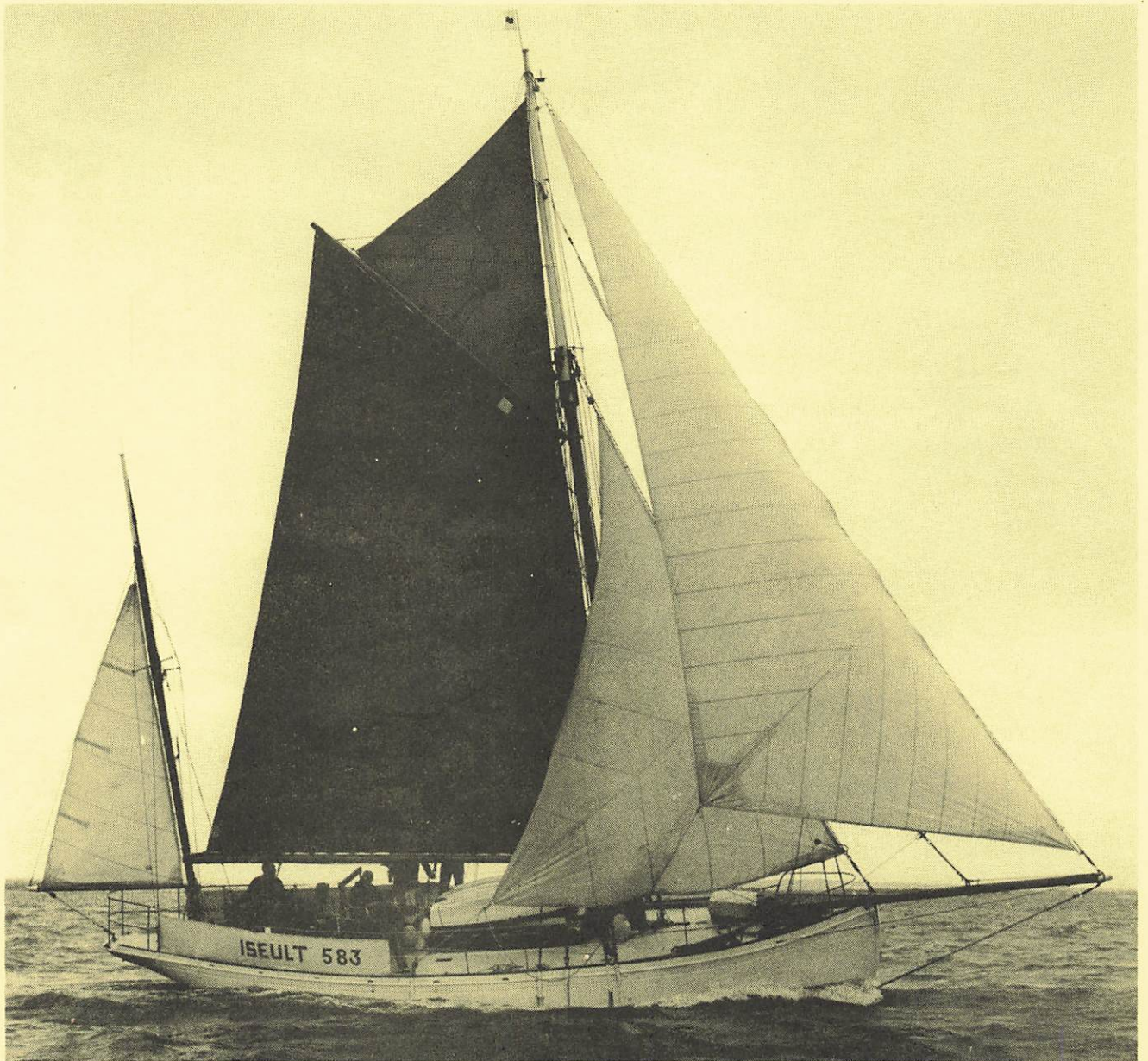


1984/2

Old Gaffers Association Newsletter



COPYRIGHT THE OLD GAFFERS ASSOCIATION

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

OLD GAFFERS ASSOCIATION

Hon. Secretary

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

Hon. Treasurer

W. A. BROWN, Wheal Cock, Porkellis, Helston, Cornwall, TR13 0JS.

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 0JS.

Orders will not be despatched until payment has been received.

Newsletter No 1984/2

As many of you are already aware, my dear husband John died from a heart attack on 2nd July, while we were returning from a holiday in Cornwall. While there we had visited several O.G.A. members and he very much enjoyed watching the Friday evening race at Mylor Bridge.

Jane, Helen and I are very grateful for the many expressions of sympathy, and particularly to Maurice Bailey who came up from Slough for the funeral. Thank you for the floral tributes - I hate to single anyone out, as they were all equally beautiful, but the French O.G.A. sent a bouquet of flowers to the family after the funeral which took us two hours to arrange and really helped us to forget our troubles for a while ...

If anyone would like to send a donation to the RNLI in John's memory, I would be very pleased to put it through the Galashiels Branch - or you may put it through your local branch, as I know a lot of you take an active interest.

Miriam Scarlett.

The following people have offered to take over the various aspects of Old Gaffers business:

(GENERAL SECRETARY (MEMBERSHIP	Bill Brown, Wheal Cock, Porkellis, Nr. Helston, Cornwall.
BOAT REGISTER	Dick Dawson, 10 Hartscroft, Linton Glade, Croydon, Surrey.
NEWSLETTER	David Cade, Steps Cottage, Playden, Rye, E. Sussex.

Any other problems may be referred to the Association President: Robert Simper, Sluice Cottage, Ramsholt, Woodbridge, Suffolk.

Appointments will be ratified at the Annual General Meeting of the Association, and any other offers of help will be welcomed.

COVER PICTURE: ISEULT (ex PRUDENCE) OGA 583.
Owned by J.H. Lester of Freshwater, I.O.W. Designed by A.S. Burnett, built by Aston & Kilner at Poole in 1909.
41'6" 12 ton cutter, altered in 1927 by adding a counter beyond the original transom. She was converted to bermudan rig in 1958, but later restored to gaff. In 1910, as Prudence, Deakin and Burnett sailed her round the British Isles from Seaview, via Shetland (without engine) and won the RCC Challenge Cup. She was renamed Iseult by Lanchester in 1912.

AREA NEWS AND PROGRAMMES

EAST COAST

21 years of Old Gaffers Association, 14th September 1984.
Programme:

- a) Rally at Hythe Quay, Maldon, p.m. 14th September
- b) Maldon Little Ship Club for Drinks 19.30 hours
- c) Toast to the Old Gaffers Association 20.00 hours
- d) Buffet Supper £2.50 per head
- e) Social Evening, including exhibition of Old Gaffers in action over the last 21 years
- f) Depart Saturday p.m. Race to Brightlingsea for those who wish / weather permitting. Rendez-vous Brightlingsea Harbour.

Further information from Jon Wainwright, Portview, New Road, Mistley, Essex. (020639) 3537, who would be very grateful for any contributions members can make to the exhibition - press cuttings, photos, etc. Also other areas could be represented to show the spread of the organization.

