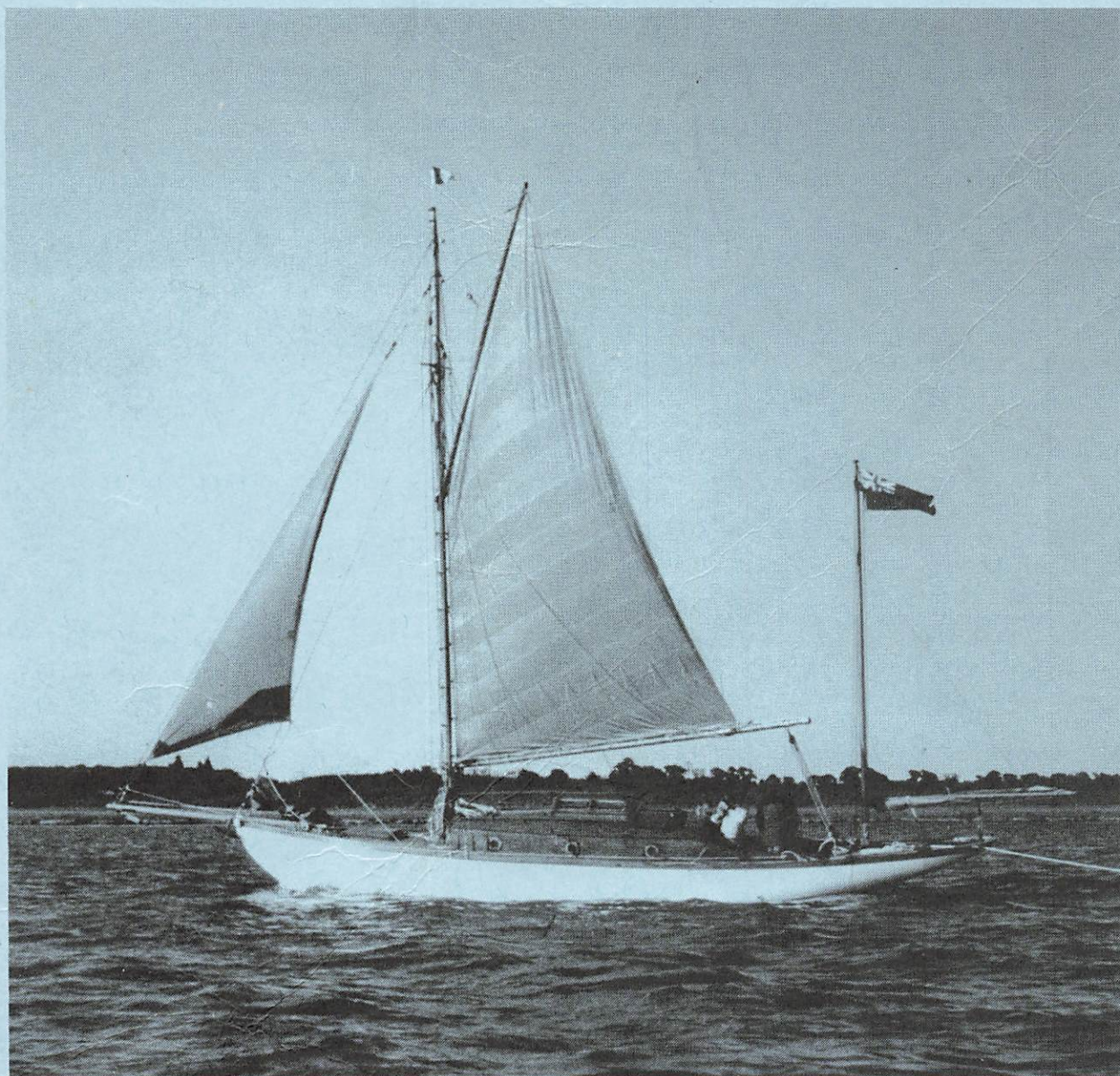




1984/4

Old Gaffers Association Newsletter



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THE OLD GAFFERS ASSOCIATION

~~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.

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North East

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East Coast

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

Cinque Ports

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

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South West

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

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Bristol Channel

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

Clyde

FRANCE

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— California

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ASSOCIATION STOCK LIST

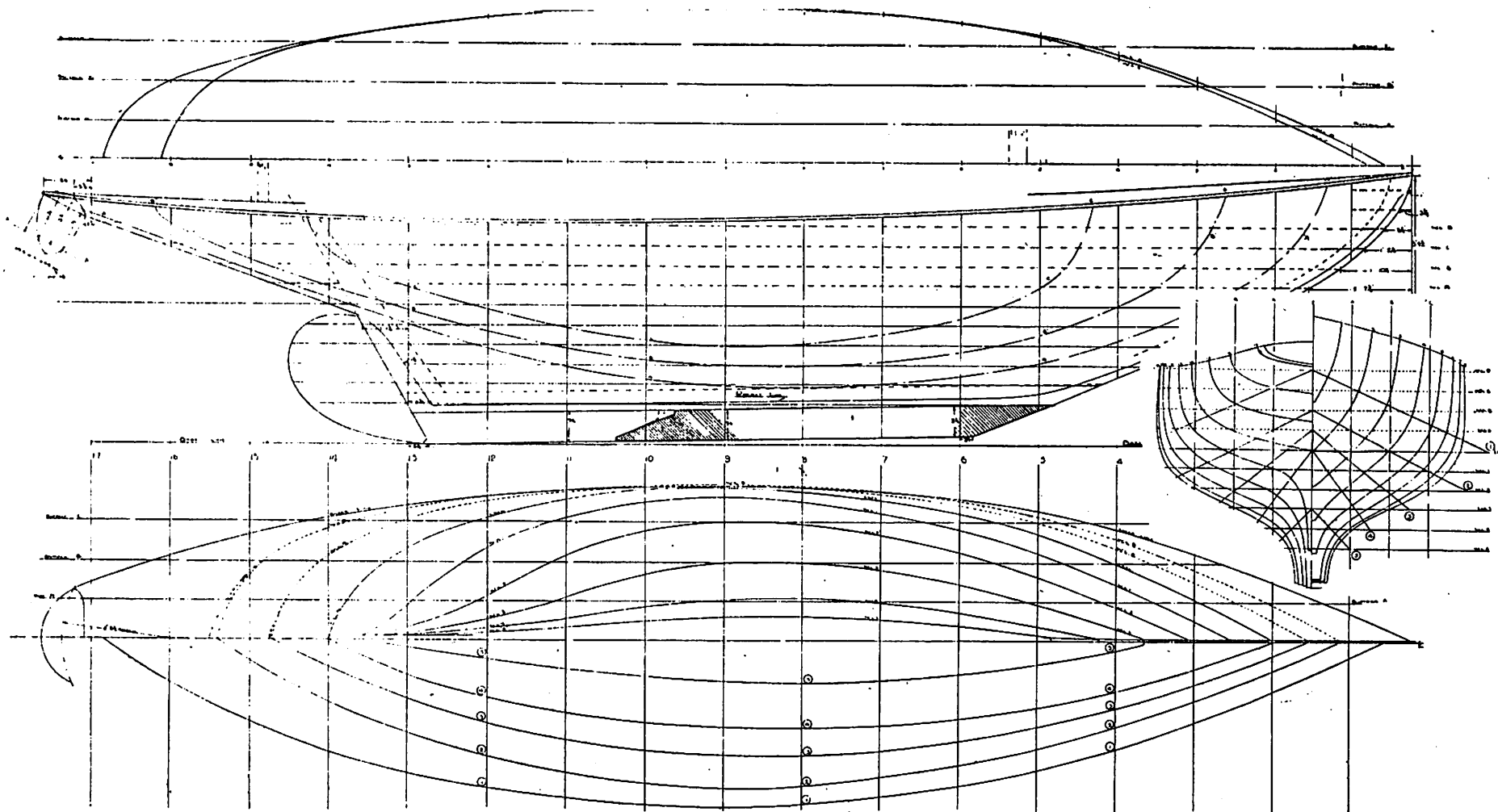
		U.K.	OVERSEAS
Membership Flags	18"	£8.25	£8.50
	12"	£7.75	£8.00
Burgees	36"	£7.15	£7.60
	24"	£6.25	£6.50
	18"	£4.25	£4.50
Ties (Multi-motif)		£3.00	£3.25
Brooches (pin type)		£1.15	£1.30

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.



LINES OF AUXILIARY CRUISER FIREFLY. Scale: $\frac{1}{4}$ in. = 1 ft.

By the late Albert Strange—modified by Dr. Harrison Butler.

NEWSLETTER 1984/4

Additions and alterations to addresses and details inside front cover:

President: Robert Simper,
Sluice Cottage, Ramsholt Woodbridge, Suffolk
(0394) 411273

Hon. Treasurer and
Membership Secretary: Bill Brown,
Wheal Cock, Porkellis, Helston, Cornwall TR13 0JS
(0326) 40198

Newsletter Editor: David Cade,
Steps Cottage, Playden, Rye, Sussex TN31 7NT
(0797) 223040

Boat Register: Dick Dawson,
10, Hartscroft, Linton Glade, Croydon, Surrey CR0 94A
(0165) 70498

North Wales: D.A. Caton,
Moss Towers, 30-32, Greenfield Road, Colwyn Bay,
Clwyd. (0492) 30520

O.G.A. of U.S.A.: Leonard G. Kavanagh,
88, Lenox Road, Nahant, MA 01908, U.S.A.

O.G.A., Vancouver: Peter M. Heibery,
2445, West 7th Avenue, Vancouver B.C., Canada

O.G.A., Western Australia: Barry Hicks,
10, Jubilee Street, Beckenham 6107,
Western Australia

O.G.A. Brooches now available at £1.50 in U.K. or £1.65 overseas.

COVER PICTURE: FIREFLY (785)

L.O.A. 34'6"; L.W.L. 24'; Beam 8'; Draft 3'10"; 7 tons Thames measurement,
5½ tons displacement approx. Built 1922.
Owned by Jim Clay of Woodbridge, Suffolk.

The cover shows Firefly in 1983 with one reef down, and carrying a jib cut for a shorter bowsprit than that shown. The new jib will be a little longer in the luff. The mizzen boom has been lowered to its original height since the photo was taken. Both it and the main boom had been raised to accommodate dinghies on deck at various times.

The accompanying description of Firefly appeared in the August 1922 number of "The Motor Boat" (precursor of "Motorboat and Yachting"). It is substantially correct, although wrong in one or two intriguing details. My father can remember the "Vi-spring velvet-covered settee cushions" (sadly long since vanished) which she still had when his father bought Firefly in 1934. The pitchpine stringers, however, do not exist and (presumably!) never did. The rudder is oak - if it ever was galvanized steel, it evidently wasn't a success.

The next edition of the Newsletter will carry Firefly's original sail plan (it may surprise some to learn that she originally carried a single headsail and no bowsprit), and details of her history.

J. Clay, Maldon, Essex.

EXTRACT FROM "THE MOTOR BOAT" August 1922

"FIREFLY", A 35-ft. AUXILIARY YAWL

A certain fascination for sailing probably exists in the minds of the great majority of marine motorists, for it is in the skilful handling of canvas that the supreme test of the sailorman is presented. The disadvantages of the pure sailing craft are at once dispelled by the installation of a motor, whereby the yachtsman may disregard adverse winds and tides, and reap the full benefit of a

pastime which the marine internal-combustion engine has done much to broaden.

To obtain a successful combination - that is to say, a boat with an ample spread of canvas, unhampered as regards manipulation, and fitted with a motor which will give a useful turn of speed when called upon - demands no little consideration.

In the case of the auxiliary yawl shown in the accompanying illustrations,* and which has just been completed by Messrs. J.W. Brooke and Co., Lowestoft, to the order of Mr. A.J. Lamb, R.N.S.Y.C., the following description will serve to indicate the scheme which has been followed out in this particular instance.

"Firefly" has been built to a modified design by the late Mr. Albert Strange, and the alterations were carried out to the instructions of Dr. Harrison Butler. These modifications included a reduction of draught, together with the alteration of rig to that of yawl - the original design providing for a cutter rig. As regards the accommodation, this has been subjected to a certain amount of rearrangement, to suit the ideas of the owner.

Having an overall length of 35 ft., the measurement of "Firefly" on the waterline is 24 ft. Her beam is 7ft. 10ins., and the draught is 3ft. 6ins.

From the photographs* it will be seen that her appearance is graceful: she has an overhanging bow and a counter stern, the topsides tumbling home slightly. The planking is of teak, finished to a thickness of 7/8 in., and the yawl is carvel built with copper fastenings. She carries a two-ton lead keel.

The forecabin is provided with a folding bunk fitted with Vi-spring cushions, and is followed by a toilet room aft, opposite which is a companionway to the deck. Immediately aft is the saloon, having settee berths with velvet-covered cushions. The headroom under the skylight is 6ft., and gun-metal opening ports are fitted by way of additional light and ventilation.

On the portside, abaft the saloon, is the galley. This compartment contains a lead-lined sink, a freshwater tank, and a copper cooking stove, while plate racks and shelves are disposed as convenient. A refinement which will commend itself to those who have experienced the effects of prolonged cooking operations in a small space, is the provision of a sliding hatch over the galley. On the starboard side, opposite, is a cupboard, together with open hanging spaces for clothes.

The woodwork in the saloon is carried out mainly in mahogany and oak, the bulkheads comprising mahogany frames with figured oak panels. Teak is used in the galley, and for the after bulkhead, while the cockpit is also finished in teak. The mainmast is carried in a tabernacle, and the mizzen drops into a socket: this arrangement has been adopted so that easy lowering is possible, as the owner proposes to use the craft on the Broads, in addition to cruising at sea.

It is of interest to observe that the spars are hollow, being made by Messrs. McGruer. As regards the deck fittings, gunmetal cleats and other items are provided as usual, while a small warping winch is fitted forward. On the trials of the craft, about 5½ knots were obtained on power alone - the motor being an 8-10 h.p. Brooke outfit - and "Firefly" showed every promise of being an able sea boat during the tests. We believe that the builders regard it as of importance that the boat was built specially as an auxiliary craft, and may be said to constitute an improvement on sailing boats in which the engine has been installed as an after-thought.

In view of the interest attached to this type of boat, the lines are reproduced in one of the illustrations, indicating a pleasing form. From the sail plan it will be noted that the staysail has an area of 112 sq.ft., the mainsail being 332 sq.ft., while the mizzen is 62 sq.ft. The total area of canvas is, therefore, 506 sq.ft.

The wood keel is of English oak, and the lead keel is through-bolted and fastened with yellow metal bolts. The hog, stem and apron are also oak, the last-named being moulded and sided as required to lay its whole width against the

* illustrations and photographs not reproduced here.

planking. Where exposed on deck, the counter framing is of teak, the remainder being of English oak. Of American elm, the timbers are continuous from gunwale to gunwale so far as possible, the section being $1\frac{1}{2}$ ins. by $1\frac{1}{4}$ ins., and the spacing 8 ins. from centre to centre.

Grown floors of English oak are fitted to the hog and planking at intervals as required: the grown frames are 2 ins. by $1\frac{3}{4}$ ins. at the heels, and $1\frac{3}{4}$ ins. by $1\frac{1}{2}$ ins. at the heads, the spacing being 2 ft. from centre to centre, with double members in the body of the boat to the turn of the bilge. Extending fore and aft, the stringers and shelf are of pitch pine, and the risings are $4\frac{1}{2}$ ins. by $1\frac{1}{2}$ ins.

Quarter knees, hanging knees, etc., are fitted as necessary and are of English oak. The deck beams are of the same material, cut to form and dovetailed to the shelf: half beams are supported by carlines at the inner ends. Strongly built of oak, the tabernacle has a gate and sheaves for raising and lowering the mainmast.

Of yellow pine, the decks are laid in narrow planks caulked and payed the width being 2 ins., and the thickness $1\frac{1}{8}$ ins. In the deck each side, in way of the cabin sides, are three copper through bolts. The covering board and king plank are of teak, while the teak washrail has an American elm capping, and is carried round the counter on knees.

A galvanized steel rudder is fitted together with a galvanized iron fork and tiller. The cabin sides are of teak, and four of the six opening ports are in the cabin, the remaining two being abaft the after bulkhead. The skylight is of teak, with brass rails. Over the galley a teak sliding hatch, to which reference has already been made, is provided with brass slides, while the entrance aft and companion forward have similar hatches.

The cockpit is comparatively roomy, and has seats with lockers under, in mahogany; under the floor is a cellarette, and access is provided to the after locker located in the counter. Framed in mahogany, the settee fronts in the saloon form part of three drawers on each side, and a mahogany sideboard has drawers at the top, with shelves and a door below. A folding wash-basin is fitted on the port side forward.

No doors are located at the after end of the saloon, but a folding partition is arranged to extend from the galley bulkhead, thus enabling the owner to put the galley under lock and key when desired. The table in the saloon has folding leaves, the top being of mahogany. In the galley, a ten gallon tank below the sink has a tap and filling cap, whilst a handhole, 6 ins. in diameter, is disposed in front for removal when cleaning becomes necessary. A larder is added for storing provisions. Other items include a pump type w.c. on the port side forward, with framed mahogany half-doors. The companion ladder is of pitch-pine.

Turning to the power installation, the equipment includes a belt-driven Rotax dynamo, which is lined up to suit an extension of the engine crankshaft forward, and is disposed in the galley at the after-end. Current is supplied to an Edison battery, and the lighting arrangements are in accordance with usual practice. The engine is a monobloc outfit, complete with reverse gear aft, and an instrument board is mounted in a position convenient to the reverse lever.

The two cylinders have a bore of $3\frac{5}{8}$ ins., the engine stroke being $4\frac{3}{4}$ ins., and the revolutions are 950 a minute; a $14\frac{1}{2}$ -in. diameter bronze propeller is fitted. Forced lubrication is a feature of the plant, and the fuel consumption is about 7 pints an hour. A 10-gallon fuel tank of copper is arranged in the counter under the afterdeck, in a position which allows of a gravity feed to the carburetter; a Brooke-Zenith unit of the automatic type. The installation is provided with a casing, which extends partly into the cockpit.

The usual warm welcome to the following NEW MEMBERS:

Dr. David Brancher, The Orchard, Skenfrith, Abergavenny, Gwent, NP7 8UL
Polly Garter 2181

Barry Chisam, 2 Eastwood Road, Penryn, Cornwall

D. Roy Felton, 31 Treneglos, Frogpool, Chacewater, Truro, Cornwall
Whim 1141

C. Peter Hatchett, 1 Primrose Close, Hedge End, Southampton, Hants
Mary Niven 412
Jonathan Hudson, Woolverstone Hall, Nr. Ipswich, Suffolk
Rainbow 491
A.R. Keeble, Four Acres, Parkwood Lane, Little Totham, Maldon, Essex
Chittabob 1401
Ray Walker, Bridgemarsh Marine Ltd., 133/139 Church Road, Hadleigh, