelling in the same direction.

The six hour race saw Bolivar beating Eel by 57 seconds corrected time, with Rolling Home third. The final result for the three races was:

1. Bolivar
2. Eel
3. Rolling Home
4. Squib (retired)

This presented some difficulty at Prize Giving, so I made Bolivar an honorary OGA member for the weekend, so he got the OGA Pot, Eel won two copies of sailing directions (I think I need them) and some grog. Rolling Home won the Voyagers Pot (for the furthest travelled entry) - 200 miles plus, also we presented them with club ties, flags, and other suitable paraphornalia. This was the signal for another recital of the 'Proms' until we were thrown out at closing time.

Well, now, O.G.A. members, North-East - you missed out this year - so why not come next year? We'll do it proper in 1984.

P.S. I hope you are reading this, Jos and Rud from Terschelling. You deserve a big pat on the back for making such a magnificent effort and you entertained us royally. Thanks a lot, but for heavens sake, bring a bigger jib next year! Thanks also to Bolivar and Squib for making our numbers up and keeping 'spirits up'.

David Bosomworth.

THE TWENTY-FIRST EAST COAST OLD GAFFERS RACE, or, It'll be all right on the day.

I find the trouble with making ambitious plans such as we had for the 21st Old Gaffers Race is that fate deals some crippling blows. The promised souvenir brochure could not be done because of Maggie's cut and run election overstretching our friendly printer. The Swale Old Gaffers was on the same day. The tide was too early. There was no wind at the start. And there was a very green secretary.

However, if the Race was not up to the standard it has been in the past, the parade of gaff sail made up for it. Boats ranging from Dutch tjalks and North Sea trawlers to winkle brigs and lugsail dinghies all contributed to a magnificent scene, appreciated not just by the Race Committee, but national newspapers and local television, who gave the event the best coverage it has ever had.

The race started as usual the night before with over twenty late entries, and allowing for one non standard one on half-a-fag packet (enclosed) there were seventy-five entries. There might have been seventy-six, but for a certain ketch which had spent two days beating down from the North, only to have to put in to West Mersea for repairs. Separated from her escort vessel (who had put in to Tollesbury) there were some strange telephone calls to Stone Sailing Club with the Secretary trying to get these unfortunate visitors to make contact. Some of the new entries were interesting - one owner when asked if his boat had raced before replied yes, in 1921, but he could not remember the handicap.

Anyway, several beers and very little sleep later, the vice-president and I stepped ashore on the morning of the 16th to meet the Daily Telegraph reporter who wanted to take some pictures of the start - luckily Colin Edmunds arrived at the same time to take him out to the line.

Going upto the bridge at Stone Sailing Club, I was struck by the array of equipment, electronic counters and R.T.s - it was all beyond me! Stan Atkins of Stone set all the machinery going, I waggled various signal flaps, there was a hoot and classes I and 2 were away. Duet, Sea Pig, Sheena and Greenshanks made good starts, judging the tide and wind well, but one craft tried a little too hard and found herself over the line too early by a boat's length. More about her later. Gradually the fleet moved over the line, more carried by the tide than by the dying westerly wind, all setting kites of various unconventional sizes. Then came the classes III and IV. The little winkle brigs and luggers were dwarfed by the massive 'Neljan', and only slightly smaller 'Sylvana Susanna', who looked well after apparently being salvaged off the Dogger Bank.

As the fleet moved off into the heat haze, we then turned our attention to Jade the unfortunate, who had been too ambitious at the start. I had seen Jade the previous evening beating up over the ebb and making more ground than other craft under power. But not so today. A desperate tack over the far side of the river, with a black and yellow balloon jib now set found her still further away. Why did not she just sail off and suffer a mere 30 minutes time penalty? But Jade tacked back now into St. Laurence Bay, then with thirty or forty twenty yard tacks, sounded her way

back up to the starting line, the lead going all the time. We would have been quite happy for her just to have reached the line, but no, the whole craft had to go over, and to a series of musical chimes from the bridge hooter, she thankfully turned about to chase after the fleet, now completely out of sight, 1 hour 10 minutes after the proper start. Some determination there!

Concern was now being expressed over the R.T. about the lack of wind, and the need to shorten course. Sensibly I should have done so, but with a computer to fix and several handicaps to work out, I needed the time, so maliciously I stuck to the full course. With temperatures in the 90s, let 'em sweat it out! Anyway, with that amount of heat, a sea breeze was bound to set in sooner or probably later. Meanwhile, the TV people arrived, to a shore desolate of gaffers, all of whom had disappeared into the mist. However, with the help of a Dory and a Prototype Hartley & Brookes fishing boat on trial, BBC and ITV were whisked out to the action(?) in the North Sea.

Whilst the Vice President and I were breakfasting, reports started coming in of catspaws from the North East, but Duet and Sheena, who were battling it out for the lead, had yet to round the first mark. By the time I had worked out the handicaps, the catspaws had steadied to light airs, and the faster boats were just getting out of the reach of the young flood. The slower and heavier boats were probably trying in desperation to make ground against wind and tide. An hour or two later many would have given up the struggle. Back in class 3 the lighter boats were starting to make good way, and the pain of aching backsides of crews who had already spent four hours sitting still was forgotten. It was difficult at this stage to assess the position of boats. Duet and Sheena had rounded the N.W. Knoll and were now storming up to the Wallet Spitway via Buxey. Here the waters are deceptive, and two or three boats ran aground - Plover, Ida and Duet, who lost her lead to Sheena.

After some false alarms caused by retiring boats, gaff sails were seen looming out of the haze. Unlike when they started, there were gaffs straining with breeze. First over the line was Hamish Stuart's Parade, crowded with sail up for'd and I could see, indeed feel the urging of every crewman aboard to achieve that vital extra speed. Close behind was John Webb's Laurie, another powerful sailing boat, again keenly sailed. Some twenty minutes later, the next class 3 boats arrived, Wanderer, Mystery and Native.

In the interlude, the class 4 boats returned, now with a proper working breeze, the Tjalk Neljan, all 86 feet of her, the biggest single stick gaffer on the East Coast, being led in by the smart ketch rigged Sylvana Susanna, a mere 60 feet in length. She, a relatively new gaffer, was built in 1938 as an auxiliary fishing ketch, sold to Grimsby owners in 1978 and continued fishing till 1980. She looks an excellent vessel for her future role in charter work. Seeing these two unusual leviathans of gaff rig at the 21st race made up for those who deserted to the Swale! Unfortunately both had failed to make enough way against wind and tide earlier in the day, so the class 4 trophy could not be awarded. However, I do hope they come again next year.

A low-flying white cloud was spotted next, speeding like a gaff-rigged Exocet, hull hardly visible in a welter of foam. Like the Exocet, French designed, it was the snow white cutter Sheena, going at near maximum hull speed. As she crossed the line, one could see

her crew leaping up and down in celebration. Swiftly she rounded up, lowered her sails, hoisted her bunting and anchored, all in about a minute and a half. Then it seemed that her crew immediately took on bored 'we've-been-here-all-afternoon' appearances, just to dishearten the later boats. Clearly, for regular winners of O.G. races, this is a skill which has to be acquired!

Second boat in was Jimmy Lawrence's Helen & Violet. She was probably the most impressive sight of the day. Under full sail, each canvas drawing to perfection, one could see the power of the bawley, grasping a massive bone in her teeth, as she surged through the finishing line, to take the Tom Bolton Memorial Cup with ease for the second year running. I have always understood bawlies to be slower than the finer lined and shallower oyster smacks, so it is much credit to the ability of Helen & Violet's owner's skill as a sail maker, restorer of gaffers and ability to drive a boat so well.

Meanwhile the little class III boats kept coming in. Amazingly there were no retirements. We counted 12 boats and a late Dockerell out, and 12 boats and a Dockerell which did her best to avoid detection back in. When you consider that the boats were as small as 10 feet in some cases, (and skippered by ladies occasionally as well) it is to the great credit of their owners that they stuck it out for so long.

