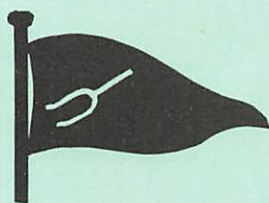


1984/3



Old Gaffers Association Newsletter



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~~Braeside, 2, Greenbank St., Galashiels,~~

~~Selkirkshire TD1 3BL Scotland~~

Steps Cottage, Playden, Rye, Sussex

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

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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

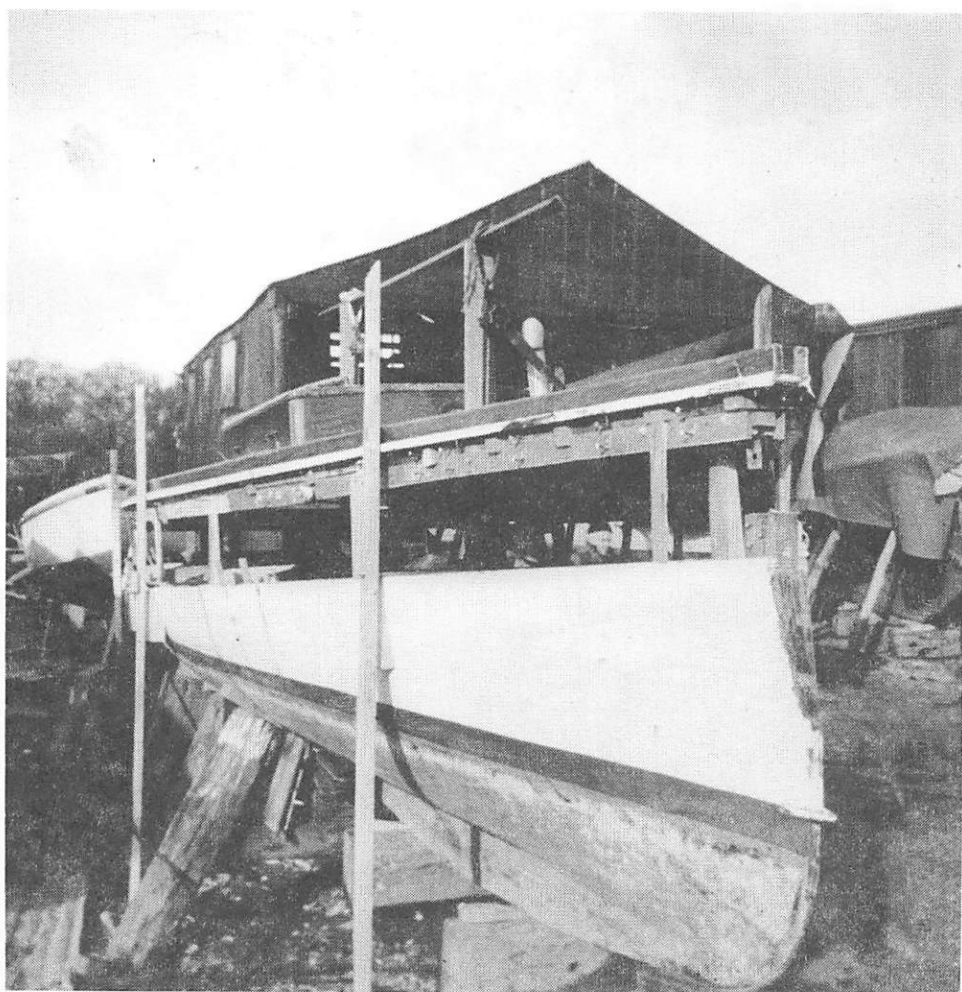
		U.K.	OVERSEAS
Membership Flags	18"	£8.25	£8.50
	12"	£7.75	£8.00
Burgees	36"	£7.15	£7.60
	24"	£6.25	£6.50
	18"	£4.25	£4.50
Ties (Multi-motif)		£3.00	£3.25
Brooches (pin type)		£1.15	£1.30

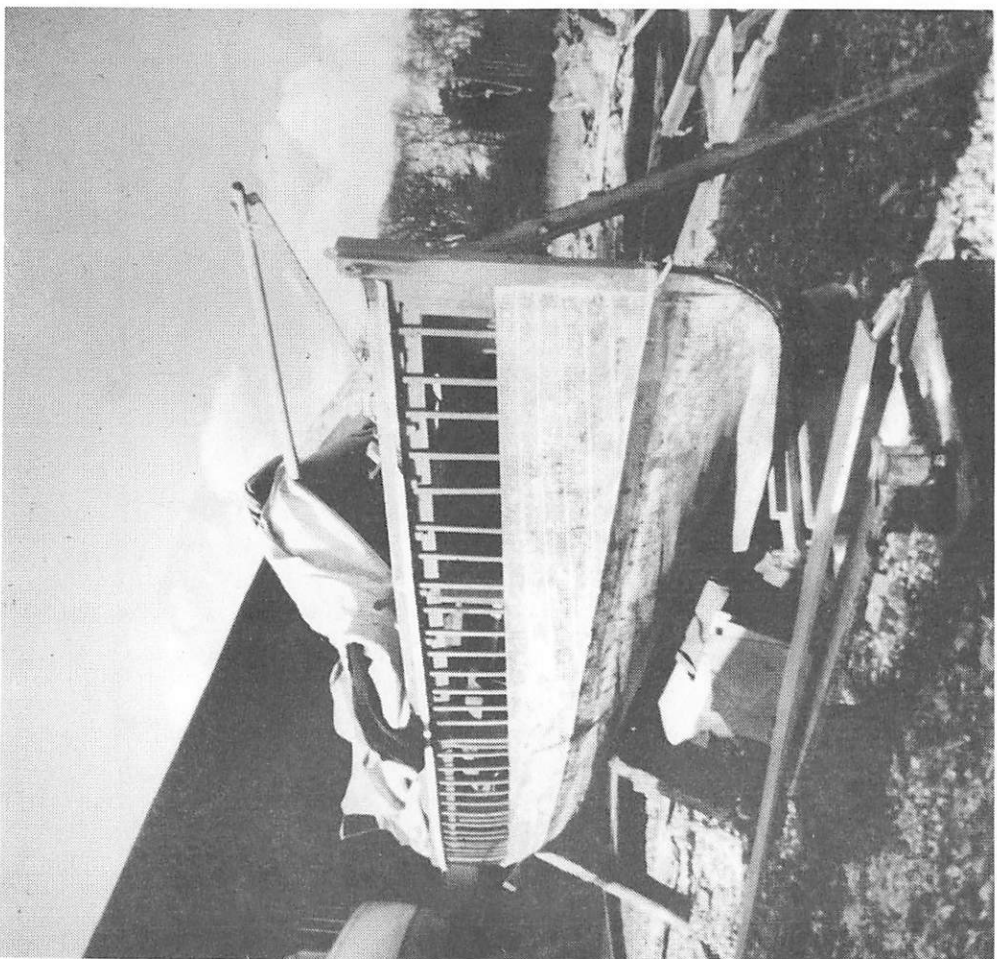
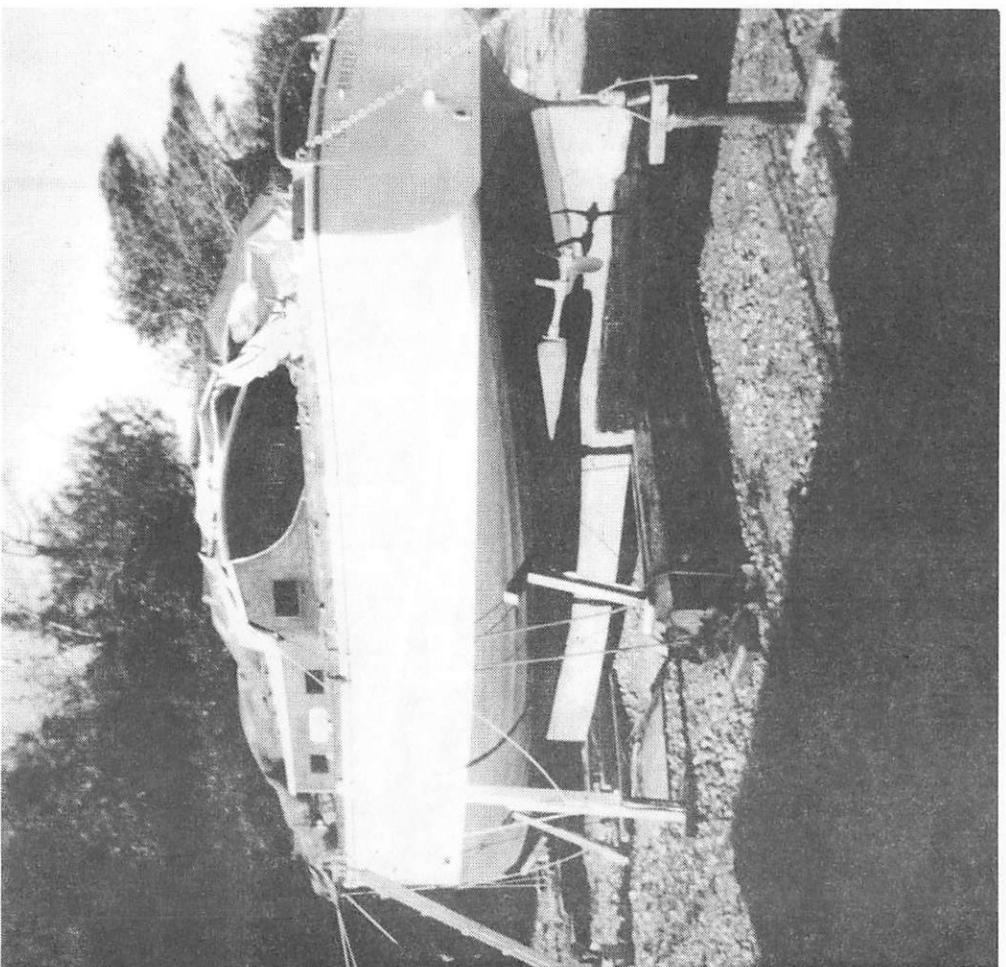
Prices include postage and packing — surface mail for overseas.