SOLENT

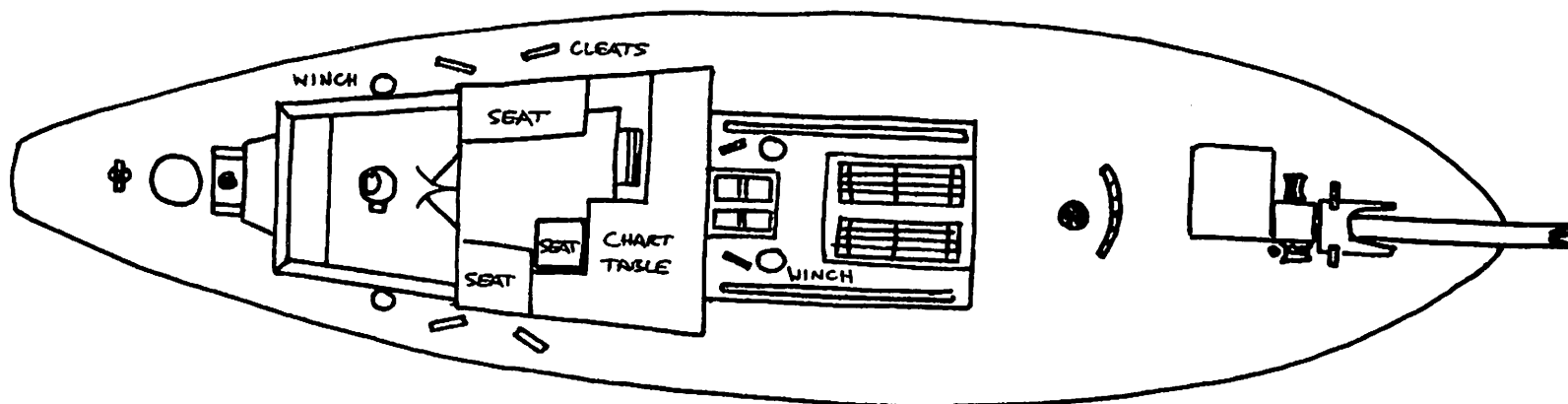
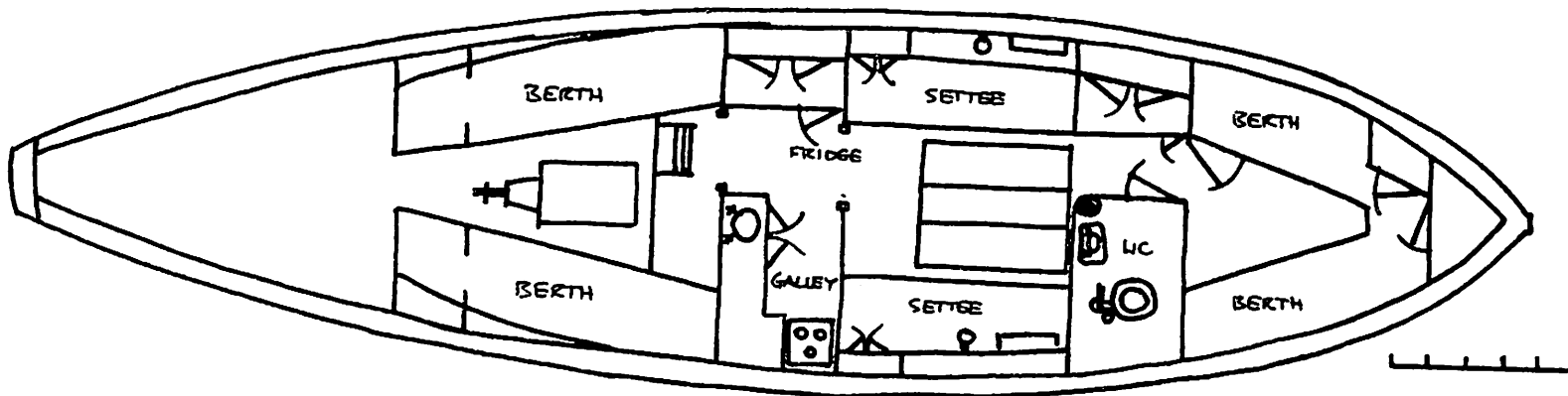
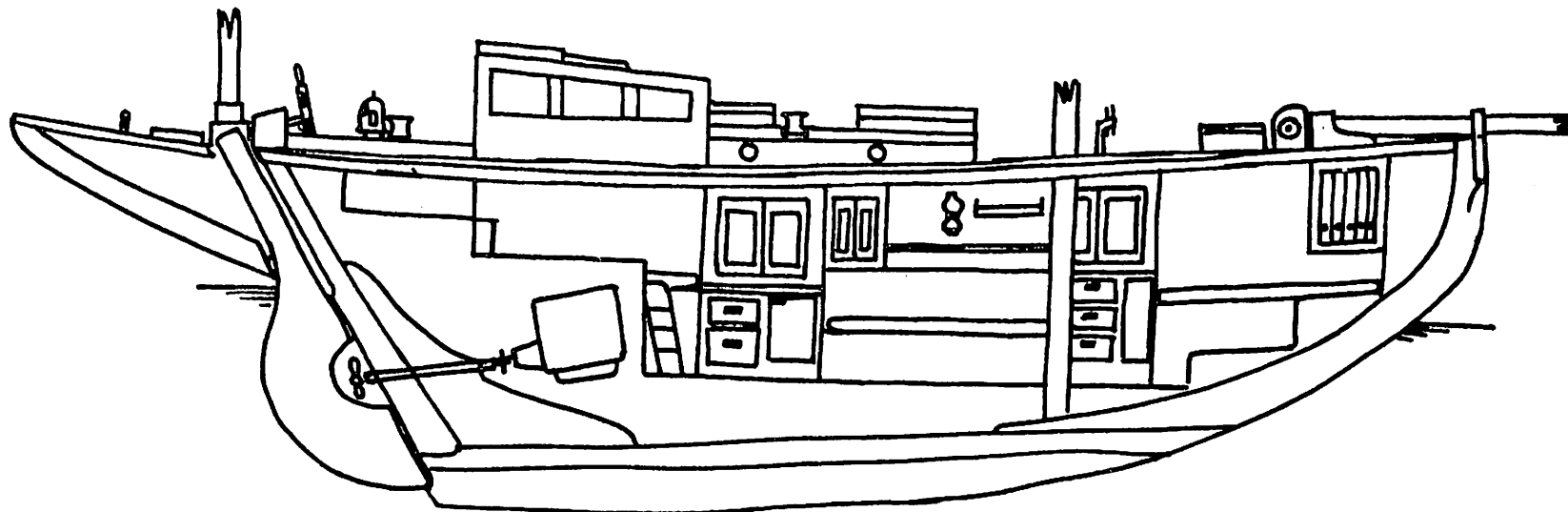
The Solent Race will be held on Saturday 8th September with the start in Osborne Bay at 9.30 a.m. Entry fee £8 (non-members £11) late entries £10 (£13). Closing date for entries Monday 20th August, but it would be very helpful to have as many entries as possible in July because the Hon. Sec. will be away from 25th July to 20th August. In particular will anyone requiring a T(H)CF calculated, either new or revised following alterations, please send in the details at the earliest opportunity. Use entry form at back of last newsletter.

There will be a pre-race get-together at the Cowes Corinthian Yacht Club on the Friday evening. The prize giving and barbeque will be at the Elephant Boatyard after the race from about 7.00. Those who dislike racing may like to attend these social events as it is as much a rally as a race.

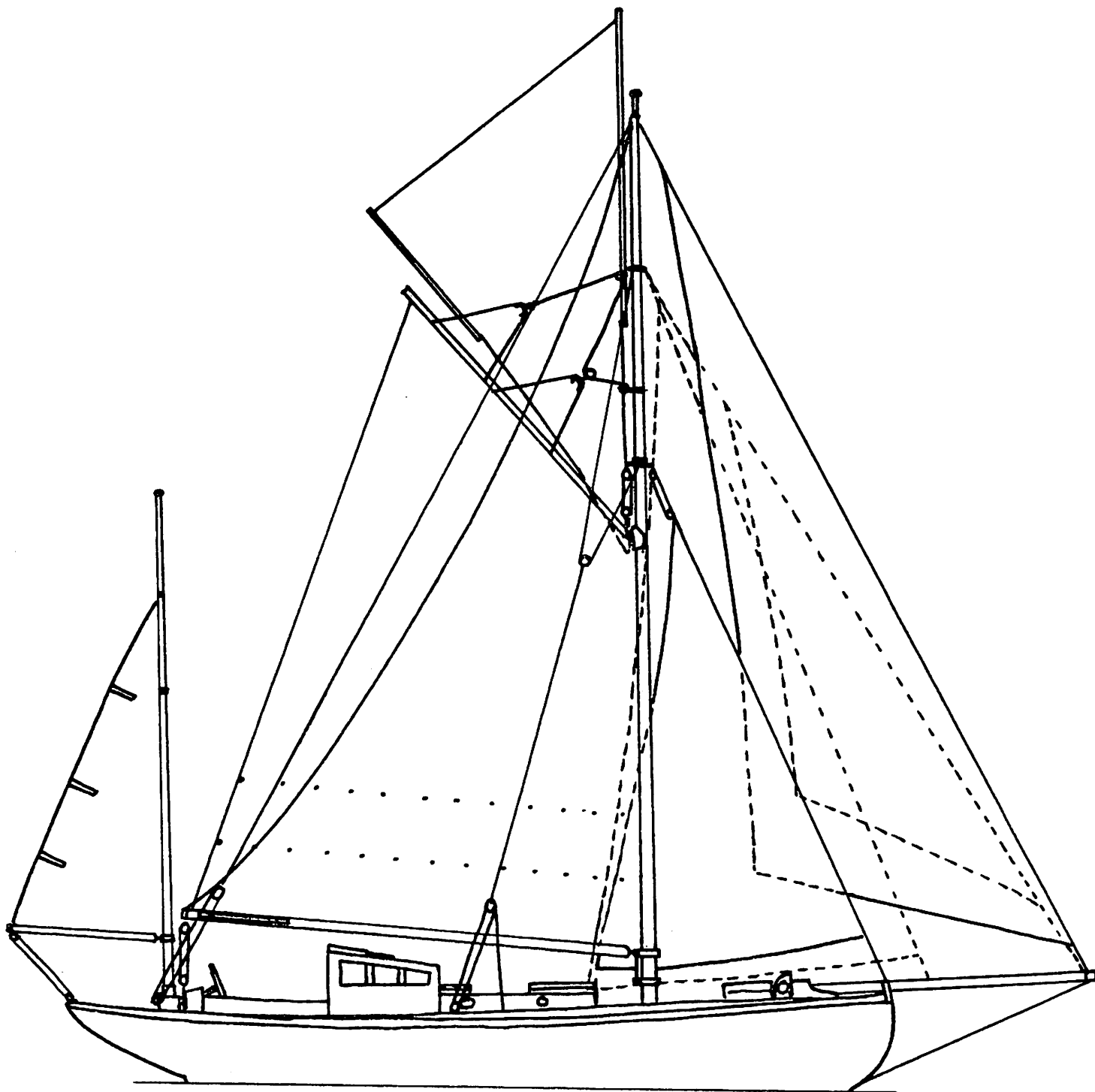
Marchwood Regatta will not after all be earlier than usual but is to be on 11/12 August. The Saturday is a traditional style village regatta of water sports in which all the competitors and often the spectators get very wet! On Sunday morning there is a race in Southampton Water for Old Gaffers. For details contact Roy Brewer on Chandlers Ford 61818.

Other News: is short due to the Area Hon. Sec's preoccupation with his own boat-building in recent weeks; the steelwork is complete and painted and the wooden deck just completed. The Maldon smack Priscilla has been out sailing on a number of occasions and what a beauty she is, very original down to the handspike windlass and a boom that extends several feet beyond the long counter. Her departure from the East Coast must have been a loss, but Ron Crick tells me he has sold Peggy H to there so there has been some recompense. Undine has also just been sold and Moonbeam was bought some time ago by new member P.E. Dawson-Ball and when last seen was afloat at Wicor. Young Alert,