There were some big gaps in the ranks of finishers which gave the bridge crew time to admire the craft. Fourth across was Duet, last year's S.T.A. winner, competing in an E.C. O.G.A. event for the first time for many years. She had struck her topsail in the still freshening breeze, but was still a magnificent sight, thundering along, making up for time lost aground on a sandbank. The Lyn Shrimper, Mermaid, was near astern, four minutes behind the first Essex smack, Hyacinth, which took the Neva trophy. A newer gaffer, the Leather designed Miranda, came in to take the first prize in Class I, an excellent performance for boat and skipper, for she had but a modest smack rig for the light airs earlier on. Fellow Tollesbury boat, Greenshank, a Falmouth Quay Punt was shortly astern, her deep chested green hull enjoying the conditions. Smacks Dorothy Gracie and Ida surged in, Ida having snapped her topmast. Peace came in retired, having broken her boom, but sailing well under boomless mainsail - if Helen & Violet can sail like that, why can't a smack! Here came last year's winner Jade having made incredibly good time after her disastrous start - take 1 hour 10 minutes off the elapsed time and she would have been amongst the top silverware. Kittiwake, a new cutter built in 1976 came in six minutes after Jade, followed by the pretty Albert Strange yawl Shiela, who has lost her topsail to the Vice-President's old boat Tarka.

I have forgotten to mention two notable class II flyers Sunset and Alan, who swished in between the smacks, Sunset a tiny Broads lateener with a lug mainsail. The parade of sail continued, even the retired boats making such a fine sight that we sometimes recorded them as racing! As the closing time of 18.30 hours approached, in came Pomona, which took the husband and wife Titheridge trophy, and the ferro Olivia Mary, the new Holt-built Una-Bee ketch, which kindly sailed close to the shore for identification. Inanda, Marshmallow and finally Tamarisk as the last recorded boat for the Old Harry.

As we finalized our jottings on the bridge we could see the O.G.A. President's boat, L'Atalanta, storming, desperately straining for the line and Old Harry, but she had left it too late for the final burst and missed by five minutes. Long after the closing time boats were coming in. Sea Pig, the only boat to have sailed 21 consecutive races, the prototype East Countryman 33 from Kent with her yellow barge-yacht hull and lee boards, and John and Mary, to take the Plodders Pot.

With Michael Millar feverishly working out corrected times (ably confused by me sending down two cards of the same boat in different classes just to check the system) the results were worked out and prize giving started within an hour of the 18.30 deadline for timing boats in.

Jack Coote, author of 'East Coast Rivers', presented the prizes, and in turn was presented with a 21st Mug, a tie and an application form for membership of the O.G.A. It was noted that Tollesbury boats took the majority of the awards, which says something for a haven which a few years ago hardly figured in the world of post war gaff rig. No doubt Maldon, Heybridge, Brightlingsea and Mersea will try and do better next year!

Well, if the 21st E.C. race was not the best we have held, I am sure we still have the best boats. I doubt if other areas of gaffer activity could match our class II flyers, either in England or abroad, and indeed I issue a challenge to any 'foreign' boat to enter our race next year - we might even put up a special trophy for the best visitor from outside the E.C. Area!

Finally the thankyou's. Firstly, to all those boats (even the late entries) who took part. I know the majority of entrants think the race is a fore-gone conclusion, with the same names on the pots, but what really counts on these occasions is being able to put on a good show of traditional sail. All our gaff boats have a characterful appearance, and many are unique specimens of nautical archeology. We think of the raising of the Mary Rose, and all the publicity that gained (with international finding). It was said to be so important a part of our maritime heritage. But old gaffers are equally so, if not more. They keep forgotten arts of sailing and craftsmanship alive, and active boats are so much more appealing than those fossilized in museums.

My second thankyou goes to our hosts, the Stone Sailing Club, who not only let us use their facilities, but provide excellent service on the bridge in the form of Stan Atkinson. My final thank you goes to those kind people who gave up a day on the water together with other committee members to help run the race - particularly the Vice President, Rob Williamson, who showed me the ropes, Michael Millar, who put the results machine into gear, the two Colins for their boats and Brenda for her excellent publicity work.

Jon Wainwright.

RESULTS

CLASSES I & II

Pos.	Name of boat	Elapsed Time	Corrected Time	Award	Class
1	Sheena	7.52.05	7.23.45	E.C.O.G. Trophy	2
2	Sunset	9.09.41	7.55.28	1st Class 2	2
3	Alan	9.06.00	8.04.18	Rose Bowl	2
4	Greenshank	9.02.11	8.05.15	Seamanship Cup	2
5	Jade	9.21.19	8.26.52	2nd Class 2	2
6	Marshmallow	10.17.23	8.33.39	Stone Cup	2
7	Pomona	10.05.45	8.39.07	Titheridge Trophy	2
8	Miranda	8.55.49	8.39.44	1st Class 1	1
9	Hyacinth	8.46.30	8.43.52	Sheave Trophy	1
10	Mermaid	8.51.14	8.47.30	2nd Class 1	1
11	Shiela	9.51.14	8.49.33	3rd Class 2	2
12	Dorothy	9.08.22	8.51.54	Neva Trophy	1
13	Gracie	9.13.46	9.10.59	3rd Class 1	1
14	Helen & Violet	8.27.00	9.15.09	Tom Bolton Cup	1
15	Inanda	10.43.50	9.33.39		2
16	Tamarisk	10.49.21	9.48.57	Old Harry Trophy	2
17	Una-Bee	9.50.05	9.50.05		1
18	Duet	8.50.21	9.51.52		1
19	Ida	9.58.23	9.53.35		1
20	Kittiwake	9.28.47	9.58.55		1
21	Olivia Mary	10.12.38	10.02.50	Austin Edge	1
22	Playmate	10.12.19	10.03.07		1
23	Firefly	10.38.45	10.15.06	Cup for Trying	2
	John & Mary	(last boat to hand in declaration)		Plodders Pot	1

RETIRED, NON STARTER, DID NOT COMPLETE COURSE IN TIME:

Band of Hope, Mole, Sea Pig, Golden Plover, Paglesham Rose, Lady Hilary, Janet, Maintopman, Teal, Lapalong, Peace, Mary, Marigold, L'Atalanta, Katie, Pelican, Mary Anne Winward, Capri, Stormy Petrel, Fashion, Ripple, Stonechat, Molly Moggs, Stadats, Sunlight, Harnser, William & Emily, Coronation, Eliza Maude.

CLASS III, OPEN BOATS

1	Wanderer	5.32.45	4.22.52	Zetland Trophy
2	Dorade	5.24.54	4.25.07	Cockle Shell Trophy
3	Laurie	5.25.50	4.34.01	1st Class III
4	Mystery	5.41.50	4.37.54	Alpha Pitt Trophy
5	Native	5.48.14	4.52.30	2nd Class III
6	Swallow	6.25.17	4.53.12	3rd Class III
7	Moonstone	6.15.08	4.54.28	
8	Folly	6.21.00	4.55.16	
9	Jack Crick	6.32.15	4.57.19	
10	Natterjack	6.20.00	5.12.21	
11	Coluna	7.02.30	5.27.26	
12	Sylvia	8.12.51	5.56.19	
13	Elver	7.52.06	6.26.10	

NON STARTERS: Crescendo, Hector, Freddy.

CLASS IV

Sylvana Susanna; Neljan - retired.

RALLY AND RACE ON THE RIVER STOUR, 27-28-29 AUGUST.

Although the East Coast Race has traditionally been well attended, the same cannot be said for other events, such as the rally at Walton Backwaters. So, this year, with environmental pressures on Stone Point, it was decided to give the River Stour and Mistley Quay a try. There was a kind offer of help from the landlord of the Thorn Hotel, so a more ambitious programme than previous years was set up.

Well, in a virtual gaff desert, I was very worried that only a few boats would turn up - the Maldon Regatta clashed to make matters worse, and seeing how the Swale gaffers event had affected the 21st Gaffers race, there was every chance that there would be an embarrassed Area Secretary left holding an enormous Trophy, several expensive pewter mugs and a large quantity of ale.

However, as it turned out, I was pleasantly surprised. Whilst half the boats who said they were coming did not, just as many turned up whom I did not expect!

The first arrival was the ketch rigged barge yacht Sunset, which had come all the way from Kent and moored up to a deserted Mistley Quay a day early, to ask where all the gaffers were! Having made last minute arrangements for the barbeque and refreshments for Wrabness, I loaded up 'Merlyn' for the weekend and proceeded down-river, anxiously looking for gaffers. I was very pleased to see Charlotte Ellen and Jade & Co from Tollesbury, together with a dozen or so gaffers at Wrabness. The Vice-President was there too, with Tamarisk and Elver, so my relief at having enough boats to give prizes to was considerable.

