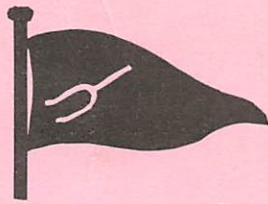


1984/1



Old Gaffers Association Newsletter



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

OLD GAFFERS ASSOCIATION

Hon. Secretary

J. A. SCARLETT, Braeside, 2 Greenbank Street, Galashiels, TD1 3BL.

Hon. Treasurer

W. A. BROWN, Wheal Cock, Porkellis, Helston, Cornwall, TR13 OJS.

AREA SECRETARIES AND REPRESENTATIVES

North East

D. BOSOMWORTH, 18 Briar Avenue, Whitley Bay, Tyne and Wear.

East Coast

J. R. WAINWRIGHT, Port View, New Road, Mistley, Nr. Manningtree, Essex.

Cinque Ports

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

Solent

S. G. BAYLISS, 135 Peperharow Road, Godalming, Surrey.

South West

P. HEIGHWAY, 9 Duke Street, Dartmouth, S. Devon.

Cornwall

Mrs H. AITKEN, 21 St. Peters Way, Porthleven, Helston, Cornwall.

Bristol Channel

M. E. WHITE, 80 Kilmersdon Road, Haydon, Radstock, Bath, Somerset.

North Wales

D. A. CATON, Woodlea, Tattenhall Road, Tattenhall, Chester, CH3 9QQ.

Clyde

FRANCE

DANIEL MITRE, La Fleurais, 44130 Fay de Bretagne.

GERMANY AND BELGIUM

ALEXANDER NURNBERG, Carl Petersen Strasse 119, 2000 Hamburg 26, W. Germany.

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

F. S. CASSIDY, 67 Everett Street, So. Natick, Mass. 01760.

— 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	18"	£8.25	£8.50
	12"	£7.75	£8.00
Burgees	36"	£7.15	£7.60
	24"	£6.25	£6.50
	18"	£4.25	£4.50
Ties (Multi-motif)		£3.00	£3.25
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, Wheal Cock, Porkellis, Helston, Cornwall, TR13 OJS.

Orders will not be despatched until payment has been received.

NEWSLETTER No. 1984/1

THE ORWELL

COVER PICTURE: The Leigh Cockler MARY AMELIA, 1132, and Whitstable Smack SHAMROCK, 474, lying by the hard above the Butt and Oyster at Pin Mill. Photographs by R.N. Simper.

The entrance to the River Orwell is one of the least imposing on the East Coast of England. At the point where Harwich harbour divides to form the rivers Orwell and Stour, there is a post marking the entrance to the Orwell which leads on up to Ipswich. This entrance can almost be overlooked, but the River Orwell is probably one of the most attractive rivers of this section of the coast.

The ease with which it is possible to enter the Orwell is one of the main attractions for the cruising yachtsman. There is no bar (such as on the Deben, Ore and Blythe) to be plagued with and one just sails right in to the Orwell after entering Harwich harbour. The only real problem, and it is now very dangerous, is the enormous increase of commercial shipping. Gone are the days when we sailed into Harwich with a casual lookout for barges and the possible daily departure of the European Ferry. Now the Haven Ports of Felixstowe, Harwich, Ipswich and now even Mistley in a smaller way, are booming. At times crossing Harwich harbour in a gaffer is like trying to walk across a motorway. Actually in the Orwell the departure of one container ship from Ipswich looks like a block of flats coming down the middle of the channel. At least when ashore, blocks of flats do not start coming towards you!

But when the wash from a container ship has gone past and everyone has sighed with relief, there is no getting away from it. The Orwell is a most beautiful river. This is because in the eighteenth and nineteenth centuries, landlords living near and above Pin Mill built great houses overlooking the river and planted up their estates with parkland and trees. Unfortunately they did not live to see the beauty of their work.

The trees above Pin Mill are, I understand, owned by the National Trust, but with so much development, new houses, roads and warehousing in the area it is surprising that woodland and farmland around the Orwell has remained rural.

One major new development on the banks was the creation of the Suffolk Yacht Harbour at Levington. This marina has been carved out of some cattle grazing marshes which flooded in World War II. Although the channel silts up and it can be difficult to enter at low water, the Suffolk Yacht Harbour is a most practical place because it is so near the deepwater entrance of Harwich Harbour. Last year we went in for shelter during a gale and we were practically the only gaffer in amongst some 800 yachts. Very few of these modern yachts even had wooden hulls and we felt out of place until the harbour master appeared and said that he remembered sailing on L'Atalanta thirty years before and started to get nostalgic about the wooden gaffers of his youth.

2.

At Pin Mill one does not get the feeling of being out of place. This is a stronghold of gaff boats, although the owners of gaff sailed boats on the Orwell have a great tradition of NOT being involved with the OGA. In recent years this state of affairs has slightly thawed and perhaps the new Stour Gaffers Race will help in the future.

The hamlet of Pin Mill has been smartened up in recent years, but the Butt and Oyster at the water's edge is one of the few riverside pubs which has not been vandalized by so-called modernization. Pin Mill could take a prize for being one of the most attractive east coast anchorages, but it has positively the worst landing conditions. At low water one has to wade through mud to reach the bottom of the hard. It is a revolting and dangerous task, even for people used to east coast mud.

Heading up river the next landing place is Woolverstone, which is a peaceful and gentle spot. There is a marina here, but this does not seem to have altered the place. Sadly one local tradition seems to have lapsed. It has always been said that smugglers coming up river looked for the stuffed cat in the window of the cottage at Woolverstone. This cottage is still known as the Cat House, but the custom of having a cat painted in the window has sadly not been kept up in recent years.

The creek at Bourne Bridge, just outside Ipswich, was where the 33 ton Bristol Channel pilot cutter Saladin ended her days. In recent years the Ipswich Marina has been built on the down river side of Bourne Creek and in 1982 the new Orwell Bridge was completed across this reach of the river. Also a new container terminal has been built on the West bank. In fact the upper Orwell has been subjected to a series of major changes.

This is not exactly a fresh state of affairs because the present Port of Ipswich is very much man made. Originally the river above Woolverstone virtually dried out at low water. This happens at Mistley and on the neighbouring River Deben, but at Ipswich a Wet Dock was opened in 1841. This dock was, at that time, the largest in Britain and is responsible for the growth of the present day industrial town of Ipswich.

Now most of the commercial ships use the Cliff Quay and the West Bank, leaving the huge 33 acre Wet Dock almost empty. In spite of its totally unimaginative name, the Wet Dock, with its Victorian and even a Tudor merchants house, is one of the most attractive docks in Britain. It is strange that no less than three marinas, which cater for well over 1,000 yachts, have been built on the River Orwell, while the Ipswich Wet Dock sits largely empty.

The Maritime Ipswich rallies, which had good support from the Essex smacks and other local gaffers, have helped to focus local attention on the Wet Dock's future. Certainly it is worth a visit from cruising gaffers with an interest in industrial archaeology.

Robert Simper.

MINUTES OF THE ANNUAL GENERAL MEETING

The 1984 Annual General Meeting of the Association was held in the Cruising Association Rooms in St. Katherine's Dock, London, at 5 p.m. on Saturday, January 14th. Despite very bad weather, about forty members and wives were present, and it was noted that many had travelled considerable distances, from France, Guernsey, Cornwall, Devon, Somerset and Scotland.

Our President, Robert Simper, opened the meeting by welcoming those present with a comment that it was not a large attendance considering the size of the Association. In a brief review of his first year in office, he commented on the breadth of the areas covered by the OGA, both geographically with events held virtually all round the U.K., and also in the types of boats covered. He said the Newsletters gave a good picture of our activities and of the boat types.

For 1983 he said we had kept a good steady course thanks to the sterling efforts of all our Area Secretaries and he remarked on how he had found in his travels overseas that the OGA is very highly respected in the rest of Europe. He mentioned that in Germany some owners of old boats were able to get grant aid for restoration work, but pointed out that not many of their old types of boats had survived two major wars. The OGA had started in the U.K. and had remained predominantly British because of the larger number of old boats available.

The Presidential Address was followed by the Secretary's Report (draft follows). The adoption of this report was proposed by Maurice Bailey, seconded by Sam Bayliss, and carried without comment.

The Treasurer then presented the accounts for 1983, and their adoption was proposed by Len Warren, seconded by Rob Williamson, and carried nem con. Michael Millar proposed that the Secretary's honorarium be continued at 200 guineas. This was seconded by Charlie Greenslade and carried.

The Secretary then announced the awards for Newsletter articles, stating that because of the very high quality of the 1983 articles, the Committee had found it very difficult indeed to decide on winners. Their decision was that awards should go to P.A. Smith for his account of Dreva; to P.J. and D. Cox for the technical article on Velsia; to J. Cresswell for his article on Viking Trader; and to W. Lofvers for his 'Return of Old Harry' poem.

The accounts 'Mud, Mud, Glorious Mud' by Tom Eeles, and 'A Gem of a Sail' by Ron Crick were highly commended, with the suggestion that in any other year they would probably have won prizes.

It was proposed by Harry Aitken and seconded by John Scarlett that OGA member in the U.S.A. John M. Leavens be elected an Elder Gaffer of the Association in recognition of his work for the cause of gaff rig in the U.S.A. John founded the Cat Boat Association in the U.S.A. at about the time the OGA was founded, and was for many years joint Secretary of the CBA, as well as being OGA representative in New England. He was recently made 'Founder Member Number One' of the CBA.

The meeting expressed concern on hearing of the ill health of Elder Gaffer Alec Rangabe, and asked the Secretary to write to Alec and Kate expressing their best wishes for his speedy recovery.

There being no other business, the meeting closed at 5.22 p.m. and members adjourned to the bar to talk, view slides, and to see a microcomputer programme displayed by Sam Bayliss.

COMMITTEE NOTES In addition to points covered by the A.G.M., the Committee discussed envelope addressing. The automatic addressing machine has already been written off financially, and it was agreed that the Secretary should attempt to get it back into working order on a 'nothing to lose' basis. Concern was expressed at the short life of this machine and its inability to handle the work for which it had been bought.