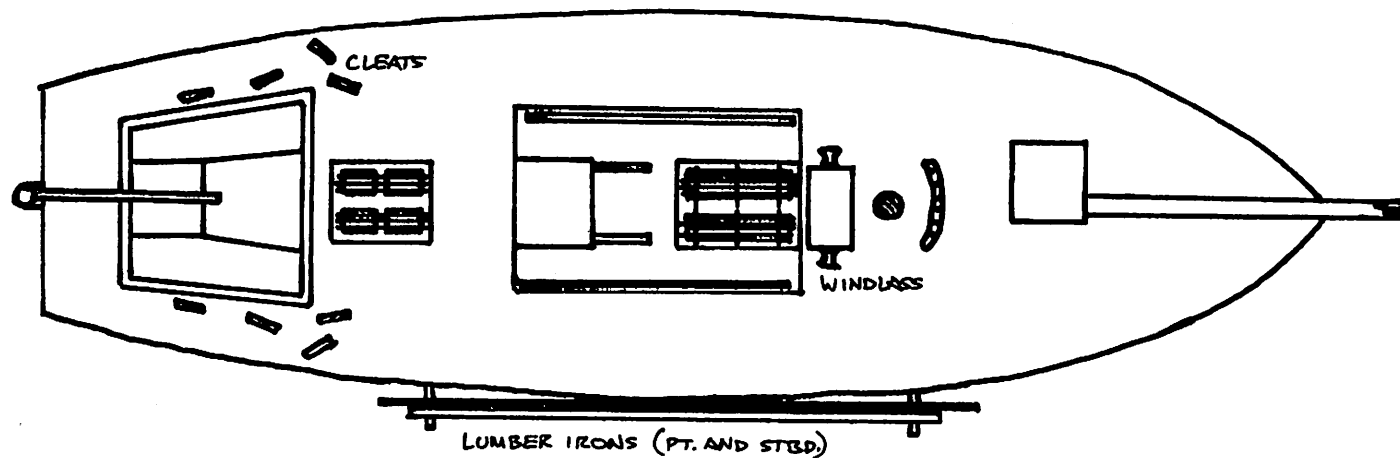
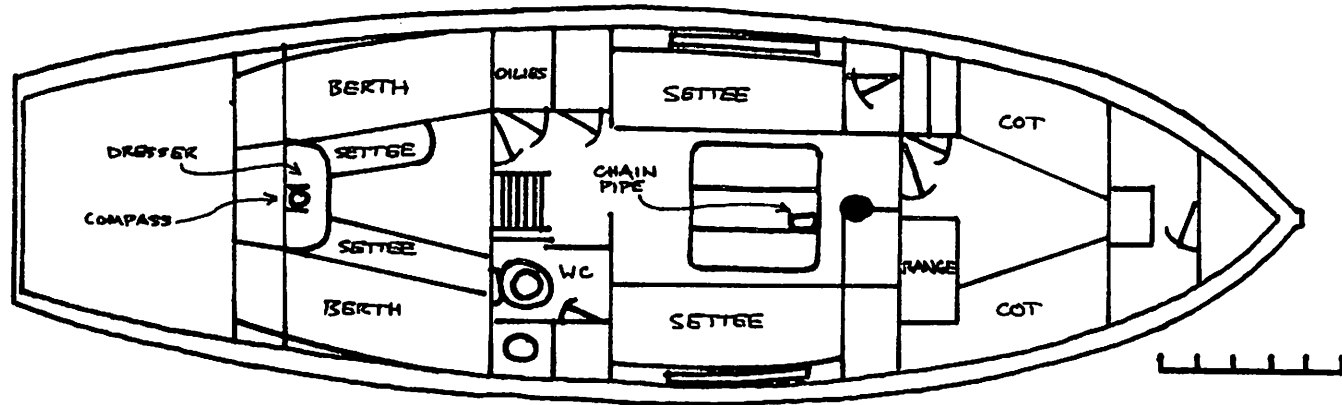
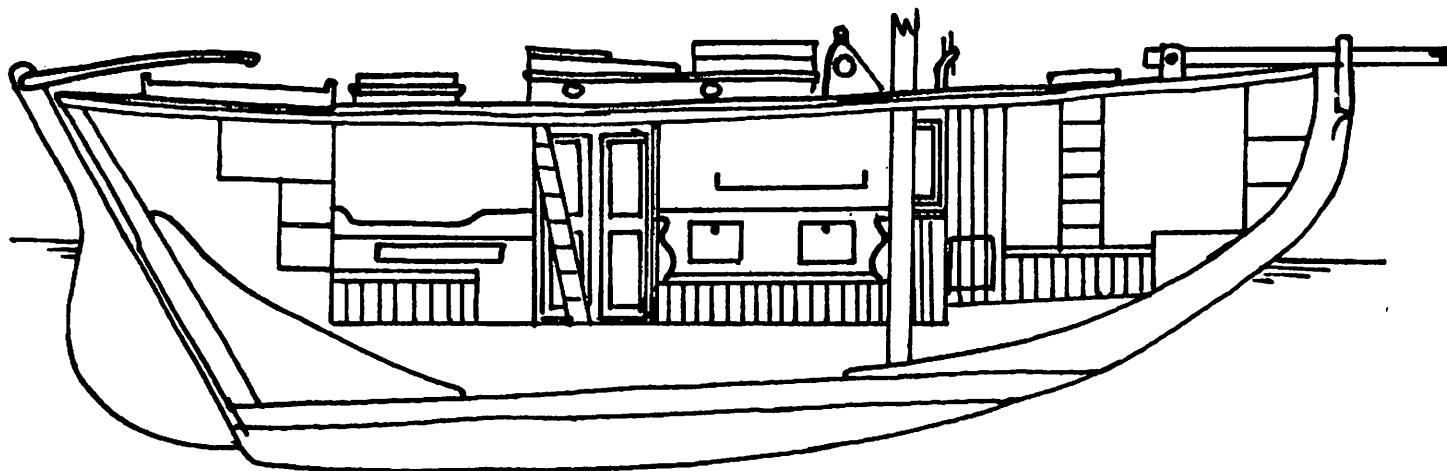
/continued on page 24.



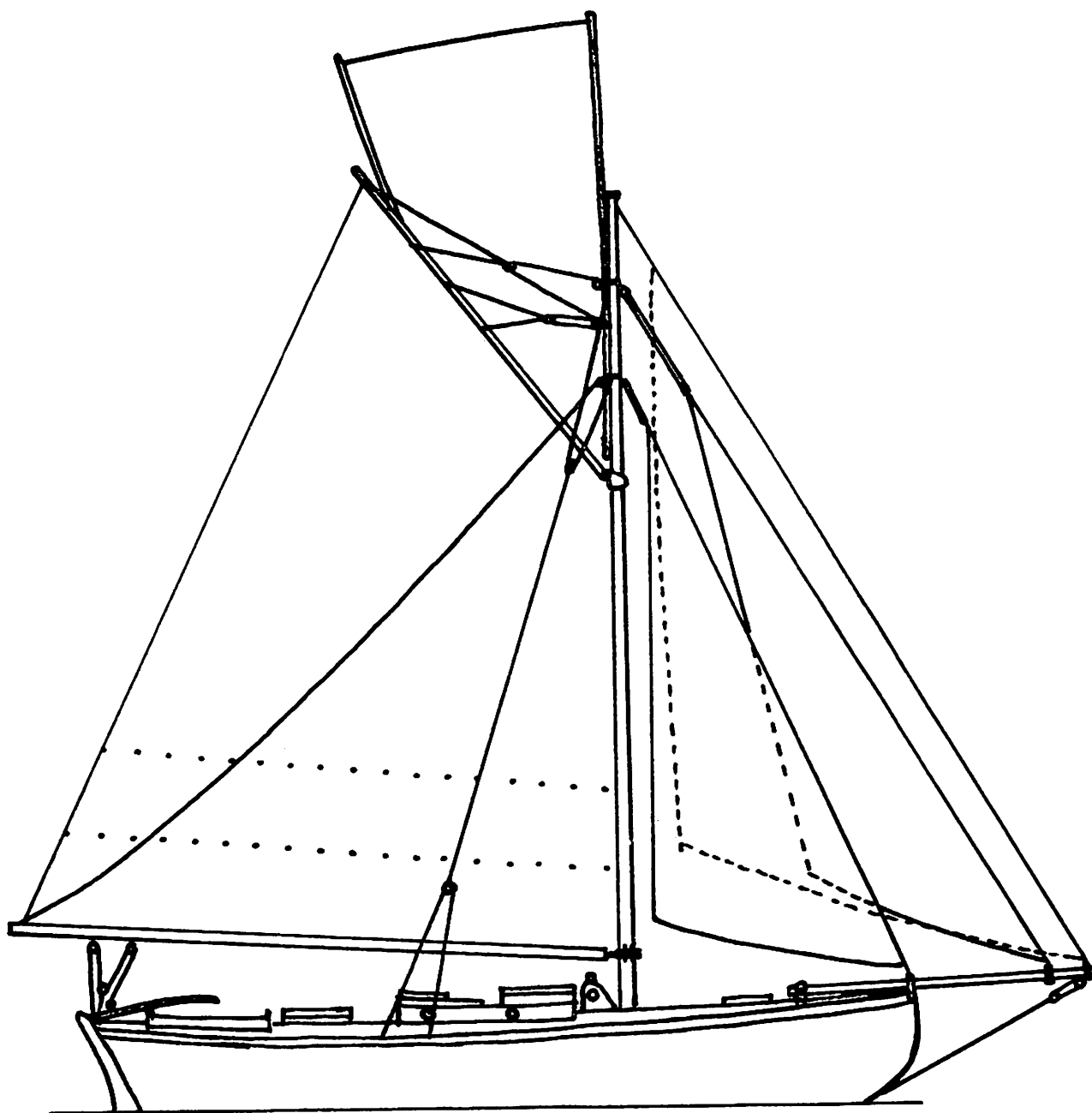
ISEULT - 1983



ISEULT - 1983



PRUDENCE - 1909



PRUDENCE - 1909

THE GAFF RIG ERA, Part 7: JULLANAR

If reluctantly, I suppose it must be admitted that our yachts are but creations of wood, metal and canvas. It is the long centuries of development at the hands of master craftsmen that has given them that mysterious quality that we call 'a life of their own'. During many happy hours reading of the creation of our sport my interest is turned upon the men who created them. Many go unrecorded due entirely to the lack of biography concerning them. And I welcome the opportunity to provide some background on the man Edward Hammond Bentall who designed the racing yawl 'Jullanar'.

It was claimed that she was the first 'modern' racing hull. Before 1870 hulls were full bodied with plumb stems and heavy sternquarters, and the few rules of racing were concerned with equalising the disparity of size and rig and did nothing to encourage the development of yachts.

The early years of the 19th century brought many men with intelligent and enquiring minds into the fast developing science of engineering. John Scott Russell, 1808 - 1882; William Froude, 1810 - 1879; William John Macquorn Rankine, 1820 - 1872. Each of them adding considerably to our knowledge of the 'way of a ship upon the water'. George Lennox Watson was perhaps the first yacht architect to earn fame, and he wrote of Jullanar: 'The same year that Jullanar was built I designed my first racing yacht, the 5 ton Clotilde ... I cut her away in a somewhat timid fashion, though sufficient for her at that time to be compared to a cartwheel. Meanwhile with splendid audacity and no timid reverence for precedent, Mr. Bentall built the Jullanar. He fancied that he could do something in the way of improving the form of the existing racing yacht. After cutting several half models he got one that pleased him ... great length was taken in proportion to beam ... draft was untaxed and was used boldly to obtain stability ... such proportions would have been impossible with the ordinary form of forefoot and sternpost as the boat would have been clogged up with 'wet surface'. This was got over by cutting away all deadwood both fore and aft in such a daring fashion as was not attempted until Thistle was built years after. And I should not have attempted such a form of profile in her had not Jullanar's success given me a precedent.