The weekend got under way with a barbeque on the beach which attracted at least thirty people, and enveloped a gathering next door. The ale flowed - with much help from my son I regret, who decided for the first time that his father's liking for ale was a family trait to be followed. My first organizational blunder came with trying to take entries - I had not anticipated it being dark! So I apologize for the lack of names in this account and my inaccuracies. Anyway, the barbeque was a great success, and despite the beer glasses being stolen afterwards, well worthwhile.

Sunday morning came with a complete break in the weather - a blustering NNE wind, laced with rain greeted us - most O.G. races suffer from calms as you know. The handicap 'system' was a pursuit race arrangement, with groups of boats having start times staggered to suit their speeds. The sole representative of the first group 'Katie', had not turned up, so it must have been a strange sight for spectators to see the committee boat hooting to itself, and no boats starting. However, the 13 or so gaffers did start, and together with other craft who did not take part the lower Stour began to take on a very traditional appearance, with gaff boats heeling to the stiffening breeze as they sailed full-and-bye for the Harwich and the open sea, the magnificent Charlotte Ellen bringing up the rear, rocking the committee boat with her wash.

The course, supervised by the Vice President in his Vertue, took the boats through Harwich harbour, thence out to Stone Banks and back to Mistley, a distance of twenty miles or so. As I was towing five dinghies and a lugger, I could not see how they got on, but from all accounts, the offshore leg of the course was demanding

on both boats and crews, the stiff NNE wind kicking up a very nasty sea. The fleet bore off through Harwich Harbour, the little boats fleeing from the ketch Gwenili, whose rig was beginning to eat up the quartering breeze, whilst Charlotte Ellen going into top gear with her massive bowsprit thundered through the haven, scaring all before her!

As Stone Banks was reached, the troubles began. Charlotte Ellen suffered gear failure and had to retire forfeiting a race which must have been hers for the taking. One or two craft, rather than face the vicious beat back, sailed on south. But brave little Tarka, clinging to full main punched her way back, Shiela took the easy way under all the waves, and Siskin took a drier route, leaping from wave crest to wave crest. The bigger craft were in their element though, and made light of the foul wind and tide.

Back on the committee boat, Kiwi, which had re-anchored just off Mistley, I was changing the race officers who wanted to race in Class III when gaff sails were seen on the horizon, coming up fast. Through binoculars we could also see Charlotte Ellen, but without mainsail set - disappointingly they were motoring back fast for an early beer (or twelve). But big brown sails could be seen also thundering up on a miniature gaff sloop - it could not be the President in the L'Atalanta surely! But no, it was a two-sticker, and must be Gwenili, the big ketch from Pin Mill. However, the little sloop Siskin managed to hold her lead, and skimming on a near-plane shot through the line to take first place and the Thorn Trophy at 12.52 having averaged over five knots over the 20 mile course. Two minutes astern came the magnificent Gwenili, the power of her gaff sails pushing her hull at at least eight knots through the water. Six minutes later came the Albert Strange yawl Shiela, setting twin ballon jibs and mizzen staysail going the same speed. Ten minutes on, the smack-yacht ~~W~~iranda came in, equally impressive - Miranda is a true native of the River Stour, having been built at Dedham - it says something for Kit Hughes and his wife for having sailed all night to make the start, turn about and then sail a tough twenty mile race.

Fifth boat was Tarka, to take the prize for the first local boat home, followed by L'Atalanta the Swedish Customs Cutter to take the Coxswain Boats Trophy for the first working boat, Doormouse and Old Pretender, reefed down after very tough passage, completing the course by 14.30.

Of course 14.30 was also the start of Class III, with eight entrants. These miniature gaffers and luggers then took the traditional message right up to the top of the river, to cock a snoot at the local fireballs. This race was not without its troubles in the brisk wind either. The beach yawl Pet had a minor disaster with her dipping lug, whilst the little sloop Suzi sprung a seam. The course was an intricate zig-zag around the Stour Sailing Club dinghy marks. Because of the NNE wind and the incompetence of the Area Secretary, a computer could not have worked such a complex route without a beat! However the race developed into an interesting tussle between the first four boats, the Drascombe being eventually forced out whilst the single handed Trinity House gig Miss Anything kept a short lead on the winkle brig Mystery and the Aldeburgh one design Niad.

The finish for this race was between Merlyn and the quay wall - the railway buffers forming the line. The river was far from calm as a very nasty chop set into the quay. First to finish was Miss Anything (Ben Dale) followed by Mystery (Souter Harris) and Niad (P. Thomas) took third prize. After some dubious calculations on the corner of the Thorn Bar, Coluna took fourth place, Drascombe fifth and the late starter Jack Crick sixth.

I wish I had had the time to enjoy the scene, for the sight of the gaffers moored to the quay, with a back cloth of old buildings and the Class III boats scampering in the foreground was a sight worth seeing. It was also interesting to note the large numbers of people looking at the boats on the quay.

Prizegiving was in the Thorn, Dave Simkin presenting the trophies and pewter mugs. To keep to tradition there was also a mug for the last boats, which in the big race was the Memory Class Old Pretender and the Class III Pet (lugger). The landlord also gave three cases of canned beer, which were given in turn to all the boats who attended.

Naturally, there was a good session in the evening, with real beer reduced to 50p a pint and an extension till 11.45 p.m. The Tollesbury contingent having uncharacteristically been out of the silverware (apart from the noble Souter) made their presence known - if they had not already in the afternoon when another extension had been laid on previously. It was also a time for the Area Secretary to take some ale on board, and I am not sure that the glamorous Mrs. Heard knew the risk she was taking as I held her hand to help her down the quayside where the boats had dried out (which was something the crews needed to do!)

By first light on Monday, Mistley had become its sleepy old self again, for the gaffers had gone, leaving just a pleasant memory, which must have been reminiscent of the days of wooden sailing ships and iron drinking men!

I would like to thank all those who came along - there were over twenty boats turned up. Particularly I would like to thank George and Brenda Jago, Vice 'President Williamson, Peter Thomas and Dick and Anne Patterson, who gave sterling help. And of course Dave Simkin of the Thorn Hotel, who arranged some magnificent prizes and excellent hospitality.

I occasionally have a little chuckle at the Tollesbury contingent, but really they are a mainstay of gaffers events and their support at the weekend was terrific. Many of them risked serious punishment when they returned from the local squire who had previously summoned them to Maldon!

In conclusion, I feel the Stour rally and race has much potential for the future. It is not a watered-down E.C. race, but a totally different more informal event, with the purpose of raising interest in traditional sail in the area. The E.C. race has its problems with a fair handicapping system which ensures the trophies nearly always go to the same group of fast, well rated and well sailed boats. The Stour event is a chance (with corrupt handicapping) of a different sort of race, with different results. And it is also much more of a rally.

So if members can make a note for 1984, the same late August Bank Holiday weekend, I look forward to seeing even more entrants next year. So let's see more of the Colne and Blackwater boats - don't leave it all to the Tollesbury faithful. You never know, you might win prizes you never can on the Blackwater E.C. race with Jade and Co about. And there are going to be more trophies, including a Class III special trophy, so I am promised. And the organization can not get any worse!

Jon Wainwright.

THE JOHNSEN & JORGENSEN OYSTER SMACK RACE

Traditionally a race has been held on the River Thames for many years, developed from the advantage of getting the first barrels of oysters to the London market after the close season ended.

For a number of years after the Second World War the race was run by the Shellfish Authority who found sponsors to support their financial outlay. The race then terminated at Billingsgate in the Pool of London. The last of these races was held in 1976, though one was organised for 1977 but failed through lack of support, there also being a Jubilee Race in that year.

At a suggestion from the organisers of Greenwich Clipper Week, held on and beside the Thames in the ten days preceding August Bank Holiday Monday, new sponsors were sought and Johnsen & Jorgensen agreed to support the event. The first race under their sponsorship took place in 1980 and has been held in each Clipper Week since.

The fifth race will take place on 25th August 1984, and marks the hundredth anniversary of the Sponsor's trading connections with the London River.

The only requirement for entrants is that they should have, or have had in the past, a British registered fishing number and remain traditionally rigged as smacks or bawleys. The organisers are sure that there are a number of craft eligible with whom they have lost touch, or are not aware of, and would be grateful to have information concerning them. If you are the owner of such a vessel, or able to put us in touch with owners, please contact Ian Edmond, 3 Hillside, Market Hill, Maldon, Essex, CM9 7QJ.