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.





Additions to addresses on the opposite page:

President:	Robert Simper, Sluice Cottage, Ramsholt, Woodbridge, Suffolk
Hon. Treasurer and Membership Secretary:	W. A. Brown, Wheal Cock, Porkellis, Helston, Cornwall TR13 0JS
Newsletter Editor:	David Cade, Steps Cottage, Playden, Rye, Sussex TN31 7NT Telephone: (0797) 223040
North Wales: (change of address)	D. A. Caton, Moss Towers, 30-32, Greenfield Road, Colwyn Bay, Clwyd

COVER PICTURE: SEA BREEZE (499)

"Sea Breeze" was built in 1873 by Bishop at Newport on the Isle of Wight. She was bought in 1920 by Mr W. Jurd who was a professional yacht skipper living in Hamble. The lead keel had been removed during the first world war and a new one was fitted by his brother-in-law, Ernest Primmer of Primmer and Snook who had a boat yard at Bursledon Bridge. The boat was then raced in the local Regattas during the 1920's and '30's with some success.

The present owner Stan Lindsey-Wood continues: "I made the acquaintance of Bill Jurd during the 1939-45 war when I worked in an aircraft factory at Hamble. After fitting out in 1947 he allowed me to use "Sea-Breeze", he being away yachting on board a lovely 54 ton Bermudan Yawl (Elaine). "Sea-Breeze" was sloop rigged, and only had 15" freeboard. Coming back from Keyhaven one Sunday in 1950 with wind against tide in the Solent, we could feel and see the deck moving, and during the next week, we put her on the hard at Port Hamble, where I was then employed as a plumber in the engineering dept. After removing some of the lining boards we found 8 steamed timbers broken on the turn of the bilge, the condition of the cabin top and deck and deck beams resulted in us being left with an open boat, with a drop keel! We put a set of new steamed oak timbers, right through the boat from stem to stern. Timber was under control by license then, but as the manager of the yard and Bill Jurd were friends, he helped in obtaining some timber. I then fitted oak deck beams which were dovetailed and bolted, and all the sick timber was replaced. The hull was burnt off on the outside and was painted with red lead, I bought a 56 lb tin in a surplus store in Southampton; I shudder to think of the cost today. We fixed a new deck in parana pine, all painted with red lead, and then covered with canvas. From Howards Timber Merchants of Southampton I obtained a plank of timber to make the cabin sides, it was the time of clearing the African forests for the ground nuts scheme. The foreman of the timber firm showed me some timber in the size and price we could afford; it was called "Ducie" - I have never heard of it since. After working, summer 1950 and that winter, she was afloat again for 1951.

"I used her at weekends, usually single handed and in 1959 we took part in the Solent Old Gaffers Race when we took second prize and were soaked through. I still have the glass tankard which was presented to every boat completing the course, I believe they were hand painted by Fiona Beale who owned Devon Maid, and now lives in Cornwall. I used the boat until Bill Jurd died in 1962 aged 79. Just before his death I had asked him if he would part with "Sea-Breeze" and he sold it to me for the value of the lead keel, £35. The following year I decided to go ahead with the idea of taking the deck and cabin off, and raising the topsides by 10". I drew the profile of the boat, and another with the 10" added, thinking that it looked about right. I then had to plan how to carry it out. I decided to make three tie bolts across the boat, spaced 1/3 - 2/3 of the length of the boat, 8ft. - 16ft. from the stem. Outside I had three wood

uprights with shaped blocks of wood to fit the hull and the tie bolts through the uprights to hold the hull in shape, when the deck was lifted. The stem had a scarp in it, so that was removed and another made 10" longer, the sheer strake each side was removed to obtain access to the steamed timbers below the beam sheff. The timbers were cut and 20 minutes later the deck was elevated and resting on 10" distance pieces of wood, the end of two months' preparation. Then followed fitting steamed timbers from stem to stern at about 3" centres. Then two 5 inch larch planks were fitted each side with red lead everywhere it was possible to paint.

"I decided to improve the floor space in the cabin and cut the drop keel box down to the floor after which I cut the metal plate into an L shape to fit. She had leaked badly along the gearboards when under way, so I made 20 steel floors, and had them galvanised and made about 200 countersunk bolts by hand. With a new steel mast step this cured the leaks and the interior furnishings then had to be made. At last after nine months' work, mostly singlehanded, she was taking shape. That was back in 1965.

"Since the cover picture was taken a longer bowsprit has been fitted and the keel has had an addition to increase the draft to 2'10".

"In 1975 I moved to St Mawes and I can now see the boat on her mooring from my window at 3 Chapel Terrace, so I hope any O.G.A. member coming here will call for a chat and a drink."

The usual warm welcome to the following NEW MEMBERS:

R.E. Bulgin, The Old Manse, Fair Green, Sawbridgeworth, Herts.	Wild Pigeon 1201
B. Fryatt, Gjåa, c/o Shipways, North Street, Maldon, Essex	Gjåa 1203
G.F.G. Goddard, Cliffdale, Summerfield Road, Vale, Guernsey, C.I.	Jazirah 1208
P. Goddard, 51, Montgomery Road, Bitterne, Southampton, SO2 4RX	Two Sisters 1204
R.S. Heard, 73, Telford Avenue, Streatham Hill, London, SW2 4XL	Coronation 713
I. Jefferis, Fletchers, Gosham Hoe, Chichester, W. Sussex	Orca 1205
C.E. Orme, The Orchard, Much Hadham, Herts SG10 6BS	Samphire 1274
D.G. Rothwell, 36, Penny Street, Old Portsmouth, Hants	Caprice 1206
P. Smallridge, Polteana, Sowdens Bridge, Looe, Cornwall, PL13 2ND	Swift 817
J.W. Tyrrell, Brents Boatyard, Faversham, Kent	Mutual Friend 1207
R.C. Unwin, c/o The Lakes, Higher Street, Kingswear, S. Devon	Spica 1301
The West Australian Old Gaffers Assn., P.O. Box 111, Claremont, W.Australia	
M. Wilkins, Skua, c/o Downs Road Boatyard, Maldon, Essex	Skua 795

*

The following members have changed their address:

G. Benton, 34, Gravel Lane, Ringwood, Hampshire, BH24 1LN	Tee Jay 987
J.P. Bottrill, 30, Caernarvon Road, Chichester, W. Sussex	Athena 1160
D.G. Carne, Vernon Point, Vernon Place, Falmouth, Cornwall	Tomtit 936
	Benbecula 1096
D.A. Caton, Moss Towers, 30-32, Greenfield Road, Colwyn Bay, Clwyd, N.Wales	

Change of address (contd.)

D. Childs, 78, Tower Street, Brightlingsea, Colchester, CO7 0AN
Merlin 463
M. Hatton, 91, Great Meadows, Astley Village, Chorley, Lancs
Moby Dick 1202
P.A. Heighway, "Middle Meadow", Dittisham, Dartmouth, Devon
Pierce Eye 473
W.S. Humphries, 76, Mortlake Road, Kew, Richmond, Surrey, TW9 4AS
Dorothea 756
J. MacNiven, 5, Mirlees Drive, Kirklee, Glasgow G12
Captain Munz 1146
P.T. Markham, Old Farm House, Shillingford, Oxfordshire, OX9 8EH
A. Marshall, The Cottage, Strawberry Valley, Dartmouth, Devon, TQ6 CNB
May Blossom 86
A.R.G. Munro, 6, Cornwall Road, Felixstowe, Suffolk
Kismet 829
J.B. Slocombe, 13, A'Becket Gardens, Worthing, West Sussex BN13 2BW
G.D. Taylor, Doldabretta, 38, Ruins Barn Road, Sittingbourne, Kent
Grebe 887

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

A.J. Armstrong, 46, McLeod Drive, Helensburgh, Dunbartonshire
T.J. Bailey, Willow Thatch, Stebbing Green, Dunmow, Essex
R. Barnard, 10, Clifton Terrace, Wivenhoe, Essex
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
R.B. Kenyon, 8, St. Vincents Hamlet, South Weald, Brentwood, Essex
P. Martin, 16, Newbattle Abbey Crescent, Dalkieth, Midlothian

EDITORIAL COMMENT

First our grateful thanks to Miriam Scarlett for the previous Newsletter and indeed for all her work for the Association together with John over these past twenty-one years, I am sure no-one will ever emulate it.