To describe Bentall, as many have done, as an agricultural implement maker conjures up a vision of a brawny blacksmith beating out ploughshares in the village smithy. This is far from the reality. His father William began it all. He was a yeoman farmer in the village of Goldhanger beside the Blackwater estuary in Essex. He was an inventive man and quickly improved and strengthened the common plough. His ideas impressed other farmers and he was encouraged to build a small foundry and joiners shop on land near the farm. William then invented an improved method of bolting the cast iron ploughshare to the wooden frame. By 1795 his improved ploughs were being sold widely, and with his wife's support and business acumen he forsook farming and set up as an agricultural engineer. By 1797 the first Goldhanger ploughs were marketed and sold all over

East Anglia. Soon the demand caused difficulty in supply and a move was made in 1805 to Heybridge beside the newly opened Chelmer and Blackwater canal. Until 1805 hand threshing was commonly employed but Bentall having seen a steam engine at work soon designed the first threshing machine to be powered by steam in England. Other inventions followed though he never bothered to patent them. By 1814 William was a very wealthy man and in 1814 too his son was born succeeding twenty-two years later to the business.

Edward Hammond inherited his father's inventive genius, and his mother's good business head. At seventeen he did not do the grand tour of Europe as many other young gentlemen did, instead, his father sent him to the U.S.A. to study methods there. He began his business life in the foundry learning the practical side of things. He once had an ambition to enter the Church, but then the business caught hold of him. He had a restless inquiring mind, a sense of adventure and a genius for engineering and under his management the business expanded rapidly, taking out patents to protect his own and his father's better inventions. In 1842 his own first successful invention, the broadshare cultivator proved a national success. During the next eight years 14,000 were sold and in 1851 it won a gold medal at the Great Exhibition at the Crystal Palace. To reduce manufacturing costs he invented a semi automatic machine for making nuts and bolts at 32 a minute, and as a result had to build a special workshop to meet the demand. By 1870 the firm was building some 20,000 chaff cutters, cultivators, pulpers and other machines annually. The firm exists today within the Acrow Group having passed through a period of high prosperity in the early 20th century, through bankruptcy in the slump of the 1930s to prosper again during the second world war.

Of the man, it is said that he was a hard taskmaster, and his men put in long hours for modest wages. Idleness was not tolerated and any 'prentice caught slacking felt the weight of his walking cane across his shoulders. But he was fair and his staff respected him and knew that in sickness or accident they would be cared for. He was a pioneer of pensions and any man who worked faithfully could be sure of a few extra shillings per week on retirement. Politically he was a Liberal serving for Maldon from 1868 to 1874. He had a wide range of interests; the volunteer movement, raising the First Essex Volunteer Engineer Corps at Heybridge. He studied astronomy, natural history, botany, fruit culture and spiritualism. He was interested in cement as a building medium. He designed a house which he called Heybridge Towers, which was built in what we would now call ferro-concrete, the house being heated throughout by heating ducts. John Scarlett's comments on the passing of The Towers will stand on its own. 'An imposing Victorian residence which was the world's first monolithic cast concrete building. In the 1960s it lay derelict and a development company bought the property for demolition and to build a vast number of small houses on the site. They lost a lot of money. That building defied all their demolition equipment and they had to call on the army for help. They lost so much destroying the house that they modified their plans and left the cast concrete lodge as it stood -

the odd man out among the jerry built modernity. Locals suggested that Bentall kept the angels awake laughing at their efforts to demolish his house.'

Edward Hammond Bentall died in 1898 aged 84 to be succeeded by his son Edmund Ernest whose own engineering skills carried the firm into the 20th century and further prosperity. It is a commonly held opinion on the East Coast that in the national history of engineering development Bentall was not given the credit he deserved for his genius, but it is certain that in the history of yacht development his name will never be forgotten.

Martin White.

ADVERTISEMENTS

FOR SALE

GRAMPUS 18'3" x 7'1" x 1'9". (OGA.1067). Larch on oak, very heavy construction. Coachroof & small doghouse. Sloop rig, in tabernacle, short bowsprit. Anchor, chain, etc. Stuart 4 h.p. 2 berths, v. roomy. £1,100.
R.J. Worraker, 158 Willoughby Road, Boston, Lincs. 0205 69366.

POSEIDON (484) Gaff cutter, 21' x 8' x 3'3". 28' LOA. Built 1912 by Frasers of Port Mullion, rebuilt by Mashfords of Plymouth 1979/80. New sails 1980. Basic accommodation, 2 berths + 2 childrens berths in forepeak. 4 h.p. outboard aux. Sound safe little cruiser, easy to handle & would be ideal for single hander or first time owner. Requires a little tidying up, can be sailed away. Lying Plymouth. £1,500 o.n.o.
D.R. Medway, 26 Sunrising Estate, Looe, Cornwall. Looe 2358.

SELL OR EXCHANGE approx 100 fathoms 9mm galvanised wire, new, ideal for standing rigging. Offers for lot or part lot.
Buyer collects. D.R. Medway, Looe 2358.

SET OF PLANS (unused) to build 27' gooseander sloop, could be altered to gaff rig. Offers or exch. D.R. Medway, Looe 2358.

SET OF PLANS to build 18' Newfoundland banks dory (unused) & full size, make a nice trailable gaffer. Offers or exch. Looe 2358.

CIRCE (888) Finesse 21. Gaff cutter with topsail. Built by Platt of Benfleet 1972. Clinker mahogany on oak. Shoal draft with steel centreplate. Vire 7 h.p. petrol engine, gas cooker, oil cabin & navigation lights. 1 inflatable, 1 fibreglass dinghy. 6 terylene sails, inc. genoa & storm jib. Fully equipped for cruising, compass, Seafix, log, echo sounder. Cruised Holland & Frisian Islands, also East coast Humber to Medway. Lying N. Norfolk. £4,700.
R.J. Meikle, Tudor Lodge, Church Close, West Runton, Cromer, Norfolk. West Runton 475.

VENTURE (220) 35' Morecambe Bay Prawner, much admired & sailing magnificently after 4 year refit. Only selling as building new. V. original & limited headroom, hence a yacht for true traditionalist & not for those requiring a floating caravan. £6,500 o.n.o.
Sam Bayliss, 135 Peperharow Rd., Godalming, Surrey. 04868 28652.

8.

PINE MAST 35 feet. Offers invited.

Various cotton & terylene jibs.

J.W. Pennington, Graham Cottage, Glen Auldyn, Lezayre, Isle of Man.
Tel: (0624) 813503.

QUALITY USED SAILS by reputable sailmakers:

GAFF MAINSAIL in 10 oz white terylene, vertically cut. 15'9" foot,
17' luff, 13' head. 3 sets of reef points - sound & clean cond.
£135.

STAYSAIL in 7½ oz white terylene, mitre cut. Piston hanks.
20'6" luff, 11'9" foot, 18'6" leech. V. good order & shape. £75.

FLYING JIB in 7½ oz white terylene, mitre cut. 28'9" luff,
12'9" foot, 19'9" leech. V. good order & shape. £85.

WORKING STAYSAIL in tan terylene - Piston hanks, reef points.
24' luff, 14' foot, 22' leech. Hardly used - as new. £160.

Also mast hoops for 6½" diameter mast - £2.50 each.

Buyer collects or arranges carriage.

F. Argall, 36 Bosvean Gardens, Truro, Cornwall. (0872) 76807 (evgs.)

STAMPS FOR THE R.N.L.I. - We have received a request for used
postage stamps to be sent to Dartmoor Prison, where some of the
men sort the stamps and mount the best on cards to be sold to
collectors. When mounted, the stamps are sent to lifeboat
stations to be sold there. Proceeds are paid direct into RNLI
funds. More stamps are needed. If you can help, mail to:
Stamps, H.M.P. Dartmoor, Princetown, Yelverton, Devon.

Now, a welcome to the following NEW MEMBERS:

D.A. Ashton, The Fields, LaDYGROVE Road, Two Dales, Matlock,
Derbyshire, DE4 2FG Louiso 399

G. Beckett, Compton Nursery, Main Road, Compton, Winchester, Hants.
Young Alert 689

J.C. Denny, Richmond Cottage, Cobhall Common, Allensmore,
Nr. Hereford. Undine 581

R.G. Ingram, Acacia, 22 Selsmore Avenue, Hayling Island, Hants.
Colaba 1197

G. McDonald, 81 Moorpark Avenue, Glasgow. G52 4ET.
Mist 370

A.J. McDonash, c/o Holiday Inn Casino, PO Box 23, Port Edward 4295,
Rep. South Africa.

B.P. MacKenzie, 1 The Orchard, Blackheath, London SE3 0QU.
Witch 615

N. Munro, 2 Hartley Street, Ipswich, Suffolk.
Kismet 829

L.G. Pracey, 13 Dunstanville TerraCE, Falmouth, Cornwall.
Emily Alice 1258

M.H. Tregoning, 9 Greenbank, Penzance, Cornwall.
Melloney 1249

D. Wager, 33 Thurstable Road, Tollesbury, Essex.
Skylark 1198

J.F. Wilson, 11 Chase Side, Southgate, London N 14.
Una B 1199

New Boat Number: Mirelle (A. Craig-Bennett) - 1200.

The following members have changed their address:

G.E. Barnes, Rose Mullion, Port Navas, Falmouth, Cornwall TR11 5RL.
Aquila 167
R.V. Crick, Werrar Farm Cottage, Stag Lane, Newport, I.O.W.
Nellie 1237
T. Eeles, Little Mill Cottage, Great Ashfield, Bury St. Edmunds,
Suffolk. Elver 288
R.S.M. Ennion, Millpond Farm, Winemill Lane, Newchapel, Nr.
Lingfield, Surrey RH7 6HJ. Mary 252
F. Forrester, 71 Testwood Lane, Totton, Southampton, Hants.
Black Duck 471
B. Hay, 34 St. Mary's Road, Boxgrove, Chichester, W. Sussex.
Matoba 786
M. Langfield, Hill Place, 23 Cronks Hill Road, Meadvale, Reigate,
Surrey. RH1 6LY. Cynara 254
D.B. Lansley, Cutlers Orchard, Bledlow, Aylesbury, Bucks.
Heloise 338
E.V. Vallintine, Nagara, Tighnabruaich, Argyllshire.
Stormalong 202 (joint)

CAN ANYONE HELP US TO TRACE THE FOLLOWING MEMBERS WHOSE
NEWSLETTERS HAVE BEEN RETURNED TO US:

T.J. Bailey, Willow Thatch, Stebbing Green, Dunmow, Essex
D.G. Carne, 18 Stratton Terrace, Falmouth, Cornwall.
P.G. Douglas, Brookfield, Ingatestone Lane, Stock, Essex.
J.P. Drummond, 15 Wiggan Lane, Sheepbridge, Huddersfield, Yorks.
M. Elliott, West Clandon Stores, The Street, West Clandon, Surrey.
R.J. Hackett, 128 Hawthorne Crescent, Cosham, Hants.
John Jameson, Scottish National Sailing Coach, RYA Scotland,
8 Frederick Street, Edinburgh.
R.B. Kenyon, 8 St. Vincents Hamlet, South Weald, Brentwood, Ex.
J. MacNiven, 8 Queensborough Gardens, Glasgow.
G.A. Marshall, New Buildings Farm, Barling, Essex.
A.R.G. Munro, 19 Ashley Street, Ipswich, Suffolk.

THE PILOT'S LAWS

On 1st April last, after an arduous couple of days during the course of my attempt to establish a record for sailing backwards round Antarctica, I was privileged to receive a visit from that old friend of lone sailors, the Pilot of the Pinta. After he had steered us round a couple of icebergs, he came down to the cabin for a warm and condescended to have a cup of coffee liberally laced with rum.

'I don't usually hang about like this, you know', he said 'but it's cold enough to freeze the wings off a brass penguin out there'.

After some general chitchat and reminiscence about the various foolishnesses of sailors in general and singlehandlers in particular, he said, 'Look here, I've been hovering around watching you lot for a few hundred years now, and I think it's time you all wised up and saved me some work. I've a few tips to pass along which may be of use, so if I see you home safe, will you spread them around for me? This seemed like an excellent deal, which was sealed with a large rum.

During the course of our voyage back to warmer climes the old man proceeded to propound the following amazing mixture of universal laws, proverbs and maxims for all that go down to the sea in ships. He had obviously ranged far and wide, and not confined his research to maritime affairs, since many of the Laws appear to derive from such landlubberly pursuits as science and computing, but all have a relevance to boats and the sea. Extensive cross referencing has revealed the names by which many of the Laws are known ashore, and the work of Paul Dixon in codifying The Official Rules must be acknowledged as the source of many of the shoreside names. Although they were passed to me in a fairly haphazard order, I have attempted to organize them under such headings as Fitting Out, Notes for Skippers, Rules for Crew, Navigator's Notes etc., although some may overlap into other categories.

FITTING OUT:

Allen's Axiom: When all else fails, read the instructions.

Anthony's Law of Force: Don't force it, get a larger hammer.

Anthony's Law of Tools: Any tool, when dropped, will fall into the least accessible part of the bilge. Corollary: On the way to the bilge the tool will strike your foot (cf. Newton).

Avery's Rule of Three: Trouble strikes in series of threes, but when working on boats the next job after a series of three is not the fourth job - it is the start of a new series of three.

Bill Babcock's Law: If it can be borrowed and can be broken, you will borrow it and break it.

Boston's Irreversible Law of Clutter: In any boat junk accumulates to fill the space available for its storage.

Cheops' Law: Nothing ever gets built on schedule or within budget.

Cushman's Law: A fail safe circuit will destroy others.

Ehrlich's Rule: The first rule of intelligent tinkering is to save all the parts.

The Old Engineer's Law: The larger the project or job, the less time there is to do it.

Expert Advice, 1st Law of: Don't ask the barber whether you need a haircut.

Extended Epstein:- Heisenberg Principle: In fitting out an old wooden boat, only two of the three existing parameters can be defined simultaneously. The parameters are task, time and resources (£).

1. If you know what the task is, and there's a time limit for completion, you cannot guess how much it will cost.

2. If you have a clearly defined task and a definite amount of money to spend on it, you cannot predict whether or when you will achieve it.

3. If time and resources (£) are clearly defined, it is impossible to know how far you will get with the job.

4. If you are able to define all three parameters accurately, you have a fibreglass boat.

Flap's Law of the Perversity of Inanimate Objects: Any inanimate object may be expected to perform at any time in a totally unexpected manner, for reasons that are either totally obscure or completely mysterious.

Fourth Law of Thermodynamics: If the probability of success is not almost one, then it is damn near zero.

Gardening, Laws of (1st amendment):

1. Other people's tools only work on other people's boats.
2. Fancy gadgets don't work.
3. If nobody uses it, there's a reason.

Graditor's Laws:

1. If it can break, it will, but only after the guarantee expires.
2. A necessary item only appears in a sale after you have bought it at full price.

Herblock's Law: If it's good, they'll stop making it.

Horner's Five-Thumb Postulate: Experience varies directly with equipment ruined.

Lowrey's Law: If it jams, force it. If it breaks, it needed replacing anyway.

Occam's Razor: Entities ought not to be multiplied except from necessity.

Occam's Electric Razor: The most difficult light bulb to replace burns out first and most frequently.

Phelps' Laws of Renovation:

1. Any refit of an old boat will cost twice as much and take three times as long as originally estimated.
2. Any timber you decide to replace will prove to be sound; any that you leave in place will be rotten by next year.

Rapoport's Rule of the Roller-Skate Key: Any item required for a job will show up with uncommon regularity until the day when that job is planned, when the said item will disappear from the face of the earth.

Rosenbaum's Rule: The easiest way to find it is to buy a replacement.

1st Rule of Marine Maintenance: If it works, don't fix it.

Simon's Law: Everything put together sooner or later falls apart.

Skale's Rule of Chandlers: They never just say 'Sorry we haven't got it'. Always say, 'Too bad, I sold the last one the other day'.

Spare Parts Principle: The accessibility, during recovery of small parts you have dropped, varies directly with the size of the part - and inversely with its importance to the completion of the job in hand.

Waddell's Law of Equipment Failure: A component's degree of reliability is directly proportional to its ease of accessibility. (i.e. the harder it is to get at, the more often it breaks down.)

Westheimer's Rule: To estimate the time it takes to do a job: estimate the time it should take, multiply by two, and change the unit of measurement to the next higher unit. Thus allocate two days for a one hour job.

NOTES FOR SKIPPERS

Abram's Advice: When eating an elephant, take one bite at a time.

Acton's Law: Power tends to corrupt; absolute power corrupts absolutely.

Anderson's Law: Any problem, however complicated, looked at in the right way, will become more complicated.

Army Axiom: An order that can be misunderstood will be misunderstood.

Billing's Law: Live within your income, even if you have to borrow to do so.

Bonafede's Revelation: The conventional wisdom is that power is an aphrodisiac. In truth, it's exhausting.

Bucy's Law: Nothing is ever accomplished by a reasonable man.

Chisholm Effect: Basic Laws of Frustration, Mishap, and Delay.

1. If anything can go wrong, it will.

2. If anything just can't go wrong, it will anyway.

3. When things are going well, something will go wrong.

1st Corollary, When things just can't get worse, they will.

2nd Corollary, If things appear to be going better, you have overlooked something.

4. Purposes, as understood by the purposer, will be judged otherwise by others.

1st Corollary, If you explain so carefully that no one can misunderstand, someone will.

2nd Corollary, If you do something you are sure will meet with everyone's approval, somebody won't like it.

Crane's Rule: There are three ways to get something done - do it yourself, hire someone, or forbid your kids to do it.

Cutler Webster's Law: There are two sides to every argument, unless a person is directly involved, in which case there is only one.

Falkland's Rule: When it is not necessary to make a decision, it is necessary not to make a decision.

Fetridge's Law: Important things that are supposed to happen do not happen, especially when people are looking.

Jones' Law: The man who can smile when things go wrong has thought of someone he can blame it on.

McKenna's Law: When you are right, be logical; when you are wrong be-fuddle.

Mencken's Meta-Law: For every human problem there is a neat, plain solution - and it is always wrong.

Navy Law: If you can keep your head when all about you others are losing theirs, you probably don't understand the situation.

Plotnick's 3rd Law: The time of departure will be delayed by the square of the number of people involved. Thus a singlehanded departure scheduled for 6 o'clock is likely to take place at 0601; if one crew is involved the time of departure will be 0604; if four people aboard, then 0616.

Pudder's Law: Anything that begins well ends badly. Anything that begins badly ends worse.

Randolph's Principle: Never needlessly disturb a thing at rest. (Especially crew.)

Robertson's Law: Everything happens at the same time with nothing in between. (At sea hours of doing nothing are punctuated by moments of total confusion.)

Weiler's Law: Nothing is impossible for the man who doesn't have to do it himself.

RULES FOR CREW

Abbot's Admonitions:

1. If you have to ask, you're not entitled to know.
2. If you don't like the answer, you shouldn't have asked the question.

Beauregard's Law: When you're in up to your nose, keep your mouth shut.

Berra's Law: You can observe a lot just by watching.

Cornuelle's Law: Authority tends to assign jobs to those least able to perform them.

Golden Rule for Crew: Whoever owns the boat makes the rules.

Law of Inertia: Given enough time, what you put off doing today will eventually get done by itself.

Marshall's Universal Laws of Perpetual Perceptual Obfuscation:

1. Nobody perceives anything with total accuracy.
2. No two people perceive the same thing identically.
3. Few perceive what difference it makes --- or care. (Especially applies to lookouts.)

Martin's Basic Laws of Instant Analysis:

1. Law of non-definition: If it is generally known what one is supposed to be doing, then someone will expect one to do it.
2. Law of minimum effort: In any given group, the most will do the least and the least the most.
3. Law of augmented complexity: There is nothing so simple that it cannot be made difficult.

4. Law of non-responsibility: In any given foul up, the fault will never be placed if more than one person is involved.

5. Law of instant Response: a quick response is worth a thousand logical responses.

MacGregor's Third Corollary. The difficulty of getting anything started increases with the square of the number of people involved.

Woman's Equation: Whatever women do, they must do twice as well as men to be thought half as good. Luckily this is not difficult.

Law of Watch Relief: The delay in your relief arriving to take over the watch varies directly with wind force, and inversely with temperature and visibility.

NAVIGATORS NOTES

Rule of Accuracy: When working towards the solution of a problem, it always helps if you know the answer.

Corollary: Provided, of course, you know there is a problem.

Andrew's Canoeing Postulate: No matter which direction you start, it's always against the wind coming back.

Bennett's Beatitudes:

1. Blessed is he who has reached the point of no return and knows it, for he shall enjoy living.

2. Blessed is he who expects no gratitude, for he shall not be disappointed.

Burns' Balance: If the assumptions are wrong, the conclusions aren't likely to be very good.

Cooke's Law: In any decision situation, the amount of relevant information available is inversely proportional to the importance of the decision.

Finagle's Law: Science is truth: don't be misled by facts.

Finagle Factor & Others. The Finagle Factor: changes the Universe to fit the equation.