EAST COAST AREA ANNUAL GENERAL MEETING

This will take place at the Little Ship Club, Maldon, on Saturday 19th November 1983 at 7.30 for 8 p.m.

SOLENT AREA RACE

Bad weather on September 3rd forced the postponement of the race planned for that date until September 17th.

SOUTH WEST AREA RACE, 2nd JULY 1983.

There was a disappointingly small entry for the 1983 race, but there were some interesting boats at the line-up for the start. Vigilance was there, adding impressive dignity to the fleet of smaller boats; Moya and Tern, regular and always welcome visitors, came to repeat their usually successful efforts to retain most of the prizes, and it was nice to see Wender and Sea Wigeon sailing again after extensive refitting. Two interesting newcomers were Nigel Broggio's new, owner designed Hapara, and Uzella, a handsome ferro-cement hull built and traditionally fitted out by her owner, Pat Cousins. Line entries were Molly, a modern GRP Falmouth work boat and Nell, the ninety six year old ketch which was doing charter work in Plymouth Sound and made a gallant effort in baffling winds to reach the start line. Altogether, though small, a typical reflection of the current composition of the Old Gaffers fleet.

The race was run in fine sunny weather with a light fitful wind and long periods of flat calm. A sea breeze at one stage brought the fleet back from the Skerries Buoy on a nice run but it died out half a mile from the finish line of a shortened course and there was some skillful playing with little zephirs to get across the line. The sail up the river to the 'Second finish line' for the Lloyd Attree Trophy brought all the boats together with everybody in with a chance with Uzella just making it by half a bowsprit. Although conditions had been a little disappointing there had been some tense and fascinating moments in the race, the sun was warm and the beer was cool and at the splendid supper party after the prize-giving at the Royal Dart Yacht Club everybody agreed they had had a fine day out.

RESULTS

Pos.	Name of boat	Corr. Time	Finish Time	Class
1	Daffodil	5.14.15	17.04.34	III
2	Roxana	5.23.28	17.26.00	III
3	Wender	5.36.54	17.03.49	II.
4	Tern	5.47.36	16.51.28	II
5	Uzella	5.49.05	16.52.15	II
6	Molly	5.57.36	17.01.13	II
7	Dreva	6.01.04	17.05.27	I
8	Hepara	6.05.29	17.10.40	I
9	Moya	6.11.47	16.45.51	I
10	Vigilance	7.10.00	16.49.53	I

RETIRED: Aceituna, Sea Wigeon

WITHDRAWN: Nell, Eileen Muriel

DARTMOUTH ROYAL REGATTA

The Regatta this year was held in ideal conditions and those lucky enough to be present enjoyed a wonderful carnival atmosphere with three days of racing by dinghies and rowers in the river, a shattering display by the Red Arrows, a superb firework display and all the fun of the fair. Old Gaffers were the highlights in a 'Review of historic craft' in a sail past down the river in which Shamrock, Sea Wigeon, Imogen, Elizabeth Mary and Prawle took part.

There was a fine NE breeze for the race next day when 14 boats came to the line. It was good to see Elizabeth Mary and Little Apple, absent for some years from races in the SW, once more taking part. Rocket lead practically the whole way and deserved her win. Second and third place in Class II were hotly contested and Daffodil, as usual, was first in Class III with Roxana an admirable second. It was fine sailing weather and a most enjoyable race. Regrettably, Awara and Eileen Muriel, beating for the line in the later stages found the increasing Spring ebb too much for them and failed to finish in time in spite of gallant efforts in both boats.

RESULTS

Pos.	Name of boat	Corr. Time	Finish Time	Class
1	Rocket	1.55.43	1.56.25	II
2	Wender	2.00.41	2.10.20	II
3	Daffodil	2.03.21	2.23.06	III
4	Valuna	2.08.38	2.17.17	II
5	Elizabeth Mary	2.09.41	2.12.44	II
6	Little Apple	2.12.23	2.22.49	II
7	Roxana	2.38.38	3.07.44	III
8	Aceituna	2.39.12	3.07.04	III
9	Sea Wigeon	2.39.16	3.01.12	II
10	Sandpiper	2.43.53	3.07.18	II
11	Shamrock	2.46.26	2.35.07	I
12	Valdora	4.11.44	3.34.25	I

FAILED TO FINISH WITHIN TIME LIMIT: Awara, Eileen Muriel

OVERALL WINNER: Rocket

CLASS I FIRST: Shamrock SECOND: Valdora

CLASS II FIRST: Rocket SECOND: Wender THIRD: Valuna

CLASS III FIRST: Daffodil SECOND: Roxana THIRD: Aceituna

CORNWALL AREA REPORT

The pre-race barbecue at Turnaware was reasonably well attended but the hot windless conditions produced a sea fog which rolled up the Fal and ensured that any latecomers would have great difficulty finding Turnaware whilst one or two boats that had intended to return home had to stay the night. Last off the beach were the Collins's from Mystic, and ourselves with dinghys tied together for mutual support. Luckily I'd left a light on in Galatea or we'd have been doomed to row about in the fog all night.

THE AREA RACE FROM GALATEA By the morning, Race Day had dawned still and misty though it was now just possible to see both sides of the Fal at the same time. By 9.30 Galatea was alongside Mylor Pontoon to take on crew (and fresh cold orange juice to dispose of the previous night's libations). The committee boat was on its way out and a light breeze was appearing. This steadily increased to a respectable Force 3 by the time we reached the committee boat on station just south of the Governor and flying the answering pendant for a delayed start and an inside course. The wind was from the East, which left little choice of course. A quick count of sails told us that about twenty boats had braved the early morning mist to make the start.

Mike Johnson's schooner Mary Bryant made a fine sight as did Peter Grigg's quay punt Sirius, back in use now that Peter's house building project was complete, Ella Speed, Don Hill's converted lifeboat, George Ellison's Tern and Cosmo Little's Cap Lizard, made up the fleet of larger vessels with Galatea, newcomer Gwyngala, a turtle decked ketch, Matushka and Ro An Mor next in size. There was as usual good support for the Class 3 fleet which included the 12 ft. Marion, sailed singlehanded by Mike Prettejohn. Girl Sara the 23 ft working boat of John McDonald sailed by Kenny Corke was odds on favourite and at the start was well placed. The short beat to Castle across the tide didn't seem to break the fleet up much and there was a constant stream of boats rounding.

Girl Sara appeared to be in the lead with Sirius, Ro An Mor, Glenda, Miss Agnes, in hot pursuit. Tern, who had had a bad start, was approaching the mark on starboard with Galatea just to windward when Roger Bowden in the Cornish Crabber Sapphire rounded the mark tacking from port to starboard just ahead of Tern. Sadly she didn't accelerate and Tern's bobstay ran over the transom, pushing Sapphire into wind. The bobstay caught in a fairlead and Tern's bowsprit was snapped at the stemhead. Frantic evasion manoeuvres took place aboard Galatea and we managed to avoid making a set for a threesome reel around the mark. Marishka, Lesley and Ro An Mor were the boats immediately ahead with Tern, Ella Speed and Gwyngala hard on our heels. The little Marion was not far behind followed by Sapphire, Naiad, Cap Lizard. Up ahead, Girl Sarah was slowly increasing her lead with Sirius hanging on astern, Mary Bryant could have done with more wind and was dropping back a little. Galatea managed to pull away from Ella Speed and Gwyngala and at the end on the first round started the second beat astern of Marishka and Lesley, but slightly to windward. Lesley was in Marishka's lee and was steadily overhauled by the bigger boat gaining clear wind only to fall under Galatea's lee. Tern without her jib was stuck back with the slower boats too and the unfortunate Lesley tacking for clear wind found herself under the lee of Tern who had come up from astern. From the windward mark to St. Just though a straight line went from broad reach to dead run to close reach and Galatea and Marishka were neck and neck all the way. Round St. Just and across the river to North bank and Tern was pulling up close astern. On the reach down to Governor, Tern had managed to ship an emergency bowsprit, set her jib and was sailing at a more normal speed. Once around Governor Marishka and Galatea kept on port tack making their tack in the region of Black Rock as did Tern and Lesley. Ella Speed however went North about and gained much distance rounding the windward mark between Marishka and Galatea. By now Girl Sara was reaching down to take the gun, followed by Sirius some distance behind. Mary Bryant was rounding North bank followed by Ro An Mor, Miss Agnes, and Glenda. Astern of us were Lesley, Sapphire, Naiad, Marion, Gwyngala and Mijason and Cap Lizard. As we ran toward St. Just Buoy we seemed to be catching up quite fast but as we closed the buoy the reason became apparent, the wind in the river was failing. Marishka, Ella Speed and Galatea rounded in swift (or slow) succession but the tosher Lesley was catching up rapidly in the light airs. Eventually we all made North bank Buoy without being carried below it by the tide and began a slow reach down to the line. Galatea was definitely not at her best in this weather and fell slowly back. There was nothing for it but to open more cans of ale and shrug