It has taken a little while to get sorted out but I hope that from now on newsletters will return to their former regular four times a year. (I hesitate to say Quarterly.)

Bill Brown, our Hon. Treasurer, has taken on the mantle of Membership Secretary as well so that all applications for membership, changes of address and similar matters should be addressed to him in Cornwall.

Dick Dawson (Lone Wolf) has volunteered to take over and maintain the Boat Register but details of how the new system is to function have not yet been worked out. You will all be informed, probably in the first issue of the New Year.

One of the things that I have inherited with the Newsletter is the collection of photographs. More about these in the next issue but I notice that there are very few good pictures of boats since the late 1970's. Now many a good ship has emerged into our midst since then and it would be nice if owners (or others) could donate a useful enlargement of their boat photographs for the record. This is especially true of all areas outside the East Coast and Solent.

Photos of groups of boats, races etc. are all welcome and increase our archives. If you are able to let me have any such photographs it would be helpful if you would give consent to publish at the same time if this is possible.

ISEULT (583)

Iseult was the subject of the cover of the last issue and unfortunately the history to go with the cover and accommodation and rigging plans could not be found in time for that issue but follows now.

The cover photograph of Iseult was by Beken of Cowes.

ISEULT - A HISTORY

In May 1909, Yachting Monthly published a letter from Norman Deakin, of Seaview, Isle of Wight, in which he described his yacht being built by Ashton and Kilner at Hamworthy in Poole. Sidney Burnett had drawn the lines following Deakin's ideas of "as good a sea boat for the given dimensions as possible, an easily handled boat which be taken about single-handed if required, comfortable living quarters for three months at a time". He gave details of her construction: 1.1/2" pitch pine planking with English elm garboards, grown oak frames on 15" centres, pitch-pine deck painted red ochre, barge fashion, and all copper fastened. Deakin reckoned that the latter would increase her selling price by 30%. The letter gives the yacht's lines, sail plan and accommodation and the lines of a sailing tender.

Deakin was an experienced yachtsman. His obituary in the Royal Cruising Club's journal of 1930 describes his knowledge and love of the sea and yachts as "deep and sincere". He spent much time and thought on the yacht's details. The anchor windlass was positioned abaft the mast to centralise the weight of the chain, which stowed under the saloon table. In this position, the windlass doubled as a hal-liard winch, with two warping drums. Running poles, sweeps and the like were stowed on lumber irons, an idea he took from the Sussex fishing luggers. The irons consisted of brackets which slotted into fittings on the side of the hull, and with the poles in position, doubled as guard rails. The binnacle was fitted in the aft cabin with a window into the well so that it could be seen by the helmsman and at night the binnacle light was sheltered from the wind. A tiller rack was fitted.

The accommodation consisted of a fo'c'sle with two berths and a coal fired range, a saloon with two settees doubling as berths and an after cabin "to give the ladies privacy" with two berths, settees inboard of the berths and a dresser. A flushing toilet was installed to the starboard side of the passage connecting the saloon and the after cabin. The companion way descended into this passage. Only the saloon and the ladies' cabin were lined, and then only from the level of the settees to within 4" of the shelf. Deakin wrote that he liked to look after the state of a boat's skin, something often neglected and frequently a source of dry rot. All the accommodation was finished in laquered red pine and white enamel. He rigged as a cutter with flax sails and a cotton jib topsail. She was launched as "Prudence" and given the official registration number 128583.

On 9th June 1910, together with Burnett and a paid hand, Deakin set sail in Prudence on a cruise which took them from Seaview, around Britain via the Shetlands and back to Seaview. The paid hand did not enjoy his berth, having been used to fishing boats, and he left the yacht at Holyhead, as he "missed the company of his kind".

The log is comprehensive and mainly factual, giving details of courses, weather, log and barometer readings from day to day. Many of his problems are familiar to today's yachtsman but every now and then a comment shows the difference between 1910 and today. On June 15th he had to get out the sweeps to clear The Longships as it was flat calm and Prudence was being set on by the tide. He describes the fishing fleet at Lerwick on 9th July, lying in tiers at the quay for a Sunday rest; a fleet of 750 steam and 300 sailing drifters. Deakin's design of a good sea boat was borne out on a number of occasions. On June 26th, beating from Eigg to Oronsay with a deep reefed mainsail, foresail and spitfire jib, he describes the northerly force 7 as "a fine sailing breeze". Again, on July 18th at 3 a.m., he had to heave-to and call Burnett to help him take down the second reef and stow the foresail in a violent ENE squall. Despite the nasty breaking sea the yacht lay quietly while they shortened sail. Instead of continuing to Lowestoft, they ran back for the Humber. He later admitted that other hardy mariners would find this faint-hearted but he decided that as they were tired from their passage from Montrose, a snug anchorage was an inducement not to be turned down.

The log of this cruise won the Royal Cruising Club Challenge Cup for 1910. In all, Deakin covered approximately 4,000 miles that season in Prudence, nearly all without a paid hand.

In another letter to Yachting Monthly, published in 1911, Deakin records some changes he made as a result of his first season's cruising. He decided that a longer mast was necessary so that he could set a jib-headed topsail. He raised the after skylight and forehatch by 9" to improve ventilation. He found the running backstays unnecessary and replaced them with an additional pair of shrouds. He also lengthened the bowsprit and replaced the 2.3/4-ton iron keel with 6 tons of lead, removing much of the internal ballast, but in all other respects found Prudence admirable. He also notes that his two main anchors weighed 126lb each and "after a little practice are easily got aboard single-handed, without the aid of the derrick boom". The letter has further interest as he explains, tongue in cheek, that his compass "... strange to relate, is found necessary..." It seems that certain correspondents stated that "compasses are dissipated things".

Despite his glowing reports of Prudence's performance he sold her in 1911 to Professor F.W. Lanchester, who designed the first English petrol engined car in 1885 and was an astronomer, painter and an authority on Wagner. Presumably it was this latter interest that caused him to change Prudence's name to Iseult.

In 1921 Yachting Monthly published a five page article describing Iseult, with some delightful sketches. Many of her deck fittings are the same today, including the second pin on the starboard side of the fife rail, which was bent even as long ago as 1921. Iseult also appears in B. Heckstall-Smith and Capt. E. du Boulay's book "The Complete Yachtsman". There is a two page description of her, used to illustrate the qualities of a "very wholesome type of yacht".

Professor Lanchester sold Iseult in 1921 to Colonel A.M.B. Gage, who fitted her first engine in 1923. Deakin had included auxillary power in his original plans but this had never been fitted. In the winter of 1926-7, Iseult went into George Martin's yard in Cowes, where her counter stern and mizzen mast were added. She was in good company, as the yard was replacing the Royal Yacht Britannia's copper sheathing and re-decking Gage's 100 ft. schooner Amphitrite.

In 1928 Colonel Gage sold Iseult to Major B.C. Windeler, who in 1929 sold her to Sir John Holder. Sir John writes that he considers that the counter stern was poorly built and he writes at length on the engine, finding "those old thumpers" to be much better than modern lightweight machines. He never raced her and was usually too short-handed to set light weather sails, but he set a squaresail for running. However, he eventually sold her as he found that the traffic down to the coast was getting so bad that he was spending more time on the road than the water. Instead, he took to the air in a second-hand light aircraft. In those days, he writes, it was just as exciting and cheaper than yachting.

There is a gap in Lloyd's Register and Iseult does not appear from 1935 to 1937. She reappears in 1938 as owned by Air Marshall W.G.S. Mitchell and with an R.O.R.C. rating of 24.69 ft. Little is known of Iseult in these years before the war, but there is good evidence to show that she spent the war years up the Hamble, possibly at Moody's. Air Chief Marshall Mitchell died in 1944 and after the war his widow sold Iseult to Kevin O'Riordan.

Letters from Commander A.C. O'Riordan, Kevin's son, have put to rest the rumour that Iseult crossed the Atlantic. It is his voyage with Humphrey Barton in Vertue XXXV across the Atlantic in 1950, a classic small boat story, that is probably the origin of this tale. Iseult was kept on a swinging mooring in the Lymington river. In one of Colin O'Riordan's letters he describes her as a magnificent sea boat and probably as good a boat as they ever owned. In 1956 O'Riordan sold Iseult. Colin was on foreign service in the Royal Navy and it was difficult to find crews, so he was unable to get the use out of her to justify keeping her.

She was bought by Commander Hobbs and Mr. McVickers and taken to the Hamble for a major refit and overhaul of the engine. She was then sold to Mr. Moorshed of Guernsey, who took her to St. Sampsons and lived aboard with his family. Sadly, bedding fell on to the flue of the coke stove and the resulting fire damaged a number of deck beams. She was returned to Hobbs and McVickers, taken back to the Hamble, refitted and sold to Mr. P.H. Cox Martin in 1958.