The Bouguer Factor: changes the equation to fit the Universe.

The Diddle Factor: changes things so that the equation and the Universe appear to fit, without requiring any real change in either.

Finagle's Rules for Navigation:

1. Do not believe in miracles - Rely on them.

2. Always verify your Witchcraft.

3. First draw your track, then plot your bearings.

4. A record of data is useful - it shows you've been working.

5. In case of doubt, make it sound convincing.

Finagle's Laws of Information:

1. The information you have is not what you want.

2. The information you want is not what you need.

3. The information you need is not what you can obtain.

Maier's Law: If facts do not conform to the theory, they must be disposed of.

Osborn's Law of Magnetism & Tides: Variables won't; constants aren't.

Parson's 2nd Law: A place you want to get to is always just off the edge of the chart.

Skinner's Constant: (cf Finagle) That quantity which, when multiplied by, divided by, added to, or subtracted from the answer you get, gives you the answer you should have obtained.

Jon Ward-Hayne.

SINGLE HANDED CRUISE IN 'COMRADES'

(28 foot Morcambe Bay Prawner, Gaff Cutter. Built by Crossfields of Arnside in 1908.)

Friday, 12th June 1981.

I departed my home port of Ramsey in the Isle of Man at 6.15 a.m. motoring out of the harbour. With the wind east to north east 3 to 4 and a moderate sea, I hoisted the main, foresail and working jib and proceeded to motor sail to the Point of Ayre, my course being north, north east. At 7.25 a.m. I round the Point of Ayre and go on to course north west by west, stopping the engine, we are on a broad reach with a still moderate sea and excellent visibility. At 8 a.m. the Mull of Galloway is sighted 17 miles ahead. 9.30 a.m. handed foresail for reacher. 11.00 a.m. Mull of Galloway bearing north alter course to north west $\frac{1}{2}$ west. 11.55 a.m. Crammagh Head is abeam, alter course to north by west, wind is easterly 3 to 4. For the past hour the sea has been confused but not dangerous and I am 7 miles off the Mull Peninsula. At 13.55 p.m. I have arrived off Port Patrick and starting the motor I lower and stow the sails by 14.15 p.m. I am tied alongside. Distance covered whilst motor sailing is 6 miles and sailing alone 39 miles. Average speed under sail is 6 knots.

At 15.30 p.m. a 6 ton Bermudan sloop 'Amble' arrived in harbour, she left Ramsey shortly after I did but stood quite close in to the Mull and had quite a dusting for a few minutes, not a very nice place with an ebb tide.

Saturday 13th June.

06.25 shipping forecast: Malin southerly 7 to gale 8. Stopped in port and took a walk along the headland in the afternoon.

Sunday 14th June

0.15 shipping forecast: Malin south westerly 4, occasionally 5 to 6.

06.25 shipping forecast: Malin south westerly 4.

Depart from Port Patrick at 08.30, hoist mainsail, jib and reacher, but it is flat calm so carry on motoring. Course N $\frac{1}{2}$ W.

09.00 Black Head abeam. SW breeze, sailing nicely.

09.25 Back to motoring, flat calm again.

11.50 Ailsa Craig bearing ENE.

16.

13.50 shipping forecast: Malin SW to W 5 to 7. Barometer falling.
14.35 alter course to N. Sanda abeam to port 5 miles off.
16.30 enter Cambletown Loch, stow sails away.
17.05 pick up mooring off Yacht Club. Distance covered $41\frac{1}{2}$ miles, motoring all the way apart from one hour under sail.
17.50 shipping forecast: Malin W gale 8. Made my dinner then rowed ashore to test the local beer.

Monday 15th June

Shipping forecast: Malin W to NW 5 to 7.
11.00 slip mooring under working foresail only. Wind strong to gale west.
11.20 Davar Island abeam, course NE $\frac{1}{2}$ E.
11.40 alter course to NE by N3/4N. Frequent hail squalls with a short very wet beam sea.
14.00 arrived off Carradale, stowing sails I motored in berthing at 14.15. Distance covered 12 miles, average under sail only 4 knots.
17.50 shipping forecast: Malin NW 8.
20.00 Go ashore with crew of 'Blue Moon' (Contessa 32) several pints help to remove salt from my inner parts.

Tuesday 16th June

06.25 shipping forecast: W to NW 5 to 6, locally 8. Had some breakfast and then put two reefs in the mainsail.
09.00 went ashore for shopping.
10.00 motor out of harbour, blowing very strong from NW. Hoist double reefed main and foresail only. Stop engine. Course NNE.
12.10 Skipness Point about one mile ahead, gale blowing from west. Decide to scandalise mainsail until I am round the buoy when I will be on the wind enabling me to tie down the third reef.
12.20 round the buoy.
12.40 third reef in and much easier to steer. Course N.
'Comrades' is very easy to sail single handed as on a reach or a beat she will sail herself, even without the tiller lashed.
15.15 after six tacks from Skipness Buoy I arrived off East Tarbet. Some difficulty in stowing sails owing to the wind. Motor in to the moorings. Dropped hook which promptly dragged. Spent $1\frac{1}{2}$ hours trying to get it to hold, eventually gave up and tied up along side at 18.00 hours. Anchor is 35 lb. Fishermans with 3 fathoms of chain and 20 fathoms of warp which I dropped in 3 fathoms of water. Distance covered direct 19 miles. 'Blue Moon' Arrived at 15.30, later I meet them in the 'Argyle Arms' - the skipper told me they had left Carradale at 10.30 expecting to overtake me. He was somewhat put out at not doing so and full of admiration for 'Comrades'.

Wednesday 17th June

08.00 proceed through canal in company with two Tuppaware Bermudan sloops.
13.45 lock through to seawater again. Hoist full main, No. 1 jib and reacher. Wind SW 3, course NW by N, with the skies overcast the visibility is about 5 miles.
15.00 alter course to N by E round Craignish Point and broad reach in Sound of Luing.
16.00 flat calm and raining, lower sails and go on under motor.

16.10 off the northern end of Luing, a motor cruiser appeared out of the mist. Visibility is now down to $\frac{1}{2}$ mile, the cruiser asked for directions to Crinnan - I told them to steam south for ten miles. I did not hear of anybody being ship wrecked whilst I was up here.

17.00 arrived in Easdale and anchored in the Sound. Made my dinner then went ashore for a pint walking the mile there and back to the nearest pub. Distance covered $13\frac{1}{2}$ miles (in the boat!).

Friday 19th June

11.10 hoist main and No 1 jib, sail anchor out and through north entrance. Hoist foresail. Wind W 3, visibility good, fine and sunny. Course NE by E.

13.15 flat calm so motoring.

14.30 breeze from W 2 to 3 stop engine and sail up Kerrera Sound.

15.00 speak to 'Stronnag' of Ramsey who are heading SW down the Sound.

15.30 arrived in Oban, stow sails and berth alongside 'Hoshi' 70 foot gaff schooner (ICC). Distance covered 10 miles, about 6 miles under sail, very thirsty work this sailing so off ashore for a pint.

Saturday 20th June

06.40 depart from Oban under motor. Wind N to NW 3 to 4, heading NW for Sound of Mull.

8.30 Lismore abeam. Wind blowing 6 straight out of the Sound, not making any headway so coming about I hoist double reefed main, foresail and jib.

10.20 sail down Firth of Lorne. Course SW.

12.20 wind N to NW 3 to 4, shake out reefs.

13.30 alter course to SW by W $\frac{1}{4}$ W.

15.35 put one reef in main, wind freshening with a cross swell running otherwise fine and sunny and I can see Colansey.

17.05 arrive at Scalasaig. Distance covered 37 miles. 30 sailing.

18.30 enter harbour and go ashore to fill water bottles at well and self at hotel. I had quite a good evening ashore trying to beat the natives at darts. When 'stagger out' time came along I was offered a lift by a local fisherman in his rather dilapidated looking Mini, 'What's insurance?' was his airy reply to my query regarding same. We set off down hill, with me holding my knees up to my chin (due to there being more holes than floor), at very high speed, towards the harbour, I could see us going right through McBryne's wee hoose on the end of the jetty and into the water. 'Dinna' worry', he informed me, 'I serviced the brakes my ownself this morning.' To my relief the brakes worked and I was soon safely aboard 'Comrades'.

Sunday 21st June

Depart Colansay at 07.40, flat calm, visibility good and the sun is shining. Motoring on a course of S $\frac{1}{2}$ E.

09.30 Enter Sound of Islay.

10.10 Berth alongside Port Askaig.

11.20 Proceed south again.

11.45 course SE, calm.

12.30 set sails, goosewinging. Course ESE. Wind NW 3.

15.30 enter Sound of Gigha, wind light, start motor, course S.
 16.45 alter course to SW $\frac{1}{2}$ S.
 17.00 arrived Ardminish Bay, I manage to avoid all the rocks and drop anchor in 2 fathoms.
 Distance covered 32 miles.
 19.00 go ashore to wine and dine.

Monday 22nd June

06.25 shipping forecast W to SW 4.
 09.50 sail out of anchorage under full main and jib. Course SW by S. Visibility 1 mile, drizzle.
 10.45 clear Sound of Gigha, set foresail, course SW. Visibility improving to $1\frac{1}{2}$ miles. Wind west 3 - 4, sea calm and 'Comrades' sailing herself.
 12.30 can just make out Machrihannish abeam.
 13.25 visibility clearing to seaward, Fair Head in sight 10 miles to west, can not see Kintyre to port yet.
 13.30 sight light house bearing ENE.
 13.55 forecast variable 3 to 4. At this point I was unsure what to do, fog was still about ahead of me yet it was quite clear along the north coast of Ireland. I thought of making for Red Bay. Then shortly after 14.00 it started to clear, first Sanda to port came into view then the east Irish coast.
 14.10 set course SE by S $\frac{1}{2}$ S.
 14.20 Ailsa Craig in view, breeze coming from the north, set reacher to port and main to starboard.
 15.00 tack boat, wind NW 3.
 20.00 take pole off reacher going on to port tack, wind now NE 4.
 20.08 Black Head abeam.
 20.20 arrive off Port Patrick, moor alongside at 20.45.
 Distance sailed $61\frac{1}{2}$ miles in $10\frac{1}{2}$ hours.
 I had the ebb against me from 14.00, so I am really pleased with the day's run. Go ashore to celebrate.

Tuesday 23rd June

06.25 shipping forecast NW 3 to 4.
 07.40 depart, setting main and jib, reacher too.
 08.00 little or no wind, motoring, course S by E $\frac{1}{4}$ E, visibility good.
 09.12 breeze from west, stop engine.
 10.10 Crammag Head abeam and alter course to SE. Have to start engine again.
 10.41 Mull abeam, alter course to SE $\frac{1}{4}$ E.
 12.20 stop engine, wind 3 to 4 west.
 13.35 sight Point of Ayre, shortly afterwards large trawler crossed my bows about half a mile ahead as my course took me astern of her. I noticed a large orange buoy moving towards me half a cable to port. I put the tiller down and came up into the wind, came about and went to leeward of it. It appeared to be moving quite fast and I realised it must be getting a tow from the trawler.
 14.00 back on course.
 14.15 rounded Point of Ayre. Haul in sheets, course S.
 15.15 arrived in Ramsey.
 15.30 'Comrades' safely tucked into her home berth.
 Distance covered 45 miles.

Total distance covered since leaving Ramsey on the 12th June - 325½ miles. All distances are direct and no allowances have been made for tacking or tide. I mentioned the trawler and buoy to the Harbour Master, he informed me that she is Panamanian registered, doing a seismic survey for oil and contacts vessels standing into danger on VHF channel 16. I don't have a radio, nor could I make out any visual signals.

J.W. Pennington.

HONG KONG AND 'SKIPJACK' (ex Laura II)

I am a solicitor with a London firm which specialises in shipping and insurance law and have been posted to Hong Kong for a tour of duty at the 'sharp' end.

My wife, Anne, and I have now been out here for about 18 months. Apart from the heat and humidity which we dislike in the summer, life is very interesting and remarkably easy-paced.

Soon after we left England, it became clear that regular sailing was the best way to relax away from the metropolis of Hong Kong Island. There being no gaffers out here, we decided to buy 'Ganymede', a Dragon design, which we had seen lying at Aldeburgh shortly before leaving home.

She arrived in a 40' container on board the 'Tokyo Bay' in April last year and we think her classic lines are very attractive despite the strange triangular-shaped mains'l and her alloy mast and boom. She was built in 1947 by Camper and Nicholson apparently (with two sisterships) from the spars of the old yacht 'Britannia'.

No sooner had we got her sailing and in reasonable trim than she was one of the many casualties caused by typhoon 'Ellen' last September. Although in fact she only sank under the weight of the very heavy rain which occurred during the typhoon and we managed to refloat her the following day, it still took us nearly three months to get her fully back into commission. We regard ourselves, however, as lucky indeed compared with the owners of the many craft which were not fortunate enough simply to sink at their moorings and were hurled onto various parts of Hong Kong's rocky coastline. At Aberdeen, on the southern side of Hong Kong Island, a 30' section of the typhoon shelter wall completely disappeared during the typhoon causing the loss of over 100 boats, many of which were the sole possessions of the fishing folk there.

27 large ships went aground in the 120 mph winds. Some are still there. Ellen was not even a direct hit, passing over the China coast about 35 miles west of Hong Kong.

Typhoons apart, cruising in Hong Kong waters can be a little tame compared with the conditions often encountered in the waters around Britain. Tides here are very weak, winds rarely exceed force 3 to 4 (they are frequently much less and

very flukey) and the waters are well sheltered by the 230 odd islands contained within the territorial waters of the colony. The best sailing is during the winter monsoon between October and March which brings fairly steady north easterly winds.

The only realistic weekend cruise away from the colony is to the old Portuguese colony of Macau about 40 miles west of Hong Kong across the estuary of the Pearl River. In an engineless Dragon, one needs to choose one's weather carefully to avoid being becalmed in the middle of the estuary at night. Conditions in the estuary can be awkward at times because the depths there are only around 12' to 15'. Even though one is never far from civilisation, piracy can also be a problem in those waters. It is certainly very much a problem if one is to venture further afield to, say, the Philippines or Indonesia.

The majority of racing in Hong Kong is carried out under the auspices of the Royal H.K. Yacht Club. Although the large, highly competitive yachts tend to race outside the waters of Victoria Harbour, there is still frequent and intense competition in the harbour. On most winter Saturday afternoons and Sundays about 150 boats (Etchells, Dragons, Flying Fifteens, cruisers, etc.) career around the buoys dodging each other (sometimes) and attempting to dodge the many cargo vessels, ferries, tugs and tows which ply the harbour.

Bearing in mind the relatively small sailing population, Hong Kong in fact manages to produce teams of surprisingly high calibre for the various World Series events.

Anne and I have been most fortunate in that the arrival of 'Ganymede' happened to coincide with the opening of the Yacht Club's membership for the first time in about three years. We are now members and have at last obtained a Yacht Club mooring in the Victoria Harbour typhoon shelter and so a repetition of last year's sinking is relatively unlikely.

Although I have learned a great deal here about sailing more modern yachts I found Philip and David Cox's articles in the January 1984 Newsletter about 'Velsia' brought on another wave of nostalgia for gaffer sailing. I was lucky enough to be invited on board 'Velsia' for the first time when I was eight. During the next 18 years or so I missed only one Easter fitting out session when it clashed with school term-time. Velsia is a fine vessel in which one always feels complete confidence. The Norway trip was fascinating and, even though I had acquired 'Skipjack' from John Richardson during the previous summer, was one not to be missed.

Now, to 'Skipjack'. She, too, is a fine vessel although very different from Velsia in concept. I bought her in May 1979 having just sold 'Hanover', 45' modern but traditionally styled diesel-powered canal narrowboat which I had purchased two years earlier to provide 'digs' during my Articles in London. I had hoped to have several years free from the expenses of boat ownership. John and Wendy had, however, acquired a third crew, and possibly thought that 'Skipjack' was too small and wet for their brood. I couldn't resist the opportunity 'Skipjack's' availability presented.

I learnt a lot that summer which would have taken much longer to learn as a crew despite the excellent tuition I had received on board 'Velsia'. The Stuart 8 functioned reasonably well but it was very old (1948) and one couldn't help thinking that each time it coughed into life could be the last. That kept us on our toes every time we entered harbour.

John had decided not to sell the large light heads' which had served 'Skipjack' so well in light air. In the Solent race that year my inexperience showed and we always seemed to be in 'holes'. We ended up causing great amusement by choosing to hit one of the finishing marks rather than argue with Hoshi's somewhat large and immoveable bowsprit.

The following year we acquired an enormous genoa which has been a great success if a trifle nerve-wracking at times. We managed a close second to a tiny G.R.P. gaffer in a very boisterous Round the Island Race after suffering a torn mains'l soon after the start. That year was the Norway year and so, apart from a week's very cold and wet sailing in late October, we were unable to go very far afield from our mooring at the Elephant Yard.

In 1981 Giles Harrison-Hall, another 'Velsia' regular, was persuaded to join forces in partnership with us in 'Skipjack'. That year saw another second in the Round the Island Race, this time sailed in a light to fresh north easterly. Another G.R.P. gaffer managed to pip us by only a few minutes in a twelve hour race.

Giles and I decided to follow the 'Velsia' system of partnership sailing which involves dividing our respective use of the boat into alternate weekends (except for the races) and putting our main holidays 'back-to-back' to extend our cruising range. This works well because we both have rather different approaches to sailing and have different groups of friends to call upon as crew. In fact Giles was already committed that year to sailing for his main holiday on a friend's boat. Anne and I spent an excellent two weeks cruising down to the Channel Islands, St. Malo and Lesardrieux in perfect weather.

Our only worrying time on that trip was during our approach to Braye Harbour (from Weymouth) at about 0300 hours on a very dark night. The spring tide had only just begun to run west but, of course, the wind decided to die. We were already slightly west of the entrance rather than east as I had planned. Luckily Stuart obliged with an easy start but the four knots or so it could give us was, even then, barely capable of gaining us ground against the strong tide. After about 1½ hours motoring flat out we just managed to creep in clear of the wreckage of the original end of the harbour mole before turning south to anchor in Braye Harbour. The next morning's tank dip showed, rather as we had thought, only about half a gallon of petrol left. We were left to reflect upon what might have happened to us in the Swinge if Stuart had failed us or the petrol run out.

1982 saw an enormous improvement in the comfort (and safety) of the boat at the necessary expense of the sad loss of an attractive original fitting. A splendid new square teak

double coaming forehatch was fitted by the Elephant to replace the original round one. Before that, the fo's'c'le was continually deluged in large quantities of water when going to windward in any sort of a blow. The boat is too small to allow the stowage of bedding, clothes, etc. in the main cabin and so any wet sailing was also followed by a rather miserable drying out operation despite waterproof bedding and clothing bags.

The previous year we had had a rough passage back from Dartmouth into an easterly 6. Even when we were in sight of home morale did not improve much at the prospect of another night in saturated bedding. The double coaming hatch, designed by Maurice Griffiths (for details see pages 41 and 42 of Hiscock's 'Cruising Under Sail' 3rd edition) ended all that and also went a large way towards preventing the regular pumping which had been necessary in any blow. We have kept the old hatch cover - one never knows when it might be useful!

1982 was the year of the Dog in Hong Kong. For Skipjack it was very much the year of the engine. That year's intensive fitting-out campaign, which had included the unpleasant task of burning off about ten years' worth of antifouling, was over in good time at the beginning of May. Anne and I and one of our regular crew, John Sissons, intended to do a short Cherbourg/Alderney cruise. Giles would meet us out there and bring the boat home with a different crew. On the Saturday afternoon we set off down the Hamble in high spirits. We had decided to spend the night on the Medina and catch the westerly tide early the next morning.

Just off Cowes Roads I began the preparations for starting the engine. Strangely, although it usually started easily enough, this time Stuart was absolutely dead. We decided to anchor at Osborne Bay and, that completed, we began to investigate the engine trouble. On removing the plugs, instead of usual smell of petrol and 2-stroke, there was no smell. There was, however, liquid in the cylinders which, on further investigation, proved to be seawater! The head looked as though it had not been removed (despite our efforts in recent years) for a very long time. It again refused to co-operate.

Sadly, we sailed back up the Hamble that night and, after a somewhat entertaining time, managed to sail her onto one of Moody's pontoons for the night. The next day, with two large rowing dinghies, we towed her back to the Elephant. To cut the story short, we decided that the engine probably had 'had it' and that we would probably be wasting much time and money in trying to renovate it.

However, tacking down the crowded Hamble every weekend that summer was not a prospect we relished. On the other hand, we did not want to spend all summer installing a new engine. What ought we to do? Fate smiled on us in the shape of Bob Brinton, the owner of our neighbouring 'Trammel'. He had just replaced his slightly unreliable 1948 Stuart with a new Volvo.