shoulders. Below us near the line a breeze was coming. The sea breeze blowing in from the South. Dead on the nose and reaching those ahead first. Hard to bear but even worse for those astern who were becalmed short of St. Just. Eventually we beat down and by dint of judging the tidal flow to a nicety crept across the line not far behind Marishka and Ella Speed. Back at the clubhouse after sailing slowly back through the last of the fleet and seeing Mijason 20 ft and Cap Lizard 50 ft. engaged in a slow drifting match for the Tortoise Trophy, it appeared as if protests would be the order of the day. However, all was settled amicably, protests were withdrawn and at the prizegiving we were pleased to learn that Galatea was second in Class 2 and the winner of the Deadeye Trophy for the first boat on corrected time over 50 years old, not winning any other trophy. The Race Committee's change of rules bringing into Class 1 all boats of 28 ft. LOA and over had meant a much better balance with numbers in the three classes fairly even. All in all an enjoyable race in unusually hot sunshine.

Harry Aitken.

RESULTS

Name of boat	Finish Time	Corr. Time	Class
Girl Sarah	168.00	161.28	*
Glenda	213.27	183.40	III
Claire Louise	214.70	184.64	III
Whim	213.65	186.94	III
Miss Agnes	221.17	189.10	III
Sirius	190.48	189.53	I
Keziah	222.05	195.40	III
Ro An Mor	219.25	203.90	II
Lesley	254.85	219.17	III
Mary Bryant	211.47	225.22	I
Galatea	262.67	237.72	II
Marian	295.28	242.13	III
Naiad	289.45	246.03	III
Tern	248.27	248.77	I
Ella Speed	253.62	249.82	II
Sapphire	286.03	250.28	II
Marishka	259.53	257.45	II
Mijason	365.00	302.95	II
Cap Lizard	445.00	496.17	I

RETIRED: Gungala, Mystic

FAILED TO START: Sea Breeze, Sarah.

Devenish Trophy for overall winner Girl Sarah

Sirius Trophy - winner in Class I Sirius

St. Meloris Trophy - winner Class II Ro An Mor

West Country Chandlers Trophy -
winner Class III Glenda

Deadeye Trophy - first over 50 years,
not winning a trophy Galatea

Peak Purchase Pin - given this year to Marion
- smallest boat in race & singlehanded.

Tosher Trophy - first Heard Tosher Glenda

Tortoise Trophy - last on corrected time Cap Lizard

* The overall winner is deemed to be of no class in order to avoid multiple prizewinning.

FRANCE PORS BEAC'H (Brittany) 1984. Rally from Wednesday 8th August to Sunday 12th August, 1984. Includes regattas, boat-building demonstration by French and Norwegian builders; Seamanship, sailmaking and rigging workshops. Nautical films, paintings and photographs. Seashanties with best European folk groups. Rowing races, nautical games, plenty of seafood brought in by local fishermen throughout festivities. Further information from: GFC. Pors Beac'h, 29224 Logonna-Daoulas, France.

From Jon Ward-Hayne:

An update on my Rance article worth mentioning. An Old Gaffers mooring has been laid at La Passagere, a mile or so above the Barrage on the East side of the river opposite the Jouvente Hotel. Visiting gaffers are welcome to use this, and by arrangement with Alain Guillet, 54, av. Charles Prevert, St. Malo, Tel: 560945, who runs a little yard there, boats can be left under supervision. There is also a mooring at Chausey, in the Sound opposite the ferry landing stage, but check the tide range as it is very shallow on springs. Anchoring in the Sound at Chausey is not advisable, due to poor holding ground and strong currents.

FREDERIKSHAVEN OLD BOAT RALLY

Since Privateer was the only British boat at the Frederikshaven Old Boat Rally, I had better make a report on it.

There are very many fine old sailing boats in Denmark, and they are very well organised. By chance we met the Secretary of the organisation, Hans Felix, who was refitting his ketch, the Donna, in Drajor, near Copenhagen. They publish a Danish Old Gaffers Register, with about 600 entries and some pictures.

We arrived at Frederikshaven with 40 minutes to spare before the rally began (July 14th) which didn't leave much time for dressing ship and shaving. The last part of the way up the Jutland coast we were much assisted by squally Skaggerak westerlies.

There were about twenty craft at the rally, mostly Danish, varying from open boats to Baltic traders. The smallest (Rana) looked for all the world like a replica Viking craft, complete with square-sail, but turned out to be a late 19th century fishing boat restored exactly by the Museum in Roskilde; evidently design had changed little in 1,000 years. We were alongside the Fie, a big fishing ketch used for sail training. Another converted fishing boat was the Josephine, crewed by lads who had been in some trouble with the law: the therapy of the sea seemed to be very effective and there was a good atmosphere on this and two other boats devoted to the same purpose. A local boat was the Illum, a converted galiass 49 feet OA, and with a traditional square sail. There was a Dutchman, the Geese van Uzsk, and a Norwegian Colin Archer type, the Losen, and another galiass built in 1890 the Anne Marie, that we had met earlier on our cruise.

Most of the Danes had organised their own cruise in company from Samso which we had missed, so there was no race, and some harbour sports to entertain the public. In the afternoon it was Open House for the public (and for exchange visits for us) and in the evening the big fish hall along the dockside was cleared for a meal of the local flounder with dancing into the night, with much Ol available.

I have the impression that most boats cruising in the Baltic do not go North of the Limfiord, and we were advised by one and all not to go on round the Skaw which has an evil reputation. So, we went back to find the narrow entrance of the Limfiord and make our way home from Thybozon.

Martin Eve.

BOOK REVIEW - THE RESTORATION OF THE KETCH RIGGED TAMAR SAILING BARGE SHAMROCK, 1974 -79, by Alan J. Viner.

Published by the National Maritime Museum at £4.75.

92 pages, plus fold-out sail and rigging plans: soft covers, well illustrated with photographs and sketches.

It is hard to know what to say first about this book. Is the fact that it is well written and makes excellent reading more important than the fact that it is a lasting record of a major conservation effort? Or will O.G.A. members be more interested in the wealth of technical detail in this delightful book? What is easy is to say that on all counts this is a first class book, well worth reading by anybody with any interest in boats, craftsmanship, or preservation.

In some ways this book can encourage members who are contemplating restoring an old boat, as the photographs of Shamrock before the work started are pretty horrifying and daunting. In other ways, it may discourage would-be restorers. One hopes it will not prove too discouraging, as undoubtedly some of the problems in the Shamrock project were the result of the work being a joint effort by the National Maritime Museum and the National Trust. Whilst this gave access to facilities not usually available to a private owner, it also meant that risks could not be taken in the way an individual might, and also there had to be more planning and accountability.

Also, would-be restorers who read this book, as one hopes they will, must bear in mind that Shamrock is a large boat (nearly 60 feet by 18) and costs and difficulties usually rise with the cube of the length, so a 38 footer would pose only a quarter of the problems in handling the various pieces.

The story of the restoration is very well told in nine chapters which form an expanded diary of events. The difficulties encountered over sailmaking, rigging and caulking highlight the sad fact that we are seeing the death of skills which only a few years ago were regarded as fairly commonplace. This book does raise questions as to whether more should not be done in the U.K. to guarantee that these skills are not lost to us totally.

Not only is this book very well written, it is well produced in clearly readable type with two columns on each A4 page, with line drawings and photographs set in as appropriate to clarify technical points or to illustrate stages of the work. Very much to the credit of the author and publisher is the fact that it seems that only one transposed line (on page 80) has escaped the proof readers, which is very commendable when compared with the error rate one can find in books at 3 to 10 times the price.

All in all, I would say that this is a book which all O.G.A. members should buy and read. I am confident they will enjoy it.