The use of clear plastic envelopes for the Newsletter mailing was agreed as they would be cheaper and easier to store than the large envelopes used so far. The address machine cards can be used to address plain paper slips manually, and when the supply of cards runs out it is hoped we might be able to use a memory attachment on the new typewriter.

All Area Secretaries were asked to note that this year is the Association's 21st birthday year, and to make special mention of this in their race programmes.

It was felt that September 14th being still in the sailing season it would be inappropriate to arrange any large party, but all members should be asked to 'raise a glass to the Association' at 8 p.m. on Friday September 14th.

It was agreed that the Association should make a small donation to the Cowes Corinthian Yacht Club's rebuilding fund as a gesture of our thanks for their help over the years.

Rob Williamson agreed to investigate the possibility of our getting a warrant for members with registered boats to fly a defaced ensign.

In general discussion, some concern was expressed by the way in which other bodies have 'latched onto' the success of the OGA and are now putting on ever increasing numbers of events similar to our races and rallies.

SECRETARY'S REPORT FOR 1983. Our twentieth full year as an Association ended with 810 members on our list, of whom about 40 will go out next year as unpaid. Our boat register lists 1215 gaff rigged boats, but some of these are now, alas, almost certainly defunct.

For me, the best feature of 1983 was the prompt (or relatively prompt) arrival of reports on all our major events, for which thanks must be expressed to all our Area Officers. This great improvement was a big help in compiling the four Newsletters, which contain reports on all our activities.

The new typewriter has made a big difference both to the quality of output and to the noise level (but not, alas, to the accuracy of my efforts to type fast!).

Our electronic envelope addressing machine has given up under the strain of handling the large envelopes for the Newsletters, and alternative envelopes and addressing methods are under consideration.

Apart from this, all appears to be running smoothly, and we can look forward to the 21st birthday of the OGA on September 14th with a measure of satisfaction and hopes for as good a second score of years.

As a major event for 1984, our French friends are going to town on publicity for their Fetes de Pors Beac'h from the 9th to the 12th of August, and Julian Burn (of Totnes) is hoping to organise a major cruise (or race) in company for this event.

J.A. Scarlett
31.12.1983.

TREASURER'S REPORT FOR 1983

I am pleased to present the Accounts for the year ended 31st October 1983.

Profit on sales of insignia is higher this year because prices were increased to finance restocking.

Expenditure is higher due to increased postage charges and depreciation of our Secretary's new typewriter.

Although the excess of income over expenditure has fallen, the Association is still financially healthy so again we do not have to review the rate of subscription.

W.A. Brown, Hon. Treasurer.

We apologise for the lateness of this issue, which was due to the auditing of accounts.

Committee members might like to consider cheaper and prompter methods of getting the accounts audited.

Suggestions to Bill Brown, hon. Treasurer.

OLD GAFFERS ASSOCIATION

INCOME & EXPENDITURE ACCOUNT, year ended 31st October, 1983.

INCOME	£	EXPENDITURE	£
Subscriptions	2229	RYA Subscription	84
Entry fees	37	RNLI Donation	84
Donations	58	Prizes	42
Insurance Commission	327	Hire of rooms	62
Investment Income	674	Travelling	127
Interest on Building Society Deposit	49	Printing, stationery, postage	1798
Profit on sales	145	Accountancy	115
Boat Register	12	Honorarium	210
Book sales commission, etc.	33	Corporation tax	227
		Depreciation of equipmt.	195
		Sundry expenses	64
	<u>3564</u>		<u>3008</u>

Excess of Income over Expenditure £556

BALANCE SHEET as at 31st October 1983.

FIXED ASSETS

Office Equipment at 1st November 1982	480
Additions at cost	<u>1092</u>
	1572
Less Depreciation	<u>464</u>
	1108

CURRENT ASSETS

Stock	639
Sundry Debtors	83
Woolwich Building Society	203
P.O. Investment Account	5731
Cash at Bank: Cooperative Bank PLC	
Current Account	746
Deposit Account	1
Cash in hand	16
	<u>7419</u>

CURRENT LIABILITIES

Sundry Creditors	847
Corporation Tax	436
	<u>1283</u>

NET CURRENT ASSETS

6136

CAPITAL EMPLOYED

7244

Financed by: GENERAL FUND

Balance at 1st November 1982	6688
Add Excess of Income for the year	<u>556</u>
Balance at 31st October 1983	<u>£7244</u>

AREA NEWS AND PROGRAMMES

EAST COAST

RACE Stone Sailing Club, River Blackwater, 21st JULY 1984.
 Start 0830 hours. Entry fee Classes I, II & IV, £6.00;
 Class III for open boats, £3.00.
 Entries to E.C. Secretary before 7th July. Late entries will
 be taken at Stone Sailing Club on Friday night.
 Suppers not bookable in advance - normal catering is available
 at the Club.
 Because of problems of getting ashore in the past, a ferry
 service is to be arranged, paid for out of entry fees.
 Available Friday and Saturday.

1983 Race Video will be shown on Friday night.
 It is hoped to have some live entertainment on Saturday evening.

Return of Prizes: Contact Hon. Prizes Monitor, J. Hugget,
 19 Cavendish Drive, Lawford, Manningtree, Essex, to arrange
 return of trophies in good time. Tel: Manningtree 5539.

A new prize, by R. Williamson and John Hugget, TARKA'S PIN,
 for the boat which has sailed the furthest to complete the course.
 The race organizers would hope that owners of Grand Banks
 schooners in Nova Scotia could make the effort this year.
 Failing this Dutchmen, Bretons, Scotsmen and slow boats from the
 South Coast would be very welcome to compete.

The Race organizers would also like to produce a more informative
 programme than in the past. Mike and Jane Burn will be contac-
 ting some owners direct, but if you want to ensure an entry for
 your boat, contact Mike and Jane direct at Tudor Cottage,
 Tuddenham, Ipswich. Tel: 0473 85784.

For advertizing, contact Brenda Jago, Publicity Officer,
 Smugglers Cottage, Fambridge Road, North Fambridge, Essex.

CRUISE IN COMPANY 29th JULY. Viv Eden is organizing a cruise
 in company in Holland for a week's cruise through the Inland Seas.
 It is hoped to meet up with Dutchmen at a traditional craft event.
 Details from Viv Eden, Cruise Commodore, Lindisfarne, Private Road,
 Galleywood, Chelmsford, Essex.

AUGUST RALLY ON THE STOUR, 25th - 27th August (Bank Holiday w/end).
 Saturday: Rendez-vous Wrabness, Barbeque and drinks. Bring own
 victuals.
 Sunday: Wash out that hangover with a quick dash round the
 North Sea. Race starts 0800, staggered start type handicap.
 Prizes 'Thorn' Trophy, presented by Thorn Hotel of Mistley for
 first gaffer (current holder Siskin). 'Deva' Trophy presented
 by Coxswain Boats for first working or ex working boat (current
 holder L'Atalanta).
 Race finishes off Ballast Hill, Mistley. Craft proceed to Quay.
 As the big boats finish, there will be a race for Class III with
 a special prize for first boat by the Thorn Hotel.
 Prize giving in the bar of the Thorn Hotel. Lots of pewter
 tankards and cases of beer to be awarded.
 Entry fee: £1, + any donations to Wrabness free bar!

8.

Handicapping: Class III on OGA TCFs. Others on staggered start, based on Secretary's idea of crafts' known performance or pure guess work. Start times notified Friday night. First boat over the line wins!

FRANCIS B. COOKE TROPHY This is to be presented at the AGM in November: for the most interesting log or account received between now and 1st November. The passage or voyage need not be in connection with any OGA event, the trophy being principally a cruising prize. Entries must give:

- a) Size of boat, description of rig, etc.
- b) Details of crew carried
- c) Distance run
- d) Weather conditions.

The boat must be based in E.C. area. The owner or crew can submit an entry. Legible and clear accounts in narrative form to be sent to the Vice President, Rob Williamson, Brick Kiln Cottage, Great Tey, Colchester, Essex.

BRIGHTLINGSEA SAILING CLUB Gaffers Race 14th August. Mrs. E. Green, Sailing Club, Brightlingsea, Colchester, Essex.

WIVENHOE REGATTA Saturday 16th June. Gaff Yachts entry as well as the Smack Race. Batemans Tower c. 8.30 a.m. Details from Richard Barnard, 18 Paget Road, Wivenhoe, Essex. Tel: Wivenhoe 5978.

BRIGHTON MARINA The 1984 event will be held from Friday 27th to Monday 30th July inclusive. The big Race will be on Saturday 28th and the Fun Race on Sunday 29th July.
Valerie M. Gardner, Brighton Marina, Tel: (0273)693636.

SOLENT

THE ANNUAL GENERAL MEETING of the Solent Area was held at the Jolly Sailor, Old Bursledon, on Saturday 25th February 1984. 33 members attended. Apologies were received from Graham Bremer, Ron Francis, Tim Moon, Spence Mooney, and Alec Rangabe.

Members were welcomed by the Area Vice President, Les Bowen. The minutes of the last meeting were taken as read and approved unanimously on the proposal of Richard Moass, seconded by Dick Dawson. Under 'Matters Arising' there was some discussion on the handicapping of GRP and other craft of non-traditional construction. On a show of hands support was marginally in favour of a separate class rather than adjusted or unadjusted handicap but no very strong feeling was apparent.

The Secretary reported briefly on the events of 1983 and mentioned the postponement of the race on 3rd September due to storm force winds. The hospitality of the Cowes Corinthian Yacht Club was invaluable and they had made their telephones freely available for enquiries and consultations between committee members on that day as well as their usual hospitality again two weeks later for the postponed race. It was unfortunate that poor weather persisted and only 28 boats came to the line, with gales before and after race day, although the race itself was run in excellent conditions. At the AGM of the whole Association in London in January it had been agreed that a cheque for £25 should be sent to the C.C.Y.C. for their club improvement fund as a token of their kindness to the OGA over the years.