He very kindly offered to lend us his old engine for the rest of this season. John and I drove to his house in Southampton and lifted all 350 lb. of it into the back of our protesting car.

We somehow got it from the car down the steep track to the yard in a wheelbarrow. A day and a half later and after a trip by Anne to Stuart-Turner at Henley on Thames for parts, we lowered Stuart '1½' (complete with our carburettor, water pump, exhaust manifold, gear box and starting gear) into place. It eventually started, too! We were very grateful to the Elephant for allowing us to use their ex-Moody's derrick boat to deal with the lifting problems. That night we set out for France.

That was not the end of the trouble. When Giles returned from the Channel Islands the next week he decided to use the engine to assist progress up the Solent. The engine went for a while but, when it later became necessary to go astern it stalled immediately. The gear box had seized up.

Further weekends were spent rebuilding the gear box and on the morning of the Round the Island Race we found ourselves being towed down the Hamble by John Richardson in Little Windflower hastily bolting the engine (still without the gear box) back into place and lashing the prop shaft to prevent it sliding out of the boat through the stern tube and jamming the rubber. We had, however, an excellent day's sailing and managed to win the race for the first time under our 'management', again in a stiff south westerly.

The engine problems continued all season with the magneto later packing up at about 0400 hours outside Braye resulting in another interesting sail into harbour in the dark.

Despite the problems we had a good season and Giles cruised the boat to south west Ireland. Anne and I with two friends brought her home via Brittany. On the way from Crosshaven to Newlyn we logged 150 nm in one 24 hour period. Two days later we did the same again during a passage from Newlyn to Lesardrieux - this time we were running before a stiff northerly with just a heavily reefed mains'l set.

In 1983 after my departure to Hong Kong, Giles and my 'shadow partner' Tim Wardlaw fitted a new Yanmar 15 h.p. diesel. This is a light, powerful engine and has resulted in a huge improvement in the boat's performance both under engine and under sail. During a short holiday in England that year I couldn't resist a short cruise to the Channel Islands and found that we can now get the boat up to hull speed in flat water at barely half full revs. The only slightly irritating feature is that the engine is of high revving design and does not have the pleasant, characteristic slow running speed of more traditional engines.

David Reynolds.

LATE ADVERTISEMENT: FOR SALE

- (463) MERLIN 33' x 27'6" x 8'3" x 3'9". Cutter. Built Aldous, Brightlingsea, 1896. Stem, apron, fore-deadwood, main sailing beam, some frames & planking professionally replaced 1983. Needs further work to complete. Lying ashore St. Osyth boatyard, Essex. £950 o.n.o.
David Childs, 78 Tower St., Brightlingsea, Colchester, Essex.
Tel: Colchester 862286, Ext. 2164 (during working hours).

SOLENT NEWS, continued.
mentioned last time, belongs to George Beckett of Compton, near Winchester. She has been in the Beckett family for many years and was previously based in the Medway area, but was brought round to the Hamble now that she is mainly used by George. She was built by Whisstock's in 1946, to a 26' Dan Hatcher design originally as Alert but renamed Young Alert when rebuilt. Paul Johnson left in Venus in early May bound for Bermuda via the Azores.

ROUND THE ISLAND RACE 23rd June 1984 - In spite of a forecast of force 5 - 6 winds, the morning dawned fine and clear with only a light air from the North. At the Gaffers 5 minute gun even that disappeared and by the start at 6.15 most boats were becalmed. A NW 1 - 2 filled in some 15 minutes later, the Gaffers getting away with the first modern cruiser start for long and short tacks down to the Needles among a crowd of agile small fibreglass yachts. Once at the Needles it was a dead run to St. Catherines point. Most took the direct course but Venture and Dark Secret stood well inshore to avoid the last of the ebb and this seemed to pay. At St. Catherines the tide had turned and the wind had gradually picked up to a fresh W 4 - 5 giving a superb fast sail to Bembridge Ledge. On this leg some of the smaller modern boats were broaching all over the place, in contrast to the equally fast but stable progress of the Gaffers, and several were seen flying the tattered remnants of spinnakers at the masthead. On this leg Venture managed to overtake Iseult, only to lose the advantage again on the final beat.

The close fetch from Bembridge Ledge to No Mans Land Fort was fast and exciting with reefs being pulled down and rapidly brought one to the chaos of rounding the Fort. With the tide now flooding strongly, the tidal surge and a large wind-shadow were on the same side producing difficult conditions for those who attempted to pass too close. Tacking up the Ryde Sands beyond was easy for the backmarkers thanks to line of grounded yachts that clearly marked the shallows. It was a hard slog to the line off Cowes against both the wind, now increased to W 6, and the flood tide. The sun shone throughout and made a most enjoyable sail for the record fleet of 1200.

Results: Gaffers over 25 years old:

Moya	elapsed	10.21.37	corrected	11.08.14	pos. 1	Shamrock Ty.
Skipjack		12.14.11		11.09.35	2	
Patsy		12.27.13		11.18.28	3	
Iseult		11.12.37		11.21.22	4	
Fsi Fsi		11.47.03		11.34.19	5	
Venture		12.01.45		12.01.45	6	
Brunette		13.44.53		12.05.04	7	
Onward of Ito	retired					
Tiphaine	scratched					

Gaffers under 25 years old:

Pollyanna	13.07.30	10.54.25	1	Jubilee & Discovery Ty.
Content of L	12.13.35	12.31.55	2	
Tessa	time expired			
Dark Secret	disqualified			

CELEBRATION RALLY 30th June 1984 - A Rally was held at Wicormarine, Porchester, on Saturday 30th June to celebrate the 25th anniversary of the first race for Old Gaffers in the Solent on 27th June 1959. It was attended by 27 boats with other crews coming by road for the Barbecue in the evening. The weather was perfect and a jolly gathering of some 100 members and friends was enjoyed by all. We were especially honoured to have present Elder Gaffers Mike Richardson and Alec Rangabe, two of the three original organisers, together with their wives. Stan Lindsay-Wood, who competed in the first race, came all the way from Cornwall. These three were presented with commemorative plaques by the Area Vice-President Les Bowen. Also present was Ken MacKay, the race officer in 1959, and his wife. It was also a great pleasure to see our President Robert Simper who had come down from the East Coast. The local press gave a good coverage with a contemporary picture of 'Collina', illustrating a history of the Association in the weekend Sports Mail. Chris and Ruth Waddington did a superb job of preparing their yard for the event, providing makeshift seats and tables in plenty as well as giving free mooring. A public vote of thanks is very much due to them for their part in making it such an enjoyable evening.

Sam Bayliss.

CLYDE AREA

Like Mark Twain's death, reports of the demise of Old Gaffer racing on the Clyde proved greatly exaggerated.

The traditional races from the top of the river to the Kyles of Bute and back took place on Saturday 9th and Sunday 10th June, with eleven entries, numbers held up well against previous years. They varied from the majestic Rosa & Ada, the Whitstable oyster smack, designed and built by Collar in 1908, to the tiny Idaho, a survivor of the old Inellan class and looking young for her 94 years.

In the light, patchy conditions, a helmsman had to back his own hunches and Tony Vogt's in Veryan proved most reliable. Veryan is a Falmouth Quay Punt by R.S. Burt - by no means a ghos-ter and her skipper kept her footing splendidly in the light airs.

Just before Toward a fine steady sou-westerly settled in. Veryan was first to profit but she was hounded all along the Toward shore to the finish of the shortened course at Ardmaleish by Beroe - short-handed, but sailed by Ian Abernethy with all his usual dash and skill. Penelee was third to finish, but could not save her time on the smaller Minna, a charming McLean yawl, though only a precocious fifty year old.

On the Saturday evening, a muster and prize giving in the Colintrave Hall was enjoyed by about 60 people.

It may have something to do with the previous night but Old Gaffers never exactly crowd the starting line on the Sunday morning. Either that or slow running starts are difficult to time. Thistle, that varnished testimony to both the beauty and practicality of the early Alfred Mylne designs, was racing. Despite - or because of - her individual ideas about the correct jibe to be on, she slowly but steadily pulled away on what was a tranquil dead run. The light conditions became if possible

even lighter and again the course had to be shortened - this time at Toward Point. Rosa and Ada did wonderfully well in the flat conditions and was second home followed closely by Minna and Veryan. The TCFs stood these results on their heads. By a salute to the handicapper's art, Camilla and Captain Muntty were 2nd equal with little Idaho coming up to 3rd.

RESULTS:

SATURDAY	1. Veryan	2. Beroe	3. Minna
SUNDAY	1. Thistle	2. Camilla/ Capt. Muntty (equal)	3. Idaho
OVERALL	1. Veryan	2. Minna	3. Beroe

Once again the gaffers and the sunlit (on Saturday at least) Firth complemented each other. An abiding memory is of old boats and young children.

For their part in what was a highly successful weekend, special thanks are due to Frank Coghill and Jim Buchanan, the race officers. As owners of five modern Bermudian sloops, they have temporarily lost their way - but they could be back.

It is hoped that an autumn social cum business function can be held to add some substance to the present somewhat ad hoc arrangements.

Bill Courtney.

LATE, LATE ADVERTISEMENTS:

RADIUM 43' Morecombe Bay prawner. 11'6" beam, 5'6" draught. Pine on oak. Built Latham, Crossens, 1904. 3 cyl diesel. Jeckells suit of sails. New standing rigging. Deck recanvassed. Present owner 24 years. Sale due to advancing age (owner not boat). Discussion around £8,000.
C.H. Peacock, Grannys Well, Mixtow Pyll, Lanteglos-by-Fowey, Cornwall. Tel: Polruan 312.

WINDFLOWER Exceptionally pretty gaff sloop. Designed by Capt. Westmacott & built to a high standard by Woodnutts, Bembridge, I.O.W. 1932. 26' x 21'6" x 7'6" x 4' + bowsprit. 2 berths + pipecot - in Summer there is room to sleep in cockpit under spacious cockpit cover. Lead keel, bronze fastenings, teak brightwork. Recently installed diesel engine & new sails. Large inventory incl. heater, anchors, splendid 12" oil nav. lights, autopilot, log & compass. Sails well & is easy to handle. Lying Solent area. £6,250 o.n.o.
Charlie Coxwell, 11 Deanes Park Road, Fareham, Hants PO16 ODG. Tel: (0329) 286945.

COPY IS URGENTLY REQUIRED FOR THE NEXT NEWSLETTER.

DEADLINE DATE 15th SEPTEMBER.