Cox Martin fitted a new 4 cylinder B.M.C. engine. She left Poole for the Channel Islands and was caught out in a blow, during which her old sails blew out and a rope wrapped itself around the prop shaft. She limped back to Poole and became fast on Middle Sands, where the prop was cleared, but as after four days she would not lift she was left on legs. Later she shifted on the tide and as it ebbed she fell over, settled on her side and filled. Once again she needed a refit.

She was sold in 1960 to Mr. T. Taylor and two years later to Major A.E. Pickwood, who took her to Yarmouth I.O.W., which has been her home port ever since.

In 1966 she was bought by Joe Lester, her present owner. Soon after, she became a film star, playing a part in the film "Danger Route". Many stories are told of the filming, but perhaps the best concerns the anchor. At one point the script called for a man to be thrown over the side, so a stuntman was tied to a huge fisherman's anchor and pushed into the tide. Unfortunately, as the anchor was made from expanded polystyrene, it failed to sink despite the stuntman's frantic attempts to swim it under the surface. In 1975 Iseult entered the 50th Fastnet Race. This was soon dubbed the "Slownet" by the crew as there was a general lack of wind and she did not have the light weather sails she has today. At the start, a hot, windless day, most of the crew jumped over the side and swam her over the line. Needless to say, when it did blow it was from the wrong direction and Iseult failed to complete the course.

Owing, no doubt, to the generous scantlings and fine materials of her construction, Iseult is in remarkably good condition today. The only structural repair necessary, as far as can be told, was the partial replacement of two frames to starboard, probably occasioned by the stranding on Poole Middle Sands. She is probably rather unusual among old wooden boats in that the hull has never leaked during the time that Joe has owned her. The main mast appears to be original, as it has a scarph some 5 ft. below the truck, which would correspond with Deakin's comments in his letter to Yachting Monthly in 1911. Although Sir John Holder considered the counter stern poorly built, it gives no cause for concern, though it is arguable that the presence of a mizzen adversely affects her performance under sail.

The last 15 years has been a period of gradual improvement. The old working rig of jib, staysail, main and mizzen has been augmented by a large yankee, a genoa which sets inside the yankee and a sizeable jackyard topsail. The working staysail has been replaced by a tow foresail. All this canvas requires a good deal of backup and Deakin's "unnecessary" runners have been reinstated and additional masthead preventers are rigged with luff tackles led to a windard sheet winch. Under conditions of heavy load, two men are required to set the preventers up tight and keep the mast straight. Four sheet winches are used and as a result it is possible to race successfully with a normal cruising crew of two and two halves. Auxillary power is now provided by a 6 cylinder Ford diesel of ample proportions.

The accommodation has been altered on several occasions. When the counter was added, a new companionway was installed aft of its earlier position, opening into the well and running through the ladies' cabin. With the advent of the doghouse and its navigation space, it has been possible to extend the galley and install a small refrigerator. The saloon is largely unchanged from its original layout, but, alas, the magnificent ladies' cabin is no more. Most of the space is occupied by the engine, and all that remains are the two quarter berths, still the most comfortable on board.

The largest job undertaken in recent years was the installation of the second doghouse. The first was designed to be easily removable and required no structural changes to the hull or decks. In preparation for the permanent structure, the 2" teak companionway was removed and the deck cut back about 18" on either side, requiring new carlings and a bridge deck beam running the full width and forming the after end of the new structure. The complete doghouse, 6'6" long, was made from iroko with a marine ply and laid teak roof. Joe and Don, who did all the work, also constructed a magnificent pair of panelled Iroko doors opening into the cockpit. The house contains a large chart table and associated stowage, all instruments and electrical controls and seating for four.

The original saloon panelling has recently been scraped down and revarnished and the old cabin sole replaced with varnished douglas fir planks edged with teak. This is typical of the continuing improvement work and follows the construction of the galley extension, all of which goes to improve her appearance and comfort below.

Performance under sail used to be poor in light airs, but is now good with the new headsails. However, where Iseult really excels is in a fresh breeze. The great strength of her rig and natural stiffness allow the use of the yankee, tow foresail and full main when other yachts of a similar size have snugged down. Then, the slowing effect of her bluff bows is overcome and she can turn in some good performances. Under these conditions she has sailed from Cherbourg to the Needles in a near gale in 8 hours, an average speed of 7.1/2 knots. Even in a moderate breeze, the same passage has been made in less than 10 hours, without taking any more than the occasional burst of spray on deck. These are creditable performances for a 30 ft. waterline yacht.

Her normal cruising range is the west Channel, concentrating on the Channel Islands, North Brittany and South Devon and Cornwall, although occasionally she ventures into the Bay of Biscay. Time is the great limitation, otherwise it is certain that longer cruises would be undertaken. She has been a regular competitor in the Solent Old Gaffers Races and has attended a number of summer rallies, notably those in St. Malo and Plymouth. In 1979 she won the Solent Old Gaffers Race, a fine 70th birthday present. She enters the Island Sailing Club Round The Island Race each year.

Iseult is a fine, strong, seakindly yacht. Unique, for she was one man's ideal. Today's yachts may not demand so much care and hard work, but I wonder how many of them will have the character, as well as the construction, to last more than 70 years?

Dick and Pat Dawson

Iseult - Synopsis of Construction

Designer -	S. Burnett	Mainmast -	45' x 9" max, douglas fir
Builder -	Ashton & Kilner, Poole	Mizzenmast -	25' x 4.1/2" max, spruce
Date built -	1909	Bowsprit -	16' (11' outboard) x 6.1/4" douglas fir
	counter added 1927		
	doghouse added 1981	Main boom -	22' x 5", douglas fir
Dimensions -	LOA - 41.9ft. (was 35ft.)	Main gaff -	15' x 5" max, douglas fir
	LWL - 30.5ft.	Mizzen boom -	8' x 4", douglas fir
	Draft - 6.25ft.	Standing	
Tonnage -	Reg'd - 12.25/100	rigging -	mostly galvanised, stainless outer forestay. Mostly bronze bottlescrews
	Thames - 14		
Planking -	1.1/2" pitch pine (elm garboards), carvel		
Frames -	4" to 7" section grown oak	Sails -	terylene, app. 1300 sq.ft.
Deck beams -	3" to 4" section grown oak	Engine -	Ford 6D 6-cyl diesel, 80 bhp driving 19" 3-blade prop through Borg-Warner gearbox
Keel, stem and sternpost -	grown oak		
Deadwood -	oak and elm		
Floors -	2.1/2" x 3/4" wrought iron		
Knees -	oak and wrought iron		
Ballast -	6-ton lead keel		
	app. 2 tons internal iron pigs		
Fastenings -	Hull - copper and bronze		
	Deck - iron secret nailed		
Coachroof -	2" pitch pine cabsides with pitch pine planking on oak		
Doghouse -	1.1/4" iroko with teak planking on ply roof		
Forehatch -	1.1/2" teak coaming		
Cockpit -	2" teak coaming		

AREA RAMBLINGS

EAST COAST If you did not collect your 1984 Race Plaques Jon Wainwright has a few left.

Diary Dates for 1985: East Coast Race: 27th July at 0930.

Stour Rally : 24th-26th August at 1000.

Brightlingsea Regatta: 3rd-4th August.

1984 EAST COAST RACE

For some years now, the race entries for this premier OGA event have been falling, and even with all the efforts for last year's twenty-first race, we could hardly slow down the trend. There are several reasons for this - more traditional craft events, most of them sponsored, perhaps the same old names on the pots each year.

Well this year it was different! With 95 entrants (20 up on last year), 93 starters and 93 finishers quite a few records were broken. There were 24 starters in class III for open boats, nearly twice as many as 1983, and a very good entry in class I, with many new boats to the race. Only class II was down (a reflection on the contemporary squeeze on the middle classes perhaps?) and we had no foreign entrants.

There were the usual admin problems of late entries - 30 in the last week, and one on the ten-minute signal, but the new members of the committee had done sterling work, and coped with the increased workload, with just enough programmes etc.

Friday night had a showing of the 1983 race video, with continuous performances, whilst Rob Williamson demonstrated the ancient pre-computer art of working out handicaps. Tired, we left Stone on Friday with 89 entries, thinking it would be nice if we got one more to make the 90.

Well on Saturday at 0130, they were waiting at the clubhouse door for us, like tom-cats expecting to be fed after a night on the tiles! I did manage to catch one or two glimpse of the Classes I, II, IV start in between though. It was a beautiful sight. Queen Galadrial massive rig was being clothed, a huge barge size topsail being raised on the main topmast, making even Helen and Violet's look small. There a noise of creaking gaffs and squealing blocks, the odd guffaw (must be Tollesbury again) and busy little gaffers swarming round the Tjalk Neljan like bees round a honey-pot. There were gaffers so new that they had not even been named, and gaffers so old that their identification numbers had worn out. 125 years of gaff rig in action. Hyper-efficient Jade sails, tasteful Shiela sails and good old tan smack sails. There was rotten wood, sound wood, GRP and ferro-cement all being propelled around the Blackwater by gaff and a whiff of Southerly (so much for the Met's northerly!).