J.A.S.

ASSOCIATION ANNUAL GENERAL MEETING

The 1984 Annual General Meeting will be held on 14th January 1984, at 5 p.m. in the Cruising Association Rooms, St. Catherines Dock.

ADVERTISEMENTS AWARA

AWARA - Are there any frustrated Old Gaffer addicts, who will not have a boat of their own in commission for 1984, and who might be interested in chartering Awara, a Tahiti ketch?

I have to try to get some charters, to offset expenses, but Awara, having delightful features such as Martin's Practicable Jib-Stay, is not very suitable, nor appealing, to those who only know plastic bath tubs, or overgrown dinghies. She sleeps 4 to 5, and is quite comfortable, in a crude sort of way, with many mod cons, such as electric light, gas cooking, and an 18 h.p. diesel.

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

MARY ANN WINWARD⁽¹¹⁵⁷⁾ Converted Shetland Fourern. 19'10" LOA, 6' beam, 2'9" (approx) draft. Clinker, larch on oak. Internal ballast. Decked in some years ago to provide a very small cabin & medium sized cockpit. High peaked gaff sloop rig with bowsprit (from a Shetland racing boat I think, it's really gunter). No engine, two original sweeps, one oar, with convenient rowlock mountings in cockpit coaming. Single burner gas cooker, Seafarer 5 echo-sounder, fenders, warps, anchor, chain & warp. One terylene main, two terylene foresails. Campari V inflatable. Sleeps 2. Remarkably fast for 20 footer, rowing w. one oar gets in & out of anchorages quite easily. Photo on request to genuinely interested people. £1,000 o.n.o., but will be ordering a new main this autumn if boat not sold by then & price will go up by £100 or so. Details from: John Birchall, 49 Castelnau Mansions, London SW13 9QU. 01 741 8792

GAFF MAINSAIL Tanned flax, vertical cut, loose foot, three reefs, very good condition; only two years use. Luff 18 $\frac{1}{3}$ ', foot 18', head 16', leech 31' 4", head to tack 32 $\frac{1}{2}$ ', clew to throat 24 $\frac{3}{4}$ '. £250 o.n.o.

GAFF MAINSAIL Tanned cotton, cross cut, roller reefing, old but serviceable; dimensions as above. £50, o.n.o.

TURNER pattern ratchet roller reefing gear for 4" diam. spar; very good condition; £25 o.n.o.

GALV. GAMMON IRON, with chain rollers & sheave for forestay; suit 4" spar. £12, o.n.o.

All above seen by arrangement, B. Humby, 1 Bank House, Chelmondiston, Ipswich, Suffolk, IP9 1DZ. 0473 84 583.

ZENIA (619) 7 ton gaff ketch; 26' x 8'6" x 4'3". Handsome double-ender; built Forton Launch Works; Gosport, 1933. Very strongly built of 1" pitch-pine planking on 3" x 3" oak frames & 1 $\frac{1}{2}$ " x 1" oak ribs. Decks 1" T&G pitch-pine; trackmark covered. 2 large bunks in saloon + full width & length quarter berth. Pipe-cot in fore-peak. Engine Stuart P55MR Twin; 2 - 1 reduction gearbox. Baby Blake sea toilet. Calor cooker with grill & oven. Solid fuel stove & coal locker. New loose-footed mainsail & jib 1981. Good staysail & mizzen & spare jib. Completely burned off this spring & found to be A1. Both garboards recaulked & stopped. All topside seams restopped. £5,250, but as I have been living aboard for a long time I am anxious to obtain a slightly larger yacht with full head room, good beam and sheer. Would do part or straight exchange. Work not objected to. Tim Wright, c/o The Old Ship, Heybridge Basin, Maldon, Essex. Tel: 0483 274064.

BEAGLE (995) 26' x 10' x 3'. Gaff cutter, built Leigh 1932. Carvel, pitch pine on steamed oak ribs. Tan mainsail, white staysail & jib. Deutz diesel engine. 6 berths. Baby Blake. Gas cooker, fridge, log, anchor, navigation lights. All wood blocks. Centre plate, keel bolts, rigging, bowsprit, all renewed over last 2 years. £3,850.
Nigel E. Williams, 48 Alexandra Road, Rayleigh, Essex SS6 8HS.
Rayleigh 742364.

MIMI (820) Fleetwood, Gaff rig, c.1909. 26' x 7'6" x 3' x 2', plus 6' bowsprit. Pitch pine on oak frames. 4'8" headroom 4 berths. 2 ring gas cooker, sea-toilet. 9 - 12 h.p. 2 cylinder 2 stroke diesel engine, fwd & reverse gear, 17" propellor. Terylene mainsail, staysail, flying jib topsail, electric bilge pump with float switch & hand bilge pump (whale). Anchor & compass. Present owner (14 yrs) has kept boat in very good sea-going condition. £2,500, no offers.
A.C. Hughes, 29 Beechwood Drive, Thornton Clevelys, Lancs.
Thornton-Cleveleys 860710.

MARIOLA Aux. gaff cutter, built Colchester 1908. 30' x 10' x 3'10". 15 ft. bowsprit. 1 cotton mainsail, 2 cotton foresails. 2.2 BMC Marine engine. 2 cabins, Lawrence Simpson sea toilet, calor gas cooker, 1 double, 3 single berths. Anchor, approx. 100 ft. galv. chain. Clinker dinghy. Larch deck (new).
Was a wreck 10 years ago, now restored to good hull & deck. Keel replaced w. considerable work to planking & ribs. Interior not fully restored; but functional & used for family holidays.
Possibility of mooring in Orwell Yacht Club, Ipswich. £5,500 o.n.o.
F.J. Ling, 16 Appleby Close, Ipswich, Suffolk.
Ipswich (0473 683435 (home) 0473 217901, ex. 146 (work).

CORONATION (713) Johnson Jago cutter, 1937. 27' x 9' x 2'6". Pitch pine planking, mahogany topsides, gunter main, new foresails, bowsprit, dinghy on davits, electric start Kelvin 17 h.p. Lavac Coal stove, oven. 4 berths, CQR, stable, roomy, well equipped & maintained, survey. Seen Crouch. £3,500

9 ft. varnished clinker dinghy, built by L. Walker, Leigh on Sea, £75.

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

MARTLET (6929) 27' x 8'7" x 5'10" + bowsprit. Built 1936 Uphams, Brixham. Pitch pine on oak, larch decks. 4 berths, galley, 2 burners + grill. Baby Blake heads. 6'3" headroom in saloon. Thornycroft handybilly excellent working order. 8 sails. Comprehensive inventory inc. 10'6" C. craft inflatable. Extensive work carried out over past 2 years, now in V.G.C. Survey available. £9,000 o.n.o.

R. James, 66 Ladysmith Road, Lipson, Plymouth, Devon. (0752) 23612

INANDA Deben 4 tonner. Built Whisstocks 1949. Gaff cutter. One of the prettiest of this successful line of small cruisers. Very seaworthy and handy boat. Tan terylenes, new or as new. 1983 refit included new keel bolts, new bobstay fitting, much new rigging, two new floors, and some interior joinery. New stern gear in 1982. Stuart Turner 8, yard maintained annually & very reliable. Topsides mahogany. Handsome & strong little boat, in excellent condition & fast, (4th East Coast Race). For more details plus photos ring Wivenhoe (020622) 3302 £4,250 o.n.o.
R. Barnard, 10 Clifton Terrace, Wivenhoe, Essex.

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.

DAWN has defeated Michael Millar due to lack of time and health. She is for sale as she lies in Dover Yacht Co's yard at Wellington Dock, Dover. She is a gaff cutter 30' x 9' x 4'. Built in Barking Creek by Reg Partridge (Marine Surveyor at Gregsons, Milwall shipwrights) in the early 1930s for his own use in teak on oak. Restoration complete so far: all frames floors and shelves from stem to cockpit bulkhead; deck beams from stem to break of coachroof; deck from stem to main beam; new bulkheads each end of cabin; fore coaming for coachroof; toilet compartment to starboard by new mast stanchion; 2 fore cabin berths (now habitable - just); lockers, floorboards. Main cabin still to bare hull, coachroof incomplete. Cockpit area not yet touched. Engine bearers for navigator and stern gear still in situ, but no engine available. Some new keelbolts fitted, remainder available. Loose gear includes (nearly all new) standing and running rigging (mast and spars believed sound), CQR, new chain, new Waterloo, Seafarer echo sounder, Bosun compass, Ultramarine log (speed & distance, some sails (poor)). Dover Yacht Co (0304 201677) have been authorised to negotiate sale at £1,500 o.n.o., or contact Michael Millar on 01 228 8437.