The Secretary also gave the financial report on behalf of the Treasurer who was unable to be present. The accounts had previously been approved at the Special General Meeting on 12 November, but were now presented for discussion. In spite of the additional expenses due to the race postponement there was a slight improvement in the balance at the end of the year. The report was adopted unanimously on the proposal of Derek Beauchamp, seconded by David Collins.

Committee for 1984 - Graham Bremer, Ron Francis, and Spence Mooney did not wish to stand for re-election. Maggie Bayliss had offered to take over the accounts, Dick Dawson to join the committee, and Georgina Collins offered to assist with race programme advertising. In the absence of other nominations the following were elected en bloc on the proposal of Derek Godfrey, seconded by David Cornish - Les Bowen (Area Vice-President), Sam Bayliss (Hon. Sec.), Maggie Bayliss (Hon. Treasurer), David Cade, Georgina Collins, Dick Dawson, and Tim Moon. David Collins kindly agreed to audit the accounts.

Any Other Business - David Cade drew attention to the fact that this year was the 25th anniversary of the first Solent Race and the 21st anniversary of the formal founding of the Association.

A Social Evening followed the A.G.M., attended by some eighty members and guests, giving a crowded but happy atmosphere enlivened by an ample flow of traditional ales. Nick Skeates showed his picturesque slides and described his voyages to New Zealand and back, which was greatly enjoyed by all. The raffle had more prizes than usual, thanks to the generous donations from many members, and raised a useful sum for Area funds. At closing time the party had to disperse but continued on several members' boats moored nearby. A novel feature this year was that at least three boats came over from the Isle of Wight.

A CELEBRATION RALLY AND BARBEQUE will be held on June 30 at Wicor Marine, Portsmouth Harbour, to celebrate the Silver Jubilee of the first Old Gaffer race in the Solent on 27 June 1959 and the 21st anniversary of the formation of the Old Gaffers Association on 14 September 1963. Please inform the Area Hon. Secretary if you wish to receive details, also if you know of anyone who took part in that first race. It is hoped that Elder Gaffers Clarke, Rangabe and Richardson will be present as guests of honour.

OTHER EVENTS:

1. Southampton Water Sailing Association are to have an Old Gaffer class, under OGA handicap, in their morning races starting at 'Afterbarn' in Southampton Water on May 12, July 8, August 18 & 19, September 2 & 22, and October 6. Entries and enquiries to R.J. Coles, Lothlorien, Knapp Lane, Ampfield, Romsey, Hants, Tel: 0962 54433, ext. 6783 (work) or 0794 68701 (home).
2. June 23 Round the Island Race (Island Sailing Club)
3. July ?? Marchwood Regatta may be earlier this year, not yet finalised - check with Roy Brewer on Chandlers Ford 61818.
4. July 28 - August 7 French OGA at St. Malo.
5. August 9 - 12 Fetes de Pors Beac'h, Rade de Brest.
6. August 25 Island Double (Royal Southampton Yacht Club)
7. September 1 Bursledon Regatta
8. September 8 OGA Solent Race.

OTHER NEWS Sadly the sail loft of 'G' Sails was completely gutted by fire a few weeks ago, and our sympathy is offered to Freda Rawlings who is gamely trying to continue her business from her home at 55 Richmond Road, Fremantle, Southampton. At present she can only cope with small items.

Chris Waddington also suffered bad luck when the engine in Sorella was lifted and chocked off securely while she was afloat in order to trace a leak when a vicious gale arose. The engine broke partly adrift causing extensive damage to the trim but fortunately without any structural damage to the hull.

There has been some movement in the secondhand market. Spence Mooney tells me that both Ianthe and the skiff have been sold, and Ron Francis thinks Gaivota is sold but unfortunately abroad to a Frenchman. The beautiful 43 ft. Maldon smack Priscilla has recently arrived at Salterns Boatyard, Bursledon, bought by John Holden of Southampton. The 26 ft. Young Alert is now berthed at the Elephant Boatyard but I have not yet met her crew so do not know if she has changed hands or just moved.

ROUND THE ISLAND RACE 23rd June 1984. The Jubilee Trophy, donated by C.M. Waddington, and the Shamrock Trophy, donated by Ron Francis, are both to be sailed by gaff-rigged, traditionally built, timber planked boats of at least 25 years old. There can be a separate division for 'other gaffers'. A trophy can be presented which will be purchased partly with funds released by a former debenture holder of the Island Sailing Club and partly with a top-up from Mr. G. Lambie. The Cup would be for all gaff rigged vessels not qualifying for the Jubilee and Shamrock trophies, but it is very much hoped that entries of all gaff rigged vessels can be made via Chris Waddington at Wicormarine Ltd., Cranleigh Road, Portchester, Fareham, Hants, and that such vessels will enter on their OGA handicaps thus saving a difficult and rather specialised handicapping task as far as the Island Sailing Club is concerned. It is hoped there will be a good turn out of gaffers.

FOURTH SYMPOSIUM FOR MARITIME MUSEUMS IN BRITAIN 17th - 20th May 1984. Details from Nigel Overton, Keeper of Maritime and Aviation History, Tudor House Museum, St. Michael's Square, Southampton SO1 0AD. Tel: 0703 24216.

SOUTH WEST AREA There is now a new Secretary, who is: Paul Heighway, 9 Duke Street, Dartmouth, S. Devon. Tel: Dartmouth (08043) 3870. Bernard Gibson will remain a committee member and work closely with Paul until he has found his feet.

ANNUAL RACE AND RALLY Friday 6th July 1984. Pre-race gathering and briefing at the Dartmouth Yacht Club from 8 p.m. onwards. Sailing directions, if not already delivered, will be distributed at this meeting. Suppers will be available at the bar.

Saturday 7th July. Annual Race in Start Bay. Start 1100 hours, from a line just off the harbour entrance. Entry fee £3 (Late entry fee - after 1st July - 25). Prizegiving after the race at approx. 7.30 p.m. at the Royal Dart Yacht Club. Suppers will be available after the prizegiving, by ticket only, at £3 per head. All entries and applications for supper tickets to: Paul Heighway, 9 Duke Street, Dartmouth. Tel: Dartmouth 3870.

Dartmouth Royal Regatta OGA Race, Sunday 26th August 1984. Start 1030 hours. Entry fee £1. Applications for entry as above.

CORNWALL AREA DIARY 1984

12th MAY Fitting-out Supper at Daisy May's, Swanpool, Falmouth.
1900 for 2000. Names and numbers to Secretary please by 5th May.

CORMORANT & EAGLE SERIES

Friday evenings - 25th May; 8th June; 22nd June; 6th July;
31st August. Plus two races run by Mylor Yacht Club 29th June
& 27th July.

Entry fee - £3 members, plus £1 late entry, £4 non-members.

Start - 1850 'G' Flag; 1855 'P' Flag; 1900 Start.

Start Line - Committee Boat to North Bank Buoy.

Courses 1. Start - St. Just Buoy - Pole rocks - North Bank Buoy.
2. Start - Governor - St. Just Buoy - North Bank Buoy.
3. Start - Pole rocks - St. Just Buoy - North Bank Buoy.
4. Start - St. Just Buoy - Governor - North Bank Buoy.

Courses 1 & 2 - All marks to Port.

Courses 3 & 4 - All marks to Starboard.

Rendezvous in Mylor Yacht Club after all races except the first
race, 25th May. This race will be in Fancy Dress with a barbecue
on St. Just shore to follow.

24th JUNE Sail in company. Meet St. Mawes Bay at 1100 hours.

21st JULY Pre-race barbecue at Turnaware Point. Early evening.
Bring own food and refreshments.

22nd JULY Cornwall Area OGA Race.

Start at 1100 hours. Committee Boat to Pendennis Point.

Entry fee - Members £2, Non-members £3, Late entry extra £1.

All entries to Secretary or Frank Argall by 8th July.

Prize-giving at Mylor Yacht Club from 2000 hours onwards.

14th SEPTEMBER OGA's 21st Birthday Celebration.

Weather permitting barbecue at Place Beach 1930. Otherwise
suitable hostelry in St. Mawes.

Harry Aitken.

CLYDE AREA

SATURDAY 24th JUNE - Muster at Woodfarm Rock (Southern End) to
talk over future plans for the Clyde Area and enjoy a quiet
evening over an informal camp fire and a drink. Bring own food
and drink.

GRENAA REGATTA 8th - 11th JUNE 1984. Festive gathering of
large and small sailing craft of all nations. Free berth, water.
Receptions, excursions, etc. Details from:
Regatta Committee, Grenaa Tourist Bureau, Postbox 33, Torvet 1,
8500 Grenaa, Denmark. Tel: 01045 6 32 17 33.

PORS BEAC'H '84 8th - 12th AUGUST 1984. French Old Gaffers
Rassemblement. Races, games, etc. Good food. Contact:
Julian Burn, 8 Belmont Terrace, Totnes, Devon. (0803) 863878.

FRANCE

26 & 27 MAY Le Havre - fête de la mer. Office du tourisme du Havre,
Place de l'hôtel de ville, BP 649, 76059 Le Havre
Cedex.

3 JUNE Saint-Malo - Challenge John Illingworth.

17 JUNE Saint-Malo - Chausey : memorial Popof.

24 JUNE Saint-Malo : feux de la St-Jean.

Comité Jacques Cartier, B.P. 185, 35409 Saint-Malo.

- 30 JUNE - 1 JULY Le Legue - Plerin : fete des Vieux Gréements
 14 JULY Granville et St-malo vers Chausey. Iles de Chausey
 vers Granville en groupe.
 15 JULY Granville : regates.
- 28 JULY - 8 AUGUST : Rassemblement Old Gaffers, Vieux Gréements
 de France.
- 28 JULY Accueil des Bateaux Saint-Malo
 29 JULY Régate en Haute Mer - Escale Saint-Malo
 30 JULY Régate en Baie de Saint-Malo - Escale Solidor
 31 JULY Journée à terre - Soirée Port St-Père. Présentation
 des Bateaux - Fest-Noz
- 1 AUGUST Rallye en Rance - Escale Saint-Malo
 2 & 3 AUGUST Démonstration évolutive de manoeuvre de voile et
 présentation des Bateaux par groupe de 3 dans le bassin Vauban
 Saint-Malo avec commentaires sonorisés
- 4 AUGUST Régate en Baie de Saint-Malo - escale a Rotheneuf -
 soirée a Terre
- 5 AUGUST Régate sur Cancale
 6 AUGUST Régate Cancale - Dinard
 7 AUGUST Régate Dinard - Dinard
 8 AUGUST Appareillage des bateaux pour d'autres manifestation.
- 9 - 12 AUGUST Fêtes de Pors Beach (See p.11, above 'France'.)
 12 - 17 AUGUST Rassemblement de la Baie de Saint-Brieuc
- 12 AUGUST Regroupement à Paimpol
 13 AUGUST Paimpol - Binic
 14 AUGUST Régate de Binic
 15 AUGUST Binic - Dahouet
 16 AUGUST Dahouet - Binic
 17 AUGUST Binic - Dinard
 18 AUGUST Branle-Bas de la Baie de St-Malo: challenge Renaud
 d'Aste Surcouf.
- 26 & 27 AUGUST Vieux Gréements Ile de Batz
 22 & 23 SEPT. Route du Cidre 1984.

Contact French Secretary (inside front cover)

GERMANY

31st AUGUST - 2nd SEPTEMBER International Congress of Maritime
 Museums, Hamburg. Reunion of traditional working sailing vessels
 on the Elbe. Aim is to link work of maritime museums with survi-
 ving working sailing vessels. Focus of interest in vessels that
 have been restored to original condition. For special enjoyment
 crews should wear dress contemporary with the date of their ship.
 Contact: Rainer Ullrich, 2000 Hamburg 63, Alsterberg 18, Germany.

BOOK REVIEW ALL AT SEA, Edited by Libby Purves, published by
 Fontana Books at £1.95.

This paperback is a must for all who are keen on boats. All
 royalties go to the R.N.L.I.

It is a collection of anecdotes, mainly hilarious, in five sections:
 Liner Types; Run for your Lifeboat; Navy Blues; Many Cargoes
 and Yacht Stuff.

Several evenings of laughter virtually guaranteed. Des Sleightholme's
 contribution alone is worth the price.

J.A.S.

FOR SALE

MERLYN II 22' x 8' x 2.5'. Larch on oak, built Portmadog, 1947. Traditionally built carvel. Cabin, 2 berths, separate toilet compartment, Cooker, sink, all electrics. BMC Newage 'Vedette' engine. Large cockpit, suitable angling etc. Bought originally as charter boat - powerful engine & easy handling made her ideal. Has been used for some survey work, and as 'mother ship' to Deva on various occasions. OGA members may have seen her in action at last year's Mistley rally. Unfortunately, with Deva's rebuild, I have not had time to care for her properly. She is a sound boat and needs an owner who likes wooden boats. Although she has a simple bermudan rig, she would convert to gaff quite easily. There's a gaff mainsail (ex Deva) which goes to any OGA man who buys her. She needs a lick o' paint, but not much more. Lying afloat, Manningtree. £1,850. Jon Wainwright, Portview, New Road, Mistley, Essex.

Tel: Manningtree 3537

COTTON SAILS, stored since a 9 ton gaffer was smashed up in the 1953 East Coast gales.

Headsails:	Light	24'6" x 9'9" x 17'6"
	No 1 Heavy	22'6" x 11'3" x 15'3"
	No 2 Light	23' x 10'3" x 17'6"
	Working foresail	19' x 8'6" x 18'
	Jib Topsail	12' x 7'3" x 9'
		18' x 7'9" x 13'3"
Main	L.15' b.19'8" g.15'3"	1.29'8"
Topsail	luff 18' head 8' leach 18'	

Offers (preferably for the lot) to R.T.G. Greenland, D.S.O., Sparrows Nest, Stutton, Ipswich, IP9 2SR. Proceeds to help widow of original owner.

OTTER (1094) Aux. Gaff Cutter. Reg. No. 133331. Reg. Ton. 4.24 Gros. 9 ton. Designed & built by J. Angear, Looe, Cornwall in 1912. 33' x 28'6" x 5'4". Pine on oak. Lead keel, bronze bolts. Engine. BMC Navigator with 2/1 reduction gear & 3 bladed prop. Mast - silver spruce. Boom - pitch pine. Gaff - spruce (hollow). Bowsprit - pine. Sleeps 4. Full head room, separate loo. Calor cooking & heating. Extensive wardrobe of excellent sails by Williams of Hamble.

Otter has given us so much excellent sailing and happiness for the last thirty years that it is very hard to think of parting with her, unfortunately age, ours not hers, has brought us to this conclusion. She is a first class sea boat and we have cruised thousands of miles in her. I want her to be appreciated and she will be for sale at the end of June/beginning of July. Fully equipped, ready to sail way or use of mooring (by arrangement) for rest of season. Please write with S.A.E. for full details of equipment, layout & photograph to :

Mrs. S.G. Myers, Inow Farm Cottage, Port Navas, Falmouth, Cornwall TR11 5RQ.

TWO LARGE BRONZE AND GALVANIZED MAINSAIL ROLLER REEFING GEARS.

Brand new, £25 each

Staysail boom pedestal, bronze. New - very desirable. £5.

Several large chain pipes. Some bronze, some galvanized.

£5 & £10 each.

Sails in good condition. Yankee, staysail & ghoster. One season's use. Large and cheap - Approx. 35' & 60' luffs.

Peter Lucas, 26 Foss Street, Dartmouth, Devon. Tel: Dart. 3094.

TESSA 26' gaff cutter, built 1906. I originally acquired her a couple of years ago when she was lying in the mud at Hamble. My plans to have her restored and in sailing order have gone astray, due to the age old story of family, work and home. We are leaving Britain this summer and Tessa is nowhere near ready to accompany us to the Southern Europe. As she sits now, her hull is 100% seaworthy & in good condition - primed, painted, repaired and ready to be afloat. A brand new Stuart Turner 11h.p. diesel is installed, and a new stainless steel tank (approx 40 gallons) mounted. Topsides and interior are the main areas requiring a good deal of work. I have quite a good inventory of fittings, teak, brass, rigging, etc., plus a full set of cotton canvas sails, heavy weather & light.
R.J.H. Murray, Rhode Cottage, Rhode Lane, Uplyme, Lyme Regis, Dorset.
Tel: Lyme Regis 3641.

COIO Gaff cutter, 24' x 9½' x 4½'. John Leather design, built 1967. Pitch pine on oak. 7 h.p. diesel. Built and owned by: Tom Chudleigh, St. Mary's, Isle of Scilly.

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 Kelvin 17 h.p., Lavac, coal stove oven. 4 berths. Stable, roomy, well equipped and maintained. Survey. Seen Crouch. £3,250 o.n.o.
Ken Critoph, 7 Fairlawn Drive, Woodford Green, Essex. 01-505-8057.

ELISA Morecambe Bay Prawner, 24' x 4'10" x 3' approx. c.1901. Currently my friend and I are rebuilding a Bristol Channel Pilot Cutter and I will never have time to work on the Elisa. The keel, most of the frames, stem and stern posts are good, but the better part of the planks will have to be replaced. I will give her to a genuine 'Old Gaffer' type of yachtsman as a gift.
F.G. Munden, The Anchorage, Ship Yard Road, Rye, E. Sussex.

MARY NIVEN (412) Classic 4 ton gaff sloop, registered. Built 1939. 21.6' (+3') x 19.6' x 7' x 4.3'. Full length Burma teak planks copper fastened on oak frames. Teak coach house, cockpit, coamings & decks. Pine mast, spruce boom. Terylene tan main & 3 jibs. Long lead keel, bronze bolts. Spacious interior in solid teak, varnished & traditional, with comforts for distance cruising. Taylor cooker & brass cabin heater. Baby Blake. Petter 5 h.p. diesel. Depth sounder, compass, R.D.F. (Aptel), clock, barometer, full electrics on engine, nav. & domestic with back-up oil all round. Tilley lamp, 2 bilge pumps, 30 fms. chain, 2 anchors. Ample warps, ply 'Gremlin' sailing dinghy as tender. Exceptional condition with full recent survey to prove it. Beautifully built seaworthy yacht, with 1982 cruise to the Med which has wetted her appetite for the next time. Reluctantly but seriously for sale, with local mooring possibilities as I have bought larger. Details: Ingram, c/o Ferry Hard, Hamble, Hants. £3,850.

BENBECULA (1096) Beautiful example of Edwardian clipper bowed racing cutter. Built S. Bond 1897. Yellow pine on oak, pitch pine bottom. Green heart garboards, lead keel. Tan terylene sails. SS rigging. 35' x 21' x 7' x 5'. In commission, Falmouth. £10,000 o.n.o. will buy this original unique yacht.
David Carne, Vernon Point, Vernon Place, Falmouth, Cornwall.
Tel: 0326 314952.

COBLER (1113) Yorkshire Coble, 17'6" x 5'10" x 1'3". GRP moulding by B. & B. Marine Fabrications; mahogany fitting-out by Sea King of Old Leigh (total cost of hull & fitting-out over £2,500). Tan terylene standing lugsail & furling jib on bowsprit. Canvas under-boom cuddy on stainless frame; over-boom tent & heavy canvas boat cover. Rigging & most fittings in stainless steel. Seagull Silver Century Plus (with neutral), unused since factory winter overhaul. No trailer but could probably deliver by arrangement. £1,400 o.n.o.

Graham Wadson, 20 Abbots Walk, Thorpe Bay, Southend, Essex.

Tel: 0702 587395 (home); 01 353 0941 (office)

GAFF YAWL 21½' x 7' x 5' + bowsprit & bumpkin. Built Falmouth Boat Building Company, 1915. Carvel, pitch pine on oak frames with teak & mahogany super-structure. Cotton sails, roller reefing, new stainless back stays & all usual equipment included. Monel keel bolts 1975, all spars are in good condition. Engine removed prior to replacement. Chain locker, stowage, Simpson Lawrence. Head. Main cabin 5' head room, 2 berths. Settees, table, galley, 2 burner grill over, ss sink, plate racks etc. Apart from small doghouse she retains her original construction. At present being repainted inside & out. Very pretty & practical traditional boat in excellent condition. £2,500.

M. Dulake, 2 Langmead Close, Clymping, Sussex.

Tel: Littlehampton 23658.

GAFF SLOOP 22' x 6' x 3'6". Built Thomas Waite, Twickenham, 1893. Very pretty traditional yacht. Teak on oak, straight stem, counter stern. Refit almost completed by professional boat-builder at Yarmouth, IOW. Cotton main & jib, sail cover, 2 berths. No engine. Offers.

I. Thorner, Camelot, Middleton, Freshwater, IOW.

SCIPIO (949) 1930s Plymouth Hooker. 11 tons. 32' Gaff cutter, traditionally rigged with tan sails. Larch on oak. 5 berths, galley & heads. New frames, planks & spars, recaulked & in excellent order. Rebuilt twin Petter aux. Full inventory, including dinghy, outboard, trailer, echo sounder, 2 anchors & plenty of gear. £12,500

J. Stubbings, Dry Arch House, Farleigh Wick, Bradford on Avon, Wilts.

Tel: Bath (0225) 859898

SEVERN (509) Royal Mersey Rivers Class, one of 30 built on Morecambe Bay Prawner lines by Shuttlewood of Arnside in 1912. 23' x 6'6" x 3' + 7' bowsprit, pitch pine on oak. Gaff cutter rig with jib headed topsail. Spartan accommodation for two, Stuart-Turner 8 h.p. engine. Much admired & with most interesting history. £2,000 o.n.o.

K.G. Tomlinson, 228 Greensward Lane, Hockley, Essex.

Tel: Southend on Sea 206377.

DREAM Deben Cherub. 23' shoal draught, 2 berth gaff sloop. Stuart Turner 8 h.p. engine. Classic 'Swallows and Amazons' wooden yacht, excellent condition. Lying Ferry Quay, Woodbridge Suffolk. £3,000 o.n.o.

Michael Boys, The Chapel, Newbourne, Suffolk.

Tel: Waldringfield 749 (weekends); 01 584 6119 (weekdays).

LUFRA (697) Deben Cherub CC7. Cutter rigged, 21.5' OA. 2 berths. Gas burner & grill, New main & staysail 1980. New iron keel bolts, new ribs on port side. Refit 1982. Stuart 8 electric start. On charter in Fal & Helford Rivers £60 per week. £2,500 o.n.o. H.F. Aitken, 21 St. Peters Way, Porthleven, Helston, Cornwall. Tel: Helston 3728.

JANTY (1012) Deben 4 tonner gaff cutter. Built Whisstocks 1939. Designed by W.M. Blake. Launched & registered 1947. 22.5' x 19' x 7.3' x 3.6'. Pitch pine on oak. 2 berths with room for pipecot forward. Sails - new reaching jib 1981; new main 1982; new jib 1983; 2 staysails. Yanmar 6 h.p. overhauled 1983. Keel bolts renewed. Deck & cabin roof fibreglassed 1982. Has appeared regularly in OGA races, having won 3 prizes in Class IIB. Won at Marchwood 1983. Pretty, fast, easy to handle. Only up for sale due to family growing up. Being refitted in London at present. £3,750. Ungley, 9 Quarrendon Street, London S.W.6 3ST. Tel: 01 736 2879.

LITTLE APPLE (373) SSR 00803. Ex Falmouth Oyster Dredger. For sale as we have taken a 35' ketch into our care for a number of years. As far as we know built 1905 by Paynters of St. Ives. 24' x 8'10" x 4'6". 40' from end of bowsprit to end of boom. Bowsprit is reefing & can be stowed over the cabin if required by over zealous harbour authorities. Sails include topsail, lightweight reaching jib & fishermans spinnaker (aluminium tops'l yard splits into two sections to assist transportation). 1.5 BMC diesel (recent complete rebuild) 36 BHP through TMP direct hydraulic box, both units freshwater cooled through manifold heat exchanger, single lever control 6.5 knots (if anxious) but 5 knots cruising. Twin battery electrics 12 no. switch panel individually fused full lighting - Nav., Cabin & some lockers. Inventory includes compass, echo sounder, sea-fix autohelm, Walker knotmaster log, Stereo radio-tapeplayer, 24 fathoms chain. Danforth anchor, warps, fenders, etc. Little Apple was an open working boat in 1973 when we acquired her, till 1979 we had raced and cruised in her on both sides of the channel. Since 1979 she has been professionally converted - cabin has 2 berths, port berth converts to a double. Quarter berth starboard into which fits a chart table when at sea, a total of 4 berths if needed. All have new fitted cushions & have stowage underneath. Fitted galley area, stove with oven, crockery unit & utensil stowage, 8 gallon flexible water tank piped to galley. Pretty boat & quick both under sail and power. Figured well in racing, has twice won the Edgar March Memorial trophy & has been placed 3rd in class three times. She has been a pleasure to own, we will set her up for the season and launch. Offers around £8,000.

Peter Boyce, 148 Portland Road, Weymouth, Dorset.
Tel: Weymouth 783210, preferably evenings, 6 p.m.

WINSOME (974) 21'6" LOA. Built Falmouth 1925. Carvel, larch on oak. Small air-cooled diesel. Very pretty boat in sound condition. Moored Fleetwood. Gaff cutter. £2,500 o.n.o. John Simpson, Fold Head Cottage, Hallfold, Whitworth Lancs. Tel: Rochdale (0706) 344611.

CELINE (1068) Falmouth Work Boat, Aux. gaff cutter. 2 tons 23'3" (ex. bspt) x 8' x 3'6". Built 1978 by Terry Heard, Mylor. Designed Percy Datton. GRP construction. Full length keel. Ballast encapsulated iron. Black hull.

New in 1980: wooden mast, gaff, boom, rigging & full suit white terylene sails, incl. topsail. One berth in forward cuddy. Tiller steering. Britt E.10 engine, overhauled 1982, 2 cylinder 10 h.p. Petrol with reverse gear. Hand or electric dynostart. Petrol tank. 12 volt battery (1983).

CQR anchor, chain and warp. Canvas cockpit cover (1982), various warps, fenders, boat hook, bilge pump, beaching legs.

Raced successfully Falmouth Work Boat races 1979 - 1980; since used for local cruising and races on Tamar and Plymouth Sound.

Lying Cargreen, near Saltash. £5,000.

Jim Butterworth, Greenswell, Callington, Cornwall. PL17 7HR.

Tel: Callington 3593.

SISKIN (335) 21'4" x 7'6". Lively shallow draught (9") centre-board gunter rigged sloop of 'Belouga' type. 1 tonne gross, built 1950 Itchenor, mahogany. Handles as well as a dinghy yet has been found seaworthy over extensive coastal cruises. Many races won including 1983 Old Gaffers rally at Mistley.

In full sailing order with main, jib, genoa, storm jib, spinnaker.

Road trailer optional, winter cover, Seagull silver century outboard, dinghy, sculling oar. Accommodation simple but sound.

Two berths. Taylor paraffin cooker. £1,900.

M.W. Sherwen, 3 Pin Mill Lane, Chelmondiston, Ipswich, Suffolk.

Tel: Woolverstone (0473 84) 297.

SEAGULL Gaff sloop, carvel, long keeled, built Brough, 1937.

22' x 7'10" x 3'6". 2 berths - 6'. Cooker. Mainly original brass fittings throughout. Mainsail high peak gaff, roller reefing; foresail; roller reefing jib. Many repairs have been carried out over 4 years, but more work needs to be done.

Owner has recently bought another boat and needs a caring owner to take over Seagull. Lying Walker's Boatyard, Beverley, North Humberside. More details and discussion of disposal from:

E.A. Croft, The Ridings, Draycott Ave., Hornsea.

Tel: Hornsea 4298.

WINDFLOWER (1101) Built 1932 by Woodnutts of Bembridge, IOW.

Designed by Capt. A. Westmacott. Similar to 'X' Class, but 26' x 21'6" x 7'6" x 4' + bowsprit. Ideal for single or short-handed sailing. 3 berth. Heater, 2 burner/grill cooker, sink, brass freshwater pump, gimble oil lamps, folding navigation table with chart stowage. New 13 s.h.p. diesel. Choice of bowsprit to give sloop or cutter rig. All new sails. Topsail set on 13' yard. New running rigging. Requires new standing rigging.

Solid silver spruce spars. All teak brightwork well varnished, pitch pine planking. New bulkhead mounted compass/inclinometer, log, autopilot in large sociable cockpit. Old but serviceable Avon dinghy, 25lb CQR with ample chain, fisherman's kedge, splendid 12" oil navigation lamps. A well proportioned yacht

whose deck layout and accommodation still conform to the original design. In present ownership for 6 years. 1982 survey confirms owner's opinion that she is still in excellent condition.

Lying Solent area. £6,250.

Charles Coxwell, 11 Deanes Park Road, Fareham, Hants. PO16 ODG.

Tel: Fareham (0329) 286945.

A DELIVERY TRIP IN 'MAY BLOSSOM'

(May Blossom is a 19 ft. John Leather gaff cutter with centre-board (New Blossom class, see O.G.A. Newsletter, 1982). She sails well but is a bit tender.

For the past 3½ years I have sailed her from Barling Creek near Paglesham on the Roach. I have done without an engine for this time and enjoyed it, although we do tend to come home late sometimes ...

She is simply equipped, no mod cons; navigation is by compass, lead line and common sense. The electrics are based on an old car battery, and there's the usual bucket plumbing.

Recently I accepted a new job in Devon. How do we move May Blossom? Obvious really, out of the Crouch, turn right at Dover and head west. Must get an engine sorted out, ought to have an engine, oh and a chart of the Channel and some flares.

So at 2.30 a.m. on Tuesday 12th July, May Blossom and I tacked out of Barling Creek for the last time and said goodbye to all that lovely mud. Bit slow to start with, to windward out of the Crouch, but then a steady force 3 and a lovely broad reach across to the Foreland; pity about the fog. Made the Foreland with no trouble, now just nip round the headland into Ramsgate. But a foul tide and a wind from astern made the rounding a bit lumpy. Worse still the tide kept me pinned there for 4 hours slowly making south. Eventually crept inshore into Pegwell Bay. Nice evening, so kept on through the Downs to Dover by eightish.