As the starting time neared, all eyes were focussed on Neljan, who had already started to run for the line. And she was moving with the kind of determined pace which must have scared all in front of her. Smaller gaffers peeled out of her way as the line came nearer. We were worried that should she overshoot and have to turn round that she would block the whole log-jam that was sliding down the Blackwater. But no, it was a perfect start, and Neljan was a boat's length the right side at the line. Some boat's length, which enabled Miranda and a couple of smaller craft to squeeze in front of her.

Jim Lawrence's bawley Helen and Violet, who had anchored nearly on line, weighed anchor to join the front of the fleet, whilst the magnificent procession slid by. The graceful oyster smacks, from the 1983 Mutual Friend to the 1860 Fly went past in droves, interspersed with chunky bawlies from the 1982 Marigold to the 1880's Band of Hope. There Dutch and Belgian built trawlers such as Noorderzon and 'Nellie', Itchen Ferries like 1872 Fanny of Cowes. The north was represented well by the massive Boston Smack 'Telegraph', recently re-commissioned after 5 years work, and the smaller Lyn Shrimper Mermaid. The North-west's sole contribution 1888 Bonita, the only nobby with a clipper bow, was sailing well too. Colin Archer's ancient and modern such as L'Atalanta and Skua provided a Scandinavian touch, whilst the wide variety of yachts from the 1905 Albert Strange Shiela to the new boats of the eighties carrying the traditional message once again completed the everchanging composition.

Still the fleet was passing, all 69 of them in Classes I, II and IV. 1000 tons of timber driven by 50,000 square feet of traditional sail.

What a start!

Then it was Class III's turn. The open boats' race used to be a bit of an after thought, but not to-day, with twenty-three of them jockeying for position. Like the large craft, we had variety both in boats and crew. There was the dangerous looking sharpie 'Fortuna' crewed by two determined ladies. There were the jovial Tollesbury boats such as Dorade and the 1899 Winkle brig Mystery. There were luggers ancient and modern such as Ben Dale's 'Miss Anything' (Trinity House pilot gig) and Scaffies Moonstone and Reboate II. There were lofty rigs such as set by Peter Brooke's Wanderer compared to the snug little Jackcrick.

Class III made as good a start as the big 'uns, with not one boat over the line prematurely. Dorade was first over, I think, hotly pursued by the lady-driven Sharpie. Then I notice the 24th starter, Cobweb - still on her trailer, with the Wadesons desperately trying to launch her. Having got her into the water, they piled in and were away. As I pulled their trailer back up the beach, I envied them, sailing after the others, towards a horizon speckled with tan sails. If only I could have been there!

But in these days of shorthanded bridgecrews there's no respite - Brenda and I had to sort out the prizes and polish them, put the entry cards into alphabetical order etc. - we'd hardly done that when a message came through that the Class III leaders were on the way back! Sure enough gaff sails in the distance were visible coming past Bradwell already. But with little tide advantage, we should have a couple of minutes for a bite to eat before they arrived.

We hadn't unpacked lunch when we saw Dorade slicing up to windward about half way along St Lawrence Bay. We made a dash for the bridge and saw horror of horrors that Sharpie just about to finish. A quick blast on the hooter, we thought we had saved face - more about that later! Then came Dorade and another blast on the hooter, a long way ahead of the third boat, so we were just about to grab another bite when we received a third blast. Not from the hooter, but from the determined lady crew of Fortuna - hadn't we seen them cross the line on the far side etc. etc. 7 min. 50 seconds ago etc. etc. Oh dear? A diplomatic reduction in elapsed time was enforced etc., but this was a case where a declaration form was important. Anyway Fortuna looked beautiful, skimming over water - boat, rig, crew in perfect harmony.

Unfortunately identification was a big headache, as many boats finished on the far side of the river, about two miles away. A limit mark ought to be re-instated, I think!

We had hardly timed in the first half of Class III, when the Sheena came in, going like a gaff rigged missile. An 8.5 metre bermudan boat originally, she did not seem any slower for the older rig. Staysail, main and topsail drawing well on a close fetch, she was really covering ground. Hot in pursuit, however, was the inevitable Jade, perfectly handled, well within her time to take the O.Gaffers Trophy. Helen and Violet again was the third boat in, and first working boat home. Her powerful hull heeled little, compared with the two yachts, but her huge white topsail was really putting a bone in her teeth.

It is difficult to give a detailed account of the finish, as so much time was spent in trying to identify boats craning on the far side. But I spotted a green Shrimper on the Goldhanger shore which had reached across from Bradwell, and it was Samphire, sailed incredibly well for her size and rig, and with her rating she was even ahead of Jade on corrected time.

There were few gaps in the boats coming streaming in now, and I confess to being almost pleased when one gaffer ploughed into Thirstlet Spit. If they all did that, we might be able to catch up on our admin., but no, at least six gaffers near the incident quickly put in tacks. It was 'Alan' who grounded to win the Thirstlet Spittoon, but was also Alan who scraped off a few minutes later to take 10th place on corrected time - a unique achievement.

The wind, which had freshened and veered to bring the big boats home, as well as the traditional Class II Flyers like Shiela Plover and Quay Punt Greenshank, now turned to West of South. L'Attalanta and Tarka had to put in tacks, but they were lucky compared with the last thirty boats or so, who were now near becalmed.

Time to catch up on some handicapping and corrected times!

Then I heard Rob Williamson say "Er - have you seen what's coming?" We looked to see a mass of straining canvas and timber running before a fresh easterly as the massive 'Queen Galadriel' and twenty other boats surged across the line together. The hand was on the hooter continuously - it was impossible to see some of the boats on the far side of the Baltic Trader. A similar performance took place with Neljan's finish, again a large craft bringing in her windshadow and sucking along in her wash a host of small boats. But when 'Tiny Mite', a miniature spritty came in, not only was that it, but all the starters had finished, a rare, rare feature of an Old Gaffers event, and a credit to all taking part. Even those who had sprung top masts like Skua had kept going.

With relatively few complaints the positions were worked out, and the prizes awarded by Frank Mulville, transatlantic commuter in Iskra, who had also been racing today. Some thoughts were spoken of how much Jas's work in the past, and how much his drive had made the East Coast Race and the O.G.A. the successful operations they were. What better memorial to a man.

Finally my thank yous. Thank you Stone Sailing Club for Stan Atkins help on the bridge, for your bar and your premises and the ferry service. Thank you Brenda Jago for your very brave help. If you hadn't struggled against a shocking cold and taken all the times down and completed the handicap adjustments, we just would not have had a race. There was just no-one else for so much of the day. (HINT to EC members not racing - how about a hand!)

Thank you committee - new to the job you might have been, but you all did what you said you would do, and did it on time. Your pre-race work meant we could cope with the unexpected when it happened.

Thank you all you entrants - the hassle and harranging is all worthwhile if you take part as you did. And taking part is what it is all about. You've all worked hard on some part of our heritage of traditional craft - the scene was truly magnificent.

RACE RESULTS - Classes I, II and IV

Final Posn.	Name of Boat	Corrected Time Secs.	Elapsed Time Secs.	Class	Final Posn.	Name of Boat	Corrected Time Secs.	Elapsed Time Secs.	Class
1	Samphire	19056	23382	2 *	21	Mary	22275	22940	1
2	Jade	19143	21199	2 *	22	Fly	22372	23525	1
3	Sheena	19644	20743	2 *	23	Miranda	22426	23120	1
4	Golden Plover	20142	22632	2 *	24	Bactrian	22445	27540	2
5	Shiela	20153	22517	2 *	25	Kismet	22476	25541	2
6	Greenshank	20334	22719	2 *	26	Mermaid	22528	22394	1
7	Mole	21241	25530	2 *	27	Una 'B'	22620	22688	1
8	Capri	21336	24136	2 *	28	Dorothy	22666	23367	1
9	Inanda	21438	24334	2 *	29	Ida	22821	23005	1
10	Alan	21514	24255	2 *	30	Gracie	22927	23042	1
11	Hyacinth	21717	21826	1 *	31	Iskra	22944	23484	1
12	Playmate	21731	22062	1 *	32	Peace	22989	21894	1
13	Tarka	21755	25444	2 *	33	Caliph	23120	28092	2
14	Bonita	21788	22578	1 *	34	Marigold	23157	23824	1
15	Stonechat	21835	23968	2 *	35	Taneroa	23232	26400	2
16	Firefly	21974	22677	1 *	36	Bird of			
17	Fanny of Cowes	21979	24779	2 *		Dawning	23305	24175	2
18	Seapig	22002	24285	2 *	37	Skylark	23480	22908	1
19	Janet	22069	22869	1 *	38	Helen &			
20	Francesca	22211	25678	2 *		Violet	23539	21497	1

Final Posn.	Name of Boat	Corrected Time Secs.	Elapsed Time Secs.	Class		Final Posn.	Name of Boat	Corrected Time Secs.	Elapsed Time Secs.	Class
39	Martha	23677	24160	1	*	56	Christian Mary	26631	28092	1
40	Cygnnet	24071	27510	2	*	57	Coronation	26907	28234	2
41	Gwenili	24110	23568	1	*	58	Witch	26923	28490	1
42	Rose of Pagelsham	24133	28127	2	*	59	Band of Hope	27092	26303	1
43	Kittiwake	24286	23880	1	*	60	Alice & Florrie	27230	28513	1
44	ADC	24333	22081	1	*	61	Telegraph	27919	23074	1
45	Kate	24432	24310	1	*	62	Phantom	28074	28074	1
46	Pelican	24462	27060	2	*	63	Mary Amelia	28498	28160	
47	Skua	24463	23866	1	*	64	Tiny Mite	28592	28794	1
48	Lady Hilary	24581	28092	2	*	65	Mutual Friend	28672	28165	1
49	L'Atalanta	24630	25392	1	*	66	William & Emily	28945	28157	1
50	Tamarisk	24787	27323	2	*	67	Nellie	29564	28156	1
51	Charlotte Ellen	25375	22964	1	*	68	Queen			
52	Victoria	25380	28200	2	*		Galadrial	38626	28092	4
53	Cormorant	25760	28092	2	*	69	Neljan	40205	28575	4
54	Privateer	26077	27450	1	*		Did not start - Marshmallow.			
55	Norderzon	26407	26276	1						

RACE RESULTS - Class III

1	Dorade	11008	15594	15	Reboate II	14847	20713
2	Fortuna	11219	14266	16	Rapunzel	15284	21147
3	Wanderer	11254	16046	17	Annie Laurie	15302	20928
4	Native	12289	17238	18	Blackwater Sailing Canoe	15307	19057
5	Mystery	12340	16941	19	Natterjack	15334	20454
6	Migrant	13107	18391	20	Rebecca	15702	22034
7	Laurie	13113	17392	21	Widge	15987	23173
8	Naewe	13776	19238	22	Elver	18150	23800
9	Peewait	13812	19463	23	Coluna	18419	26229
10	Miss Anything	13980	19746	24	Cobweb	19470	28218
11	Jack Crick	14091	20390				
12	Albert & Florence	14227	19256		Did not start - Boy Martin.		
13	Swallow	14374	20688		N.B. Elapsed time in seconds is from 0830.		
14	Moonstone V	14544	20328				

TROPHIES and PRIZES

EC Old Gaffers Trophy	- Jade	Class I	1st.	Playmate
Stone Trophy	- Samphire		2nd.	Bonita
Zetland Trophy	- Dorade		3rd.	Firefly
Class IV	- Queen Galadrial			
Sheave Trophy	- Hyacinth			
Boat World Rose Bowl	- Sheene	Class II	1st.	Golden Plover
Tom Bolton Memorial Cup	- Helen & Violet		2nd.	Greenshank
Cockleshell Trophy	- Fortuna		3rd.	Mole
Duccibella Trophy	- Capri			
Neva Trophy	- Mary			
Seamanship Cup	- Kittiwake	Class III	1st.	Native
(donated by Liferaft Hire Co., Tiptree)			2nd.	Mystery
Titheridge Trophy	- Shiela		3rd.	Migrant
Old Harry Trophy	- Tiny Mite			
Thirstlet Spittoon	- Alan			
Austin Edge Trophy	- Stonechat			
Tarka's Pin	- Neljan			

CINQUE PORTS

Diary Date - Brighton Rally 12th - 14th July 1985.

1984 BRIGHTON MARINA OGA RALLY

This year we were blessed with perfect weather with sunshine and a steady S.W. force 3 rising very slightly as the day wore on but only to die just before the finish.

The only disappointment was the low entry of only 9 but having said that, what a diversity of boats they were - all interesting, some new to us, and looking really lovely.

For those not familiar with the Brighton race we have a skippers briefing at 0900 on the pontoon where all the boats are moored. A jovial affair when it is decided whether the marks as described are where they should be (in the past they have not been) and other relevant matters are perhaps amended. The start is at 1000 and away they went on a triangular course (about seven miles) three times round.

The first leg is inshore past the nudist beach which may be why some boats seem to be slow to get going!

Nerak was first over the line followed by Olive Mary and Content of Leigh. Next Anadin, Sprite, Mildred, the huge Solweig, Three Brothers and Senora (beautiful but under canvassed). By the seaward mark Content had stormed past Nerak and in due course Anadin overhauled Olive Mary. Sprite was going really well but is not happy being pressed to windward so the figures do not do her credit.

As the wind died towards the end Three Brothers and Solweig felt the call of the bar, Senora and Mildred having already succumbed. A glorious day's sailing.

<u>Results:</u>	Elapsed time	Corrected time	Place
Content of Leigh	4.05.47	4.11.55	2
Nerak	4.13.38	4.05.46	1
Anadin	4.36.20	4.58.59	4
Olive Mary	4.56.38	4.35.52	3
Sprite	5.44.01	5.30.56	5

Retired: Three Brothers, Solweig, Mildred, Senora.

John Perkins Trophy	-	Content of Leigh
Pursers Rum Cask	-	Nerak
Evening Argus Trophy	-	Mildred
Speedwell Prize	-	Anadin
Peter Blackburn Trophy	-	Sprite
Ron Wooler Memorial Trophy	-	Content of Leigh

<u>Class I</u>
1. Nerak
2. Content of Leigh
3. Anadin

<u>Class II</u>
1. Olive Mary
2. Sprite
3. Three Brothers (nearly finished)

On the Sunday the Fun Race (fastest from Le Mans start on pontoon to the Palace Pier and back) was won by Senora in a new record time of 35 mins. 41 secs. (Moya previously held this record.)

It was agreed by all taking part that this was a memorable Rally and we all hope to see many more with us next year.

SOLENT

General News Dilkusha has been sold to new owners in Portsmouth who hopefully will be joining the Association. Venture has been bought by Richard Coles (Figaro). News has been passed on that John Richardson and family in Little Windflower enjoyed the Rally at Camaret and were pressing on south heading eventually for the Caribbean. Rod Cleasby in Windhover, who is also heading for warmer climes for the winter, sailed to Falmouth and was last heard of in Brittany. Finally you may like to note that the Solent AGM may be on 23rd February at the RAF Yacht Club at Hamble but is not yet finalised. Firm date and details in the next Newsletter.

Bursledon Regatta - Saturday 1st August 1984

The morning race for Old Gaffers was held in rather flukey W-NW winds of force 2-3 although fresh breezes had been forecast. Twenty gaffers came to the line at Cat Head making a fine sight for the short broad reach to Chilling, but then rapidly spread out on the long windward leg up Southampton Water to Netley Buoy. Those who took advantage of the wind shifts made it without a tack but some were either unlucky or inattentive. Sorella rapidly drew away from the fleet followed by Nerak and Venture, with Morvoren well back but coming up fast to just beat Nerak to the weather mark. The broad reach back down Southampton Water saw few changes but Sorella continued to increase her lead to be first over the line by several hundred yards and winning very comfortably on handicap.

In the afternoon several members were seen exerting themselves in the skulling and rowing races or sinking in the raft race. The "Parisien" theme produced many onion sellers and the rubber dinghy egg and spoon race (carried standing up) became an onion and spoon race. Paul Bayliss turned his Heron dinghy into a floating Cæperie and won third prize in the best decorated float competition by the simple expedient of bribing the judges with hot freshly cooked crepes. At night fall the fireworks were the best the regatta has produced and was enlivened by the exploding of a box of rockets in the barge luckily without injury to the firework crew.

The Island Double, 25th August 1984

Perhaps the thought of racing round the Island with only two on board looks like hard work to the average Old Gaffer, or perhaps the fine summer had many away cruising. For whatever reason the entry barely justified a class for Old Gaffers being only the Prawner "Venture", the Crabber "Dark Secret" and a boat new to the Solent fleet "Moonstream", a very pretty gaff ketch converted from a life-boat. Unfortunately the very light weather did not suit her.

The race started to the East off Cowes in a gentle northerly giving a good reach down to the forts but dropping lighter as the fleet ran round the Island towards St Catherine's. From there to the Needles was a long and short tack beat with the wind dropping away to no more than a light air. This caught part of the fleet, including Venture, in a tidal gate until the tide eased. Dark Secret came up just then and made Venture work hard to keep ahead on the close fetch to Cowes. Both made the finish in just under 12 hours which was quite creditable in the light conditions.

Results:	1	Dark Secret	11.55.08	10.14.09
	2	Venture	11.53.04	11.53.04
	3	Moonstream	14.14.57	12.55.26

1984 Solent Race. A report will be in the next issue with results.

SOUTH WEST

Once again, this year's South West Area Race and Dartmouth Royal Regatta Race were plagued by light winds.

The race on 7th July saw a vastly improved entry of some 18 boats. Particularly welcome this year were the contingent from Falmouth.

The race started in a gentle breeze, and once round the first mark, the Falmouth oyster boat, Iris Elizabeth, soon took the lead and maintained it for the remainder of the race. Around the Skerries buoy the wind died away almost completely.

Only 13 boats finished.

Iris Elizabeth took the Dittisham Trophy for first overall, the Welker trophy for first in Class II, the Lewthwaite Trophy first Cornish boat, the Royal Art Yacht Club Trophy Line honours, The Lloyd Attree Trophy, fastest boat from the finishing line to the Yacht Club, but most important, the Tupperware Trophy for the first G.R.P. boat.