DECCA YACHT NAVIGATOR Position fixing, multi-way point facility. Useful to racing yachtsmen & great assistance cruising. Can be hired from Greenham Marine, Warsash Boat Centre, Stone Pier Yard, Warsash, Southampton. Can cost as little as £50 for a weekend.

OUR USUAL WELCOME TO THE FOLLOWING NEW MEMBERS:

C.N. Allinson, 1 Humber Grove, Castle Bromwich, West Midlands, B36 9NX.	Serenity	1194
J. Angell, Pentlos, Vicarage Road, Sheringham, Norfolk NR26 8NH.	Rainbow	1166
B. Barker, 55 Mell Road, Tollesbury, Essex	Pelican	1159
J. Bonser, Penn Cottage, Ramley Road, Lymington, Hants SO4 8GY.		
J.P. Bottrill, 9 Langdale Ave., Chichester, W. Sussex.	Athena	1160
C. Collings, 15 Chelmer Terrace, The Downs, Maldon, Essex.	Folly	1162
C.I. Cooke, 9 Abercorn Mansions, Abercorn Place, London NW8.		
B. Dale, 1 Deepdale Road, Harwich, Essex.	Miss Anything	1169
J.A. Fearnley, 20 Blake Road, West Bridgford, Nottingham. NG2 5JL.	Jayar	1165
J.L. Hoggett, 19 Cavendish Drive, Lawford, Manningtree, Essex.	Tarka	122
D.J. Patient, 29 Church Street, Maldon, Essex.	Marigold	1191
Dr. H.S.C. Siddall, 2 Ponsvale, Ponsanooth, Truro, Cornwall.	Percy G Dalton	1163

I F Simpson, 26 Pentland Rise, Dalgety Bay, Fife.
 Osprey 1168
 M. Strickson, & J. Strickson, Ground Floor Flat, 16 Brook Drive,
 London S.E.1. Kathleen 938
 J. Stroud, 143 Long Lane, Holbury, Southampton SO4 1NZ.
 Skate 1164

The following members have moved since our last issue:

D. Bosomworth, 18 Briar Avenue, Whitley Bay, Tyne & Wear.
 Eel 993
 P.R. Bowden, 'New House', Mylor Creek, Falmouth, Cornwall
 Sapphire 1199
 J.A. Clay, Saxon House, 83 Ipswich Road, Woodbridge Suffolk.
 (house re-numbered) Firefly 785
 D. Cornish, 8 Meadow Close, Thatcham, Berks RG13 4RJ.
 Cornish Galathea 874
 A. Craig-Bennett, Rivendell, off St. Paul's Road, Colchester, Essex.
 D.A. Edgar, 31 Wellesley Road, Colchester, Essex CO3 3HE.
 P.A. Foster, Ranworth, Abberton Road, Fingringhoe, Nr. Colchester,
 Essex. CO5 7AU. Vivida 133
 T.J. Powles, Briar Bank, Beeson, Nr. Kingsbridge, S. Devon.
 Hawk Batch 1158
 A.J. Turner, 22 Ethelburt Avenue, Swaythling, Southampton.
 Girl Pat 1120

SOLENT AREA NEWS

A SPECIAL GENERAL MEETING will be held on Saturday 12 November at 12 noon in the Lower Bar of the Portchester Sailing Club, Portchester, Hants, for the sole purpose of approving the Area accounts for the year ending 31st October 1983. These accounts have to be submitted to the Association's Treasurer in December but will be distributed and discussed at the Area Annual General Meeting in February.

A COMMITTEE MEETING WILL FOLLOW the above at 12.30 p.m. approx., to review this year's Solent Race and to arrange the A.G.M. and Social Evening, probably on 25th February 1984.

THE SOLENT RACE, planned for September 3rd, had to be postponed due to extreme weather conditions which caused all Solent racing to be cancelled. The race was run two weeks later on September 17th, but the weather was still unsettled and gales on the Friday with forecasts of Force 8 - 9 on Sunday prevented many attending. Race day itself dawned bright and sunny and 28 boats came to the line. A fresh force 4 - 5 from the West allowed an 18 mile course down to Salt Mead buoy near Newtown and a fine fast sail to finish at Coronation Buoy in Southampton Water. Paul Johnson's Venus led from the start and against all theory, being a very heavy displacement gaff ketch of 22 tons on 37 ft. LWL., she pulled away on the windward leg to finish more than ten minutes ahead of Duet. Then came Gaivota and Iseult with less than ten seconds between them and Little Windflower and Chloe May in the next two minutes. Racing was close throughout the field with much manoeuvring for position at the marks and occasional luffing matches. We are particularly grateful to the Cowes Corinthian Yacht Club and the Elephant Boatyard for their hospitality at short notice on the postponed day and a special thanks must go to Eddy and Di of the MFV Emblem for acting as Committee Boat at

the last minute. In the evening the forecast rain and gales did not materialise until midnight and the barbecue and prizegiving were enjoyed by a large gathering.

GENERAL NEWS is short because I had an unexpected visit to Australia in June and on return made frantic efforts to get Venture sailing again after 4 years' refitting, so I was oblivious of what else was going on. At Wicor the launching of Chris Waddington's refurbished Sorella was the highlight of the year; she now looks superb with teak decks, gleaming paint and cream Vectis sails. The two elderly brothers who owned and worked her for years were the guests of honour.

At the Elephant, Paul Johnson has recently arrived in Venus. She and her sister-ship Moon were within sight of each other all the way from the West Indies. At Salterns, Frank Huggins has had Mahler out for a trial sail and plating is complete on our new steel boat to Wylo II designs.

An exciting discovery during my visit to Western Australia was of an Old Gaffers Association out there. Barry and Doris Hicks who founded it four years ago and who are probably well known to some of our East Coast members, have written an article about it which will appear in a later issue. Barry's son Robin Hicks is the only traditional sailmaker in Western Australia and runs Excel Sails of Freemantle, W.A. He has been busy doing hand-finished sails for the pearling luggers of Broome, beautiful 50 ft. gaff ketches. There is superb sailing all year round in the Perth/Freemantle area both on the Swan River and offshore. Their winter climate is rather like our average summer while their summer is very hot and sunny with fresh onshore breezes. There is only one snag - it is almost impossible to get an immigration visa!

RESULTS OF SOLENT RACE				Overall	
Class I	1	Chloe May	Elapsed time	Corr. Time	pos.
			3.47.49	4.21.59	24
Class IA	1	Iseult	3.45.53	3.48.49	9
	2	Gaivota	3.45.44	3.54.32	11
	3	Nerak	4.07.43	4.00.02	12
	4	Fsi Fsi	4.05.46	4.01.21	13
	5	Venture	4.02.49	4.02.49	15
	6	Little Windflower	3.47.12	4.03.33	16
	7	Duet	3.39.30	4.13.05	20
Class IIA	1	Gem	4.07.14	3.38.18	2
	2	Figaro	4.25.50	3.39.51	3
	3	Betty	4.00.38	3.41.23	4
	4	Undine	3.49.26	3.41.52	5
	5	Windhover	4.08.53	3.42.00	6
	6	Sorella	4.01.10	3.43.19	7
	7	Skipjack	4.05.46	3.44.08	8
	8	Zephyr	4.19.15	4.02.08	14
	9	Daisy Belle	5.04.20	4.10.46	19
	10	Sturdy	4.53.00	4.13.44	21
	11	Olive Mary	4.33.36	4.14.27	22
	12	Lone Wolf	4.55.10	4.33.19	25
	13	White Moth	4.49.03	4.36.03	26

Class IIB	1	Trammel	4.30.05	3.54.26	10
	2	Andy Lassen	4.47.05	4.06.19	18
	3	Janty	4.57.25	4.19.39	23
GRP Class	1	Venus	3.29.10	3.36.17	1
	2	Dark Secret	4.46.31	4.05.50	17

PRIZE LIST:

Channel Cup	Gem
Dead Eye Trophy	Duet
Le Havre Plate	Iseult
The Gaffers Eye	Chloe May
The Emsworth Cleat	Gem
The Channel Plate	Trammel
The Quiver Trophy	-
The Edgar March Memorial Trophy	Sorella
The C.H. Paxton Memorial Trophy	Little Windflower
The Anchor Trophy	Trammel
The Jim Rawlings Shield	Venus
The Pitchfork	Venus
The Laggards Ladle	Daisy Belle

BRIGHTON MARINA O.G.A. RACE 1983.

The incredible settled weather of this Summer did not let us down and with a forecast of light North-westerly winds the big question was whether there would be sufficient of them to give a good day's sailing.

One of the most attractive features of the Brighton rally is that the boats are all moored up together in the outer harbour (free of charge for four days) which allows plenty of time for idle inspection and appreciation of each others vessels, and the popping of a cork ensures instant visitors! One thing that is possible is a skippers briefing an hour before the start which gives the race officer a degree of flexibility in race instructions not possible elsewhere. Last year we had a problem with a large trammel net buoy which was mistaken by all but one as a mark of the course, so this year the Harbour Master's launch was kindly put at our disposal (plus Harbour Master) and with the starting cannon lashed on the stern one felt that strays could be dealt with! Also it gave us the ability to shorten course to any mark (not possible in running the race from the harbour arm).

The course was to be three rounds of a triangle each of about seven miles. This gave a fast reaching start to the Westward and first away after the gun was Nerak followed by White Moth, Sprite, Olive Mary and Janty in close order with Mildred, Cynara, Sheldrake and Lone Wolf soon after. Spina and Anadin were next but Colne had gone down to leeward and seemed to be having trouble making it back to the line. It later transpired that she had forgotten to lower her centreplate!

With the fleet sailing merrily towards Palace Pier it became apparent that the buoy was not where it had been last year but instead was about a mile off to seaward. This meant that most boats were running by the time they rounded and with Nerak still ahead followed by Olive Mary, the beautiful schooner Spina was now

third. Colne having made a late start was able to take advantage of all this and sailed a straighter course and by the time she reached the outer mark she was lying seventh and going well. Nerak was still in front here with Olive Mary dogging her and Janty close by. Spina had fallen away on the run as had Sheldrake and Cynara, all finding holes in the wind.

For the upwind leg the wind became very fickle, blowing gently from nearly all points of the compass. Nerak altered course to every puff and kept up to the West - it paid off and she was round the first mark at 12.40, Olive Mary made it sixteen minutes later and Janty the same margin later still.

It became clear, as Nerak was half way to the outer mark again, that most boats would not complete a second windward leg within the time limit, so full ahead on the committee boat, International 'S' to the signal arm, one up the spout on the cannon and we arrived in a flurry of foam just in time to finish Nerak at the seaward mark.

This gave Nerak a well deserved first place both over the line and on handicap and admirably confirmed her win last year when she was the only boat to sail the correct course.

The decision to shorten was right as all boats finished, the last being two hours forty minutes later. This got everyone in in good time to be at the prizegiving, which this year was in the small bar of Brighton Marina Yacht Club, and 'Happy Hour'.. It is amazing how little free drink one can consume in one hour - perhaps it requires practice!. The prizes and trophies were given out by the Marina Company Managing Director Peter Blackburn and all agreed it had been a splendid day.

This rally and race is the only annual fully sponsored event in the O.G.A. calendar and our thanks go to Brighton Marina Company and to the other sponsors for providing the facilities and prizes which help make this such a good event.

The results and prize list follow and separately is an account of the fine race on the Sunday written by Valerie Gardner who is the person mainly responsible for the organisation of the Rally for the Marina Company, while your correspondent liaises on behalf of the O.G.A. and acts as Race Officer.

David Cade.

RESULTS

Class	Name of boat	Elapsed time	Corr. time	Pos.
I	Nerak	3.34.00	3.27.22	1
II	Olive Mary	3.49.30	3.33.25	2
II	Janty	4.07.10	3.35.46	3
II	Lone Wolf	4.37.05	4.09.39	4
II	Colne	4.32.30	4.23.14	5
I	Mildred	4.47.05	4.34.27	6
II	White Moth	5.05.00	4.51.16	7
II	Sprite	5.24.15	5.11.55	8
II	Cynara	6.14.00	5.35.51	9
I	Spina	5.01.10	5.38.31	10
II	Sheldrake	6.10.05	5.39.00	11
I	Anadin	5.24.45	5.51.23	12

PRIZE LIST:

British Navy Pussers Rum	Nerak
Peter Blackburn Trophy	Lone Wolf
John Perkins Trophy	Nerak
Ron Wooler Memorial Trophy	White Moth
Evening Argus Prize	Mildred
Speedwell Prize	Mildred
1st Class I	Nerak
2nd Class I	Mildred
1st Class II	Olive Mary
2nd Class II	Janty

BRIGHTON MARINA O.G.A. RALLY - FUN RACE

The Fun Race on Sunday morning provided a great deal of hilarity, not only to those taking part, but the spectators. Eight boats eventually decided to take part, and their crews were lined up according to mooring positions, on the lower deck of the West Jetty. Several rather unorthodox trip wires appeared across pontoon 15, and a nameless gentleman who was among the last to arrive at the start, was noticed to have made easily-freed moorings rather less than easy on his way down the pontoon. The whistle blew, and the pontoon thundered with the noise of some twenty bodies racing for their boats.

Sprite was the first off, closely followed by Janty and White Moth; then came Lone Wolf and Cynara, with Anadin immediately behind. These three positions changed rapidly at the entrance to the harbour, where Anadin squeezed through between Lone Wolf and Cynara, whilst Olive Mary and Nerak followed at a more discreet distance.

Whilst the Race Officer and his assistant enjoyed a cup of coffee, the battle continued to the mark off the Palace Pier and back. The winner was Anadin, in 37 minutes, followed by Sprite in 40 minutes, both with tales of Anadin's water-filled balloons aimed at Sprite, who retaliated with fish!. John Colborne of Anadin is convinced that her engine was once in a tractor, whilst Sprite's engine was smoking gently. Third was Olive Mary in 44 minutes, followed by Cynara in 45 minutes. Lone Wolf was fifth in 47 minutes - her engine, said Mike Langfield, hadn't had such a fright in years! Nerak followed in 54 minutes, and due to slight problems berthing, was nearly pipped at the post by White Moth, which was, like Sprite, steaming gently. Last to arrive was Janty, whose owner John Ungley had been fishing on the way round.

John Colborne was duly presented with a bottle of Pussers Rum - which shouldn't last too long among his large crew, whilst the other intrepid racers received Snoopy vacuum flasks! A thoroughly enjoyable hour for both crews and organisers.

Valerie Gardner.

ASSOCIATION ANNUAL GENERAL MEETING

The 1984 Annual General Meeting will be held on 14th January 1984, at 5 p.m. in the Cruising Association Rooms, St. Catherines Dock. Please come along and make it a social gathering!

RANCE OLD GAFFERS RALLY - A reminder that it is hoped to have an Old Gaffers Rally in the Rance at the time of the start of the St. Malo - Quebec Tall Ships Race, i.e. 6th May 1984. So get your boat fitted out early to make a good showing of British boats. If anyone wants to go over for a short early holiday and leave their boat for a longer holiday later, making use of the ferries, the boats can be looked after.

NOW A POEM TO END OUR ISSUE, from Willem Lofvers, Sneek, Holland.

Here is Old Harry back to you,
 With greetings from a country new;
 'Cause last year to the Continent
 After the race I had to be sent.
 Across the North Sea in a tight haze,
 To Den Helder we sailed in 1½ days;
 On Kereweer to the Town of Sneek
 The Skipper proudly me home did take,
 Where almost a full year I spent,
 Watching the family life content
 Or tumultuous and loud,
 Hearing many an improper shout.
 Often someone comes and begs
 Me to hold letters between my legs.
 All kinds of things on my boathook hung,
 Or even on the hook were slung.
 So I had many a jolly day,
 But in the Spring to myself did say:
 I feel a little bit alone
 And am very much longing for the Stone,
 The Wallet and the Buxey Sand
 And the East Coast green pasture land.
 But the Skipper's holiday fell late,
 So yesterday to me he did state:
 Old Harry, my friend, by mail you go!
 Be off with you for the OGA show.
 So here I am back in the Gaffers crowd,
 And glad to hear you sing and shout!

DEADLINE for items for the next NEWSLETTER
 is 14th NOVEMBER.

We still need cover pictures and articles.