Now the engine to enter Dover. Fitted the Seagull on to the home-made bracket; choke; now which way does the throttle go? Pull the rope. Hopeless. Never did like engines. Waved at the man in the signal box, pointed at the engine, and shrugged. Then sailed gracefully in with the dying breeze behind me and a large ferry bearing down. Made it eventually and reached across to anchor off the town.

Next day Seagull started but bracket fell apart, so drifted out at 8.30 a.m. into the fog with a very gentle easterly, hopefully towards Dungeness. Took all day to get there, spending an hour becalmed and tideless in an eddy off the headland. At the turn of the tide (6.30 p.m.) wind came, giving a fine sail down to Rye. Too good to waste this, so on all night past Hastings to Beachy Head by dawn; lovely night, no fog and force 3 - 4 astern. Rice pudding for breakfast as we slowly sailed past the cliffs to Newhaven.

Fog and calm again. Stopped short of Brighton, met a Coribbee out of fuel, so traded fuel for a tow into Brighton Marina. Arrived 10 a.m. for a sleep. Recharged battery, tidied up and ready to go again by 6.00 p.m. (couldn't stay much longer at those mooring rates). Still no wind, still foggy, so cobbled together the outboard bracket and slowly motored along the beach to Worthing. Anchored to sleep off the foul tide. Away again at 2 a.m. with a light breeze and visibility better.

Reached Pagham and again anchored to wait out the tide for rounding Selsey Bill via the Looe Channel. Lovely sail, force 3 plus, sunshine a bit hazy. Found the channel and ran up to Chichester entrance at 5 knots with the tide.

Sneaked into Chichester and up to Itchenor against the ebb in the shallows, only had to push off once. Left boat at Itchenor, Round One complete. Home to harangue estate agents etc. and organise house move.

.....

Back 5 days later. Weather now much clearer, and wind blowing positively from the east. Left Chichester at half ebb with a force 3 astern. Sailed through the Solent, picking up stores at Cowes. Actually moored Blossom at Cowes amongst the posh yachts. Fitted a proper engine bracket. Shame to bolt such a horrible contrivance on a nice boat; still, everyone says it's sensible to have an engine.

Pushed on after tea, and reached Yarmouth for the night. Left next day at 7.00 a.m., running out with a rising wind against the tide past the Needles. Now the difficult bit: St. Alban's Head, Portland Bill, tide races, overfalls ... Do I sneak in under the cliffs, stop at Weymouth, and then round the Bill? Why not go out to sea, miss the tide races and go straight for Devon?

With the genoa set to weather and full main we were making 5 knots, so the big passage was on, if only I could pass the Bill in the one tide. No reefing till then!

Well, we did it, 40 miles by 2.30 p.m., a bit lumpy but far enough to seaward to miss the tide race. We surfed down waves, Blossom goose-winged and me hanging on to the tiller constantly with two hands; I suppose only a 4? After passing the Bill I reefed the main but kept the big genoa up. Now the long sail across Start Bay. Should see land by dusk. Seemed like crossing the Atlantic at times, but sighted land in the haze at sunset.

The wind was getting up as it got dark, so reluctantly changed the genoa for the staysail. Worrying this wind, and the BBC talking of force 6 and above. Bit much for a little boat.

Eventually picked up Start Point and Berry Head. At 12.00 midnight recognised Dartmouth lights and turned to reach in to the Dart. No wind under cliffs except odd puffs, so shook out reefs and entered the river to moor at 1.30 a.m. off the Royal Dart Yacht Club. 86½ miles in 18½ hours (4.7 knots average).

Next day found a cheap lay-up berth and returned overland to Essex to finalise the move.

G.A. Marshall.

ADVERTISEMENTS

KEEN YOUNG TRAINED BOATBUILDER seeks work on wooden boats.
Gaster, Ivy Cottage, Lower Hergest, Kington, Herefordshire.
Tel: 0544 230892.

SKIPPER REQUIRED (London based) for 'Nellie', moored near Tower Bridge, to take 24-hour fishing parties to the Thames Estuary. The boat is a 38' gaff cutter, has a sound engine, set of sails, radio etc. Anyone interested, please write to:
N. Summers, 121 Rotherhithe St., London SE16. Tel: 01 232 0053.

CRUISING IN OTTER - the following was included in the advertisement for Otter (page 13) but we felt it merited a separate place:

Originally we had to do our cruising in the autumn and winter which made for long nights and exciting sailing. One of our first cruises was to Bordeaux, arriving in November on a very big tide, the Gironde was exciting to say the least. We proceeded through the canals to Sete, this was in 1958, the canals were lovely at that time, no hire boats, just the working barges. Our crew were two young daughters. We have always enjoyed our cruising in France and occasionally have popped across to L'Aberwrach for dinner. Another autumn cruise which we shall never forget was to Paris, before the Seine got polluted. We had amazing weather and met many friends but we were persuaded to stay for a special occasion on November 11th. I felt we were trusting our luck and I was right, the weather changed to winter the next day, it was so cold the warps froze when we tied up for a night and we had gale after gale. We eventually left Cherbourg in a forecast of force 2 and got gale force 9, a magnificent sail and Otter revelled in the big seas. We have had so many wonderful times. They keep a special berth for us in La Rochelle for the amazing firework display on the 'quatorze', we have cruised there so often. The great advantage of a gaff cutter in those waters is that the French fishermen like you, it makes a lot of difference. Apart from all this we have had such fun racing and having started and organised the L'Aberwrach race I was so proud when we won it.

S.G. Myers.

Our usual welcome to the following new members:

H.K. Berry, Brookside Farm, Iwerne Minster, Blandford, Dorset.	
DT11 8GN	Shan'mara 1176
J. Bolden, Scolesgate Farmhouse, Brockley, Bury St. Edmunds, Suffolk.	Margaret Ann 1173
M.H. Boyden, 42 Garnon Mead, Coopersale Common, Coopersale, Epping, Essex.	Deborah Ann 264
D. Brandon, 37 Dean Street, Brighton, Sussex.	Dulcibella 1188
D.D. Bray, Manor Cottage, Low Burgage, Winteringham, Scunthorpe, South Humberside DN15 9PF.	Sarah Ann 1184
	Thelma 1185
D.E. Buss, 4 The Village, Shobrooke, Nr. Crediton, Devon.	Valuna 584
D.G. Caunter, 27 Orchard Close, Bodenham, Hereford HR1 3JJ.	Delight 1056
W.R. Courtney, 30 Millig Street, Helensburgh, Dunbartonshire.	Thistle 13
R. Curnow, High View, Rose Hill, Marazion, Cornwall.	Ulula 1182
P.E. Dawson-Ball, 9 Pine Close, North Baddesley, Southampton SO59HN.	Moonbeam 1196
A. Devonshire, 26 Greencroft Gardens, London NW 6	Larry 1135
C.L.D. Pieter, Kudelstaartseweg 104, 1433 GL Kudelstaart, Netherlands.	Passant 1192
J. Fairhall, 46 High Street, Stock, Ingatestone, Essex.	The Old Pretender 1177
D.J. Garman, 43 Barfields, Bletchingley, Redhill, Surrey RH1 4RA.	Alice & Florrie 413

N. Halsby, 39 Chester Road, Northwood, Middlesex HA6 1BG.
Babeth 1105
J.O. Holden, Oakmore School, Durley Brook Road, Botley,
Southampton SO3 2BW. Priscilla 876
E.D. Hutton, 9 Truro Hill, Penryn, Cornwall.
Keziah 1175
G.J.R. Lambie, 159 Park Road, Cowes, Isle of Wight.
Pollyanna 1220
S. Mitchell, 62 Bursledon Road, Bitterne, Southampton SO2 7NH.
Ladybird 1183
J.E. Newbury, 79 Rowan Drive, Highcliffe, Dorset.
Ianthe 1013
J.T. O'Connell, 1 Charnock Ave., Penwortham, Preston, Lancs.
PR1 9NT.
D. Pawson, 501 Wherstead Road, Ipswich, Suffolk.
Esther Susan 1174
P. Phenna, St. Martins Vicarage, Suez Road, Cambridge CB1 3QD.
B. Powell, 5 Royal Square, Dedham, Colchester, Essex.
Victoria 1181
R.J. Raymond, 18 High Street, Alderney, Guernsey, Channel
Islands. Plaedes 1180
C.A. Robins, 22 Landgate, Rye, E. Sussex.
Vemara 1187
N. Shiels, 43 Ardmores Crescent, Bray, Co. Wicklow, Ireland.
Emily 1189
R.M. Sullivan, 4 Bassett Close, Southampton SO2 3FP
Christine 1186
D.W..G. Thorn, 17 Kempton Road, Ipswich, Suffolk.
Fairwind of Shotley 1179

It is with regret that we have to report the death last year of Mr. A.N. Wakeling, of Leigh on Sea, who has been a member since 1977. His son Peter has taken over the 4 ton cutter Ha'penny Breeze, and continues the family membership.

The following members have changed their address:

R.W. Bailie, Tigh-na-Cala, Cormonachan, Lochgoilhead, Argyllshire.
M.R. Brinton, Holly Cottage, 46 Crescent Road, Locksheath,
Southampton SO3 6PE Trammel 579
M.W. Buggy, 9 Elmhurst Road, Gosport, Hants. PO12 1PG.
Ark of Connemara 208
H.J.K. Butterworth Greenswell, Callington, Cornwall PL17 7HR.
Celine 1068 Brutus 1030
Mrs. N.L. Cope, 7 Hemsley Walk, Cowplain, Portsmouth, Hants.
Our Atalanta 1128
C. Draycott, 86 Tudor Gardens, Shoeburyness, Essex.
WaCygnet II 255
F.S. Evans, Brookside Cottage, Stour Provost, Gillingham,
Dorset SP8 5RZ
J. McDonald, 14 Kersey Road, Flushing Falmouth, Cornwall TR11 5TR.
Girl Sarah 1119
G. Mooney, 5 Albion Road, Christchurch, Dorset BH23 2JG.
A.J. O'Shea, 53 Peregrine Drive, Sittingbourne, Kent. ME10 4TZ.
Julia Anne 1139
T.W. Pawley, Rectory Cottage, Bridford, Exeter, Devon.

22.

P.J. POLLEY, Sandford House, Easby, Richmond, N. Yorks.DL10 7EW.
P.G.C. Rush, Fir Tree House, The Green, Ninfield, Battle, E. Sussex.
TN33 9JQ.
H.B. Slater, 17 Sanross Close, Hill Head, Fareham, Hants. PO14 3NH.
Spriggan 1024
D.M. Thompson, 288 Main Road, Southbourne, emsworth, Hants. PO10 8JL.
Arrow 1064
E.V. Vallintine, 76 Spring Lane, Hemel Hempstead, Herts.
Stormalong 202
P. Wakeling, 16A Letzen Road, Canvey Island, Essex. SS8 9AW.
Ha'penny Breeze 879

USED AND OUT OF PRINT MARINE BOOKS (American)

The Armchair Sailor Bookstore, Lee's Wharf, Newport, Rhode Island, 02840, U.S.A. have just issued the 9th edition of their Used and Out-of-Print Marine Book Catalog. This lists about 1,000 maritime titles, most of them out of print and hard to find elsewhere. They cover the technical, historical, yachting, exploration and commercial shipping fields and are part of the Bookstore's ever-expanding computerized booksearch service.

The following letter has been passed on to us by Pat O'Driscoll of Fishing News:

I have a 30' gaff cutter which is rather on the lines of an overgrown Itchen Ferry, 10' beam, 5'6" draft, transom stern, pitch pine on oak, bronze dump fastened. Also has a false keel in the middle - wood each end, iron in the centre.

She was first registered, as far as I can ascertain, in 1935 as Nerak, ex Olive, reputedly built in 1905 by Hill of Cowes. She was Olive before 1935 and only became Nerak on registration as there was already an Olive, and Karen, the second choice was also taken.

I have traced her history back as far as 1924 when she was owned by the Ministry of Agriculture and Fisheries. They refer to her as motor fishing vessel Olive which carried out surveys in the Poole area. They have been unable to help as to where they bought her from.

I have found that there was a Charles Port Hills who operated from Sylvia Yard (now part of the East Cowes Sailing Club) on the River Medina, Isle of Wight, who was capable of building a boat of this size and snippets say that he mainly did 'government work'.

Mr. Harry Feltham of Portsmouth, who had unfortunately died before I started this project was said by a previous owner to have thought she was built as a pilot or fishery protection (Customs) boat. (It was from him that it was gleaned that she had been built by Hill in 1905 and was the ex Olive). I have tried the Customs at Cowes to see if she was ever registered for fishing or any records but have not had any success.

I was wondering if you would have any knowledge of boats around the Solent in connection with the fishing industry or of any boat builders in Cowes at approximately the turn of the century.

Mr. Hills' other boats he built were designed by Harley Mead, but I cannot trace what became of his firm after moving to Falmouth from Cowes.

I would be grateful for any information members can provide, or, indeed, any ideas as to which avenue to explore next!

Mrs. J. Richards, 91 Medina Leisure Park, Folly Lane, Whippingham, Isle of Wight.

RISOR'S RETURN TO SPAIN, 1982

We left Falmouth for Spain on the 26th July after seeing off the start of the Tall Ships race to Lisbon on the 25th. Winds were good, seas reasonably calm and we managed to sail all the way to Spain via Brest, Belle Isle, only using engine for harbour entrance, arriving at our first Spanish port of Bermeo in the dark of midnight 4th August.

We had as crew Alan who had had much sailing experience, Joanna who had sailed in the Malcolm Miller, and Peter an Australian doing Europe. I have described this lovely Northern coast of Spain to Coruna in previous articles. Two Spanish friends from Bermeo joined us in Santander and went as far as Gijon; here we lost all our crew having to return for various reasons, that left myself and May, my wife, to carry on, or sail on.

Risor is a lovely sturdy sea boat of 47' plus 10' bowsprit, 16' beam and 7' draft which helps with her stability; we pick our weather for sailing and cruise shorter distances preferring each night in port.

We spent four weeks in Coruna waiting for suitable weather to go past Finisterre as at this time, October, every shipping f/c, radio 4, gave gales either NW or SW - not good for this part of the coast, many boats going South left in desperation, and many returned having been knocked down or damaged by the heavy seas off Finisterre.

Coruna is a big harbour and is the meeting port for the cruising fraternity going South, Mediterranean, or Canaries; it should be a safe harbour but yachts are confined to a space open to the South over a big fetch, poor holding ground for the bigger yachts which can't use the pontoons - many dragged anchors in the gales and after finding room on a quay for safety were turned back again. I think El Ferrol would be better and more sheltered harbour, but still has not room for a large number of yachts being a Naval Base.

At last our day came, 28th October, 32 miles to Corme - we are going South to Portugal and South Spain - lovely day, sunny, not much wind, so we motor sailed and were looking into the Bay of Corme in the afternoon when a bank of fog rolled down from the hills blotting out everything except a lone fisherman just packing up to return to harbour - he piloted us through the reefs for three quarters of an hour. We were about 30 yards from the breakwater pier before we saw it. Very lucky indeed or we might have spent a night at sea.

The locals made us fast alongside the very long quay and were interested in us. An hour later a man came and in an officious manner ordered us away - I remonstrated so he put on his Harbour Master's coat and hat, cast off our warps and ordered us to anchor off. We rolled all night at anchor - left next morning without bothering to go ashore, one of the few places we have not been welcome. As not more than two fishing boats used the quay all night we felt ill done by.

Our next port was Camarinas in the Ria of that name, 21 miles, a lovely place where we stayed four days walking and visiting around.

Camarinas to Finisterre, 36 miles, a not very interesting town or harbour, small and on the dirty side. One night there, then we went the 6 miles to Corcubion, a lovely clean town, friendly. Conditions were good when we dropped our CQR, but the Ria de Corcubion is open to the South - no shelter - on the 5th November 06.25 radio 4 ship f/c warned SW 4 - 5 backing South 7 - 9. Our baro 1019 mb.

It came about 7 a.m. building up to force 8 - 9 South by 1300 hours. We started to drag, motored back to our former position (collecting some shrimp pots on the way) and put over our heavy Danforth on a long warp; this held but for 4 days we took the force of the gale, at times severe and on occasion storm 10. For good measure, during this time the baro dropped steadily to 970 mbs, by Sunday 7th the lowest I've recorded in eight years of recording. By Monday the gales were easing, the sun shining and baro. rising, and seas calm again.

Tues 9th, we left for Maros, 20 miles, in the Ria of that name and spent a lovely 10 days there alongside with the mussel boats, visited Noya and Santiago by bus, given lots of mussels and were urged to stay. 19th November we left for Villagarcia, 35 miles in the Ria de Arosa - the biggest of the Spanish Rias, like an inland sea which I would recommend to any cruising man with two weeks to spare to explore fully.

The lights of Villagarcia didn't show up well so we followed some mussel boats into an unlit harbour - anchored in the middle in the dark for a comfortable night. It was Villajuan only two miles from Villagarcia. The harbour has been extended considerably, about three metres at low water and used mainly by mussel boats. We stayed here 10 days to the 30th as winds were still contrary, again urged to stay but we had mail waiting for us at Vigo and time to move on.

With an Easterly wind and the motor we made the 36 miles to Vigo in lovely weather, calm seas for going through the Islands of Islas Ons, across Ria de Pontevedra, Islas Cies and up to Vigo with time to spare to find the Real Club Nautico before dark.

Here they have an extensive harbour project on to make room for about 350 boats, this entails a big new breakwater, mobile lifting gear and etc.

We, well I think we shall settle in this lovely Ria until Spring says it's time to move again - we have loads of places to visit and many friends have threatened to visit us, and as we live aboard permanently, home is where we are. We hope they do, as we like company.

Fred G. Bessant.

CAMILLA C119

Although normally of rather shy and retiring nature, just ask me about my boat and I undergo a rapid metamorphosis and wax both lyrical and loquacious because Camilla is a really great boat. I have had more than a dozen boats, some good, some not so good, but Camilla is 'something else'; she is an absolute thoroughbred and shows her pedigree in every line both above and below the water.

I had better not say more in the above vein as with the possible demise of Scott Lithgows my size in hats may become unobtainable.

Camilla was born on the drawing board of G.L. Watson & Co. Possibly, I am told, drawn by the great man himself. Too little is known about Watson but he did design many wonderful vessels and the firm is continuing the tradition still.

Sadly the yard of Alexander Robertson & Son of Sandbank, Argyll no longer functions as a yard but they built boats to a very high standard and Camilla is one of them, proof of which is the fact that next year she celebrates her ninetieth birthday.

All the previous owners I have managed to contact remember Camilla with great affection and regret having had to part with her. I am told that part of the reason for Camilla having lasted so well is that she is built of yellow pine on oak with mahogany trimming all still varnished. The mast and spars are spruce and oregon pine and the relatively new sails are terylene; white main, blue jib and tan topsail; a combination not easily forgotten.

Although she had suffered quite a bit of neglect (enabling me to buy her quite cheaply) Camilla is responding to loving care and restoration and I hope to have her looking her best by next year. It is my hope that Camilla's ninetieth birthday will be celebrated at the end of the Clyde Area Old Gaffers race and I intend to offer a small trophy for annual competition by way of commemoration. A cake is also to be provided. If other Clyde gaffers would like to contact we can organise, informally of course, quite a lot of hilarity and make it a weekend to remember.

Iain S. Nicholls.

DON'T FORGET that the O.G.A. will be 21 years old on Friday, 14th September. The official resolution of formation was taken at about 8 p.m. on that day in 1963, at the Maldon Little Ship Club. We still have 14 founder members - how about a short article from each?

SAVE OUR SOULS

We had been racing 'Coronation', an old (1937) Southend beach-boat, in the East Coast Old Gaffers race, and had anchored for the evening meal. No maroon went up, just a faint call for help, but the effect was just the same - washing up forgotten, and tea mugs abandoned as the crew rushed on deck ... Four heads bobbing in the water, one clinging to an upturned dinghy ... Start the engine, up the anchor, and nose into them ... 'He can't swim' - 'Alright, hold on tight to the dinghy' ... Grey haired mother first, floating comfortably, and holding on to a hold-all for dear life ... 'Put your foot in this loop and we'll pull you aboard' ... 'Save the bag first - it's got our money in it'. It weighed a ton and squirted water as it hit the deck. 'Up you come Mum - you're a good 'un'. Into the cabin for dry towels and hot coffee. 'You're next Dad' ... 'I've lost my glasses - they cost me £80 and the water is in my deaf aid' ... 'PUT YOUR FOOT IN THE LOOP AND WE'LL PULL YOU ABOARD'. More hot coffee. The daughter climbs in over the stern ... Now down-tide for the non-swimmer - looking cold and shivering, so waste no time getting hot coffee into him ...

Next, the dinghy. Make the painter fast to the halliard and pull it out, and up the mast. Unship the outboard and refloat her. Oars and a parasol tied in; but picnic gear sinking away with the tide. No built-in buoyancy except the foam padding in the seat that Dad had fitted up in the bows for Mum to sit in - lucky for the non-swimmer. Nose into the beach and land them. Total time? 45 minutes. A good job the water was warm ... 'Thankyou very much' ... 'Glad we could help' ... 'How can we repay?' ... 'Next time you see a life-boat collecting box, remember this day - and also buy some life-jackets'. So we saved five souls, if you include the parasol ... Mop out the cabin, brew more tea, and 'Who's turn to do the washing up?

L.J. Warren.

RACE AND RALLY ACCOUNTS AND OTHER ARTICLES Our Area Secretaries are responsible for sending in official accounts of events, with results and prize lists, but nobody can see the whole of events such as ours, so we have a very real need for accounts by entrants to supplement those sent in by race officers. Most entrants in a race have some interesting or amusing anecdote - so why not share them with all members and, who knows, the result may be one of our prizes for Newsletter articles. Note that these prizes are not awarded for the length of an article or the pure linguistic skill of the author, but for the technical content and interest.

We also have a very real need for 'page fillers' - little snippets of technical information, short histories of boats, or humour. If ever we get too many race accounts, then we will exercise the editorial function of selection - but it's not happened yet, so do have a go.

It may not always be possible to publish an article in the next Newsletter out, but so far I don't think we have failed to publish anything sent in. We do need cover pictures and articles for at least a year ahead, and as Editor, I dread seeing the Newsletter contributions drawer completely empty. An article or two in hand gives a comforting feeling of continuity!

DEADLINE FOR NEWS FOR THE NEXT ISSUE - 14th JUNE.

OLD GAFFERS ASSOCIATION

RACE ENTRY FORM

Please PRINT in BLOCK CAPITALS throughout. Delete inapplicable alternatives

I wish to enter the boat named below for the _____ Area OLD GAFFERS RACE which takes place on _____ 19____, and enclose my entry fee as detailed below.

NAME of OWNER _____ NAME of BOAT _____ O.G.A. No: _____
or ENTRANT _____

ADDRESS _____ Tel. No. (day) _____
" (evng) _____

ADDRESS FOR SAILING INSTRUCTIONS (if different) _____

IDENTIFICATION DETAILS (Used both for compiling the Programme and for recognition in the Race).

RIG _____ LOA (excl spars) _____ ft SAIL No: _____ OGA.T(H)CF _____ YEAR BUILT _____

COLOUR of TOPSIDES	COLOUR)	MAIN _____	TOPSL _____
	of)	MIZZEN _____	TOPSL _____
	SAILS)	JIB _____	STAYSL _____

DESCRIPTION of RACING FLAG (COMPULSORY: burgee not permitted)

HULL CONSTRUCTION: Clinker _____ Carvel _____
Ferro Cement _____ G R P _____ Other.....

HANDICAP DETAILS To be completed only if this is a first-time entry in an Old Gaffers Race, or if there has been ANY CHANGE IN MEASUREMENTS since the last Race entered. In either case, ALL details MUST be given. (See diagram overleaf). All measurements to be given to the nearest INCH.

MAINSAIL: b _____ h _____ g _____ TOPSL: h _____ i _____

MIZZEN: b _____ h _____ g _____ TOPSL: h _____ i _____

FORE-TRIANGLE: i _____ j _____ (N.B. Actual headsails are NOT measured)

L.O.A. _____ L.W.L. _____ BEAM _____ DEPTH _____

YEAR BUILT _____ RIG: Sloop/Cutter/Yawl/Ketch/Schooner/or.....

PROPELLER: Fixed/Folding/Without CENTREPLATE: With/Without DRAFT _____
(When centreplate fitted, give draft with plate UP)

HISTORY OF YOUR BOAT: The RACE PROGRAMME is not complete without a description of the boats taking part. Only YOU can keep us up to date. Please give us the information overleaf.

I would like _____ tickets for the Supper after the Race at _____ each. I enclose remittance as follows:-

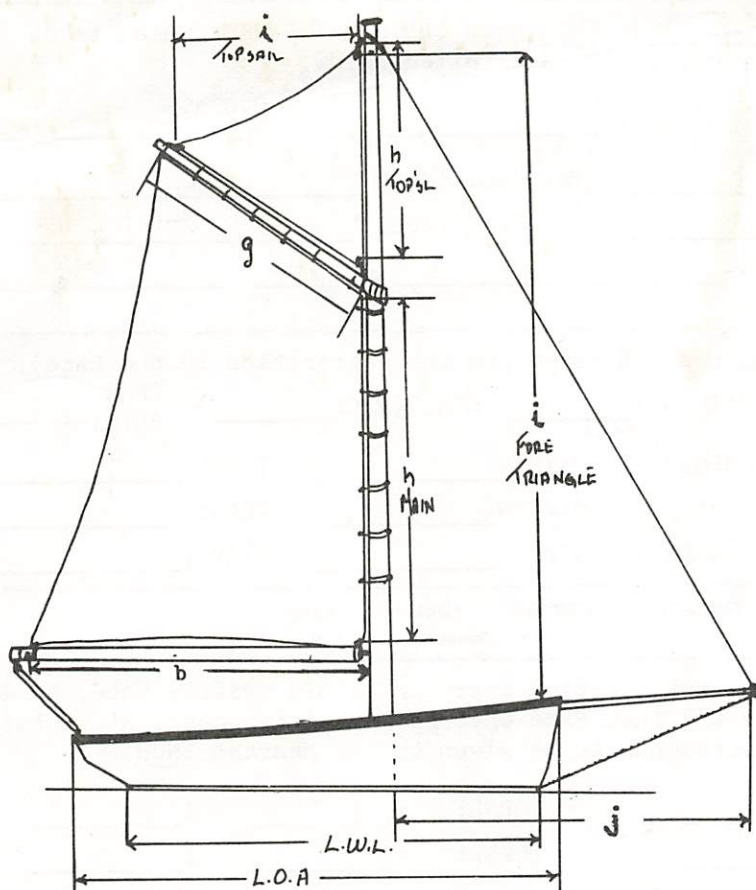
RACE ENTRY FEE.....	£	.	
LATE ENTRY SURCHARGE.....	£	.	
NON-MEMBER SURCHARGE.....	£	.	(see note below)
O.G.A. INSURANCE SCHEME RACE EXTENSION..	£	.	
SUPPER TICKETS (as above)....	£	.	
DONATION.....	£	.	
TOTAL REMITTANCE		£	.

I understand that the Race will be sailed under current R.Y.A. and I.Y.R.U. Rules (except as specifically modified in the Sailing Instructions), and that Handicapping will be by T(H)CF. I agree to accept the Race Committee's decision as final on all points of handicapping and conduct of the Race.

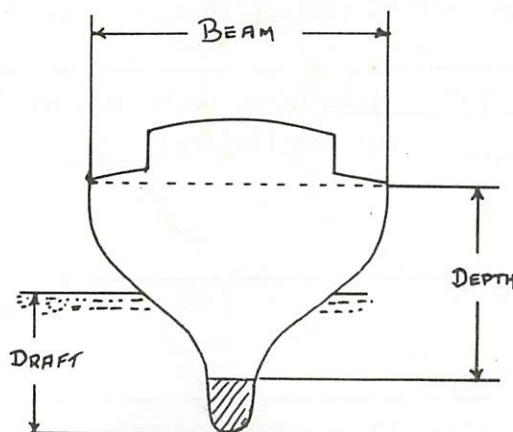
(signed) _____

PLEASE NOTE: Payment of the Non-Member surcharge, or indeed entering the Race, does not give automatic membership of the Association. This can ONLY be achieved by completing a Membership application form, and sending it with the appropriate fees to the Association Secretary, as indicated on the form. Area Secretaries will be glad to supply the Forms but NOT to collect the fees!

Applicants who join the Association in the same year in which they have paid a Non-Member Race surcharge, will be excused the membership Entry Fee, but NOT the annual subscription.



THE MEASUREMENTS
REQUIRED FOR
OGA T(H)CF
HANDICAPPING



NOTES: g and b (main and mizzen), and j and i (fore-triangle) are measured to the swallow of the sheave of the topmost halyard, outermost outhaul, etc.
h (main, mizzen and topsl) and i (topsl) are measured on the sails.
DEPTH is the vertical height amidships (in the way of the Main Beam) from the top of the wood keel / hog, to a line joining the underside of the deck at the sides.
DRAFT is what the lead-line reads immediately after you have gone aground.
NO ACCOUNT is taken of the actual sails set forward of the mast; the TRIANGLE in which they are set is what is measured.

HISTORY OF BOAT If your boat has not previously competed in an Old Gaffers Race in the Area in which you are now entering her, or if there were inaccuracies in what was previously published about her, please bring us up to date below. Of interest are: Where built, when, by whom; any commercial use; if, when, and by whom, converted to yacht use; any other major alterations; noteworthy previous owners, past voyages, major mishaps, etc; past successes in Old Gaffers events.
The Editor of the Programme is not omniscient: please keep him up to date!