Other prizewinners were Mary Bryant taking Class I first prize, the Charlotte Rhodes Bell, Vigilant taking Solent Block, second in Class I. Benbecula took second in Class II, the Dartmouth Dead Eye Molly took third in Class II, the Pinrail Trophy. The only boat to finish in Class III was Emily Alice, another Falmouth boat, taking the Scrimshaw Trophy.

Elizabeth Mary won the Boanboom First Working Boat. Rocket, the Kingswear Trophy for the first local boat. The Oyster Ring was awarded to Aceituna for the greatest effort. The last boat to finish within the time was May Blossom, awarded the Plodder's Pin.

The Regatta Race on 2nd September had a good entry of 13 boats. The start was made in spite of an almost total lack of wind, and a most uncomfortable lop from the South East. The lop worsened and the wind strength decreased.

The boats were timed around the second mark, which only four boats made within the time.

First overall was Valuna. Second Rocket, third Elizabeth Mary and fourth Spica.

This is not the first time that both the South West Area and Regatta races have seen disappointing finishes due to the lack of wind, and several of the smaller boat owners have approached the Committee with a view to considering an alternative shortened course for Class III boats. Any views on the subject will be gratefully received.

S.W. Race Results

	Elapsed time	Corrected time	Place
Iris Elizabeth	4.09.53	4.02.23	1
Molly	4.46.12	4.43.20	4
Benbecula	4.38.45	4.23.08	2
Mary Bryant	4.42.01	5.01.29	7
Rocket	4.48.55	4.47.46	5
Spica	5.37.33	5.14.56	9
Valuna	5.14.53	4.55.03	6
Tern	5.20.39	5.08.28	8
Emily Alice	5.23.51	4.38.31	3
Wender	5.54.53	5.28.37	11
Vigilance	5.49.17	7.09.16	13
Elizabeth Mary	6.06.31	5.58.05	12
May Blossom	6.17.33	5.15.15	10

Retired: Hapara, Sea Widgeon, Aceituna.

Dartmouth Royal Regatta Race

Rocket	2.12.22	2.11.34	2
Spica	2.30.05	2.20.02	4
Valuna	2.18.38	2.09.54	1
Elizabeth May	2.18.02	2.14.52	3

Retired: Vigilance, Christian Brugge, Sandpiper, Valdora, Sea Widgeon, Shamrock, Wild Swan, Mignonette, Prawle, Argonaut.

FETES DE PORS BEAC'H (8th-12th August)

The glossy leaflet promised two days of action and entertainment for enthusiasts of traditional sail at Camaret followed by another two indulgent days at Pors Beac'h up river from Brest.

Subsequently a spell of settled weather with a fresh northerly wind encouraged the owners of three converted Falmouth Working Boats to depart for Camaret. Twenty eight hours later, the two 23 footers "Jayar" and "Talitha Jane" and the 28 foot "Sarah" found themselves to be the only fibreglass boats at anchor amongst over a hundred other traditional craft. In Brittany wooden boat building is alive and well.

Next day was held the first of a series of races. Brest Roads made an excellent venue. Soon recognised were "Solweig", "Mutin" and "Ariane", being frequent visitors to Britain. Of particular interest were several sailing luggers, some of them new replicas, immaculately turned out and handled. Amongst the leaders at the start were the "Little Windflower" from the Solent and the schooner "Mary Bryant" from Fowey. As the race progressed it was interesting to note the diversity of craft and rigs at the front of the fleet. Eventually first across the line was the "Mary Bryant" dispelling the myth that schooners cannot sail well to windward. Indeed several of the Breton luggers distinguished themselves.

In the evening we were entertained to a Son et Lumiere with the chapel and fortress as a backdrop.

After another day's racing in ideal conditions there was a soiree in the fish market with cabaret and refreshments. For those who could still stand there was dancing. Some fell over: not members of the O.G.A. of course!

Saturday took the form of a race or rather a vast sail in company several miles up river past Brest to Pors Beac'h. The numbers had been swelled further to about one hundred and fifty by further arrivals including "Jolie Brise". They made a fine sight for the literally thousands of spectators.

On arrival at Pors Beac'h it was clear that many boats were putting on their legs to ground on the beach. It was time to go visiting. Ashore many large tents had been set up. There were food, refreshments, exhibitions, a cinema and an open air stage. In the evening a first rate concert with a nautical flavour was held, in front of a crowd of several thousand. The boats and river were floodlit. A B.B.C. T.V. film crew were present making a programme for transmission in January: it should be worth watching.

Our French friends certainly know how to organise such events and are to be both thanked and congratulated.

Frank Argall

JULLANAR

Following the article in the last newsletter by Martin White I received the following letter from John Leather. Ed.

Yacht JULLANAR

The article THE GAFF RIG ERA. Part 7. JULLANAR in the Newsletter 1984/2 by Martin White was unfortunate in that no mention was made of the prime part taken in her design and construction by John Harvey, the noted yacht designer and builder of Wivenhoe, Essex.

In common with many other writers on this subject Mr. White attributes the design of this yacht solely to E.H. Bentall, her owner. This error usually arises from the statement made by George Watson, which is quoted in the article.

The Jullanar was principally designed by John Harvey, who had an international reputation as a yacht designer and builder and was a competent and experienced naval architect. To fully understand the background to the Jullanar needs considerable research and it is necessary first to state that the early and mid-19th century designers and builders of yachts did not produce craft of generally crude design, as is implied by Mr. White's article. This was particularly true of yachts designed for racing.

John Harvey took over the Wivenhoe shipyard from his father, Thomas Harvey, in about 1865. He had already designed a number of yachts and had been apprenticed as a shipwright in the yard. He had good education and was an excellent draughtsman and a competent theorist. The firm became John Harvey and Company and continued to design and build yachts and small commercial vessels, as it had under his father.

There is no space here to detail his life but by the mid 1870s John Harvey was at the peak of his career and from the several papers which he read before the Institution of Naval Architects, of which in 1860 he had been a founder member, it can be realised that he ranked with Fife, Benjamin Nicholson, Dan Hatcher and Michael Ratsey as one of the world's leading yacht designers and builders. However, he appears to have excelled them in theoretical reasoning and his scientific approach to the design of sailing craft, evolving his designs from sound mathematical principles of naval architecture with detailed design analyses, much of which was published.

In 1875, with this reputation and a string of successes in the large schooner, yawl and cutter classes, it was natural that Mr. Bentall, who lived only a few miles away at Heybridge, should call John Harvey in when his fancy ranged to a new yacht of unusual form. The principal object of the design was to obtain speed by cutting away her ends to reduce the friction of the wetted surface and reduce

wavemaking. W.P. Stephens, a contemporary yachting authority, wrote of her design: "Mr. Bentall's part went no further than to sketch out the general dimensions and some novel features: the final design, including alterations to the midship section, all calculations and the adjustment of centres being done by Mr. Harvey." Thus the famous Jullanar was the joint product of John Harvey and E.H. Bentall and was recorded as such in the design credits of contemporary yacht registers.

Harvey anticipated her sailing performance from his design analysis and also knew she would have been faster in light weather had his original and more extreme design been built. Her form had in fact been anticipated by at least two other vessels: the yacht Australia built at Sydney in 1858 and the cutter Margaret built at Colchester, Essex in 1853 to the design of G. Tovell of Mistley. John Harvey exhibited the Jullanar design at the Shipwrights Exhibition of 1875, in competition with those of other yachts. The judging committee's decision was that she was fit for neither cruising or racing. Harvey and his partner, George Pryer being the only two naval architects with complete faith in her windward ability.

I believe that the Jullanar was originally designed with a schooner rig but this was altered to yawl during design. Her mainmast was well aft and a short bowsprit complemented her clipper bow. Principal dimensions were 110ft. 6in. length overall. 99ft. waterline length x 16ft. 8in. beam x 13ft. draught aft. Her vertical sternpost, comparatively small rudder well under the hull and immersed canoe stern were then regarded as novel features.

The construction of the Jullanar was commenced at Heybridge and when she was planked to just above the waterline, the partially completed hull was launched and was towed to Harvey's Wivenhoe yard for completion. It is not known why the whole construction was not undertaken at Wivenhoe, but as no comparable yacht had been built on the Blackwater the hull may have been moved because the magnitude of the task had been underestimated.

After a season's use as a cruiser the Jullanar was sold and was then fitted out for racing in 1877. Under Captain John Downes of Brightlingsea she was sailed to the top of the yawl class and surpassed that record in 1878, holding the best record of any racing yacht that year.

That ended the short early racing career of "The old plough" as she was known in the yachting fleet. Her design caused interest but was not widely copied. The Jullanar became a cruiser and lasted until broken up about 1902. I have, in the past, spoken to a number of yacht skippers and hands who sailed in her or remembered her well. They did not consider her remarkable as a sailing vessel but were of course judging her with the hindsight of twenty or so years after her launch.

John Harvey continued in business at Wivenhoe until he voluntarily liquidated the company in 1881 and emigrated to America to continue as a yacht designer until his return to England in 1898, to retire. George Watson, William Fife, Edwin Laphorn and E.H. Bentall headed the list of a testimonial subscription gift to him on his return. He died in 1901 and was in his day one of the greatest of yacht designers and builders.

Those wishing to know more of the Harvey family, Thomas and John, and of their yachts and ships will find some account in my book The Northseamen.

T H I S A N D T H A T

Special request to all Area Secretaries:

Please let Bill Brown have a copy of your local mailing lists so that he may check them against the membership index for possible unnotified changes of address.

One of our new members Mr. G.F.G. Goddard, Cliffdale, Summerfield Road, Vale, Guernsey, C.I. has an old 28ft. Hillyard 6 tonner which he is refurbishing and would be pleased to hear of second hand spars and fittings which may be suitable.

Advertisements follow and by chance your editor has sold two boats before the adverts could appear. It occurs to me that any member seeking or knowing someone else looking for a gaffer may care to ring me as advertisements are coming in all the time and who knows ?

ADVERTISEMENTS

FOR SALE. MOBY DICK (1124) 23' x 8' x 4' gaff cutter hull-lead keel. Bronze keel bolts. Mast spars, sails and new s/s rigging. Stuart Turner 9 hp twin diesel engine. Many extras. Hull has had new transom and new planking on topsides. Built by R. Evans of Heswall about 1936. Tel. Chorley 74776.

FARAWAY, Number 864, 2 berth 20 foot 6 inch gaff sloop, pitch pine on oak, copper fastenings, lead keel (all external ballast), Stuart 4 inboard, new sails, all wood blocks, copper navigation lights. A fast little cruising boat, beautifully maintained regardless of cost. Very full inventory. Moored in Falmouth. £2,400. Peter Wright, 7, Vernon Place, Falmouth, Cornwall. Telephone: Falmouth 319605.

GEAR FOR SALE.

Gaff Mainsail (Tan) Terylene. Size (B Dim.) 12' 5", (H Dim.) 17' 6", (G Dim.) 8' 10".

Top-sail (Tan) Terylene (G Dim.) 6', (F Dim.) 8' 4", (H Dim.) 9' 8"

Wooden Mast (Round) Length 20' 9" solid. Dia. base 3½", Dia. Top 2 1/4".

Boom Wooden. Length 13' (round). Dia. 3" end to end.

Gaff (Tapered). Length 9' 6". Dia. 2 1/4" to 1½".

Stuart Turner 4HP. Complete installation.

Various items. Wickham martin furling. Bronze cleets, Brass ports, Bow spite fittings.

All items in very good condition - will separate. A fair price is all that is asked. Please phone Southend 231895 (evenings).

TARTAR MAID, cutter, 25'9" (approx. 34' o/a) x 9' x 4'8", built Kitto of Prthleven 1905, air cooled Lister diesel twin, diesel oil heating stove, oil lamps, Calor cooking, all internal ballast, sleeps 2/3, SS standing rigging, Terylene sails, jib on Wykeham-Martin, re-fastened in 1970. £2,000. Trueman, 21, Anyards Road, Cobham, Surrey KT11 2LW. Tel. 64853.

Gaff Mainsail white terylene, good condition, no tears or patches, 6 years old, used last 2 seasons only. Dimensions: luff 16'4", head 11'10", foot 17'2", back 24'10", laces to boom and gaff. £50. Reason for sale - gone loose footed. J. Essam, 1, Roding Close, Gt. Wakering, Essex. Tel. 0702-217088.

LIANTHE 21'6" x 7'6" x 2'3" (OGA 390). Built by Wiggins of Gt. Wakering, Essex 1934. Carvel construction with steel centre plate. 3'6" Bowsprit. Terylene sails including topsail, 15 H.P. petrol engine, 2 Berths + pipe cot. Gas cooker, compass and echo sounder. Anchor chain, etc. 1 new fibreglass dinghy. Lying Maldon. £2,000 o.n.o. K.S. Munnion, "Port Beam", Chelmer Terrace, Maldon, Essex CM9 7HT. Maldon (0621) 54723.

GIPSY⁽¹²⁾ Gaff cutter, Picketts of Southampton, 1885 loa. 25'4", wl. 19', beam 8'2", draft 3'10". Hull teak topsides, also pitchpine on oak frames: ply deck sheathed fibreglass. Clipper bow, counter stern. New Arona diesel, shaft and propellor 1983, also anchor, pump etc. Hull complete antifouling, paint and varnish August 1984. High peak mainsail, two cruising headsails, working jib and storm trysail. Many extras, compass, depth sounder, etc., excellent order throughout: lying Frank Knights, Woodbridge (2318) price £5,750. Richard Rothery, High House, Offton, Ipswich IP8 4SF. Tel. (0473) 33859.

GAFFERS GEAR FOR SALE.

All good practicable equipment - reasonable offers secure.

Gaff Mainsail. Tanned colour terylene. Made by the famous "Bunty" King, then of Cranfield & Carter, Burnham on Crouch, in 1962, but not used for about past 10 years. A well-cut close winded sail that appears to be in good serviceable condition.

Luff 15'6": back 23': head 10': foot 17': 250 sq.ft. 3 rows reef points.

Bowsprit. Varnished spruce. 8' long: 3 1/4" square for 3'7", then 3" round.

Propeller ex Stuart Turner 8 h.p. engine. 12 x 8 LH presumably bronze - excellent condition.

Prop Shaft for above. 4'7½" x 1" dia. with coupling - excellent condition.

Paraffin Port & Starboard Navigation Lights. Galvanised - about 1-" high.

QME Self Steering Gear. Complete with lead counter weights.

Wooden Jack Plane invaluable for spar making, 17" long x 3" wide: 2 1/4" wide blade.
contd. overleaf

Pascall & Atkey "Pansy" Stove. Stainless steel - burns charcoal or wood. Excellent condition 19" high x 9" diameter - complete with flue and deck fitting. Diesel Exhaust Hose. Flexible water-cooled 1 3/4" ID 6'6": 4'6" and 3' lengths. Please phone David Ettling, 01-399-4777 or write 155, Grand Avenue, Kingston-upon-Thames KT5 9HZ.

BERNADETTE DE LOURDES 65' x 54' x 9' x 9' built as a North Sea trawler at Ostend in 1936. Heavily built mainly oak on oak now in need of major refit and restoration. 60 h.p. Paxman diesel, 1800 sq. sails gaff ketch rigged. As laid up afloat at Poole. Needs an enthusiast - offers? (has a bathroom!). Apply John Chapman, Poole 2442.

24 ft. GAFF CUTTER, 9'6" beam, 4' draft built by boatbuilder for himself to John Leather design in 1967 of pitch pine on oak. Lead keel, terylene sails, s.s. rigging, Volvo diesel. Standing headroom under coachroof. A very pretty boat. £8,000. Lying St. Mary's, Isles of Scilly. T.H. Chudleigh, 0720-22505.

IMOGEN (1066) 26' yawl to Albert Strange design and built Luke in 1911. 3 berths and pipe cot. Surveyed Mar. '83 and recommendations carried out professionally. Trailer and host of extras which are negotiable in price around £8,500. J.G. Channer, Torquay 39529.

MARCH WHISKER (1126). Hebridean 750 with traditional gaff ketch rig and built by Yorkshire Marine to very high specification 4 years ago. 25'5" x 9'2" x 3'6". Fully instrumented enclosed wheelhouse including Sharp autopilot, VHF, echo sounder etc. 30 h.p. Watermota diesel, nearly new h/duty batteries, full set of brown terylene sails with covers. Lots more besides. Glass fibre hull and mahogany superstructure. Sleeps 4. Galley with h & c water - usual offices plus shower. Lying Chichester Marina. Discussion around £19,500. N.S. Storton, Hindhead 4856.

SMOKEY JOE. Itchen Ferry type gaff cutter. Built 1976-79 of ferro-cement with GRP sheathed ply deck. 32'10" o.a. 24'5" x 9' x 3'7". Standing headroom, 4 berths, sep. W.C., galley etc. Lots of storage space, Bukh 20 h.p. diesel with electric start (3½ hrs per gallon at 4 knots), Jeckells sails, spruce spars, echo sounder and much equipment. Canvas winter cover, G.R.P. dinghy, etc. R. Callent, 0752-822229 (Plymouth).

NEXT ISSUE WILL BE IN ABOUT TWO MONTHS.

Deadline November 15th.

PLEASE KEEP MATERIAL COMING.

TAILPIECE

One of our members, Mr. George Kent of St. Helier in the Channel Islands, was given an 18 ft. gaffer called Hebe on his 17th birthday. So what you may say - well he's still sailing her and George is now 84! We all wish him many more years of happy sailing.

POSTSCRIPT

The photographs inside the front cover show the stages in the raising of the topsides of "Sea Breeze".

LATE NOTICE

Old Gaffers Association Annual General Meeting

The OGA AGM will be held at The Naval Club, 38, Hill Street, Mayfair, London W1 on January 12th, 1985 at 5.30 p.m. There will be a bar and coffee and biscuits at 7.30 p.m.

This is a new venue and we hope to see a really good turnout of members, so please come if you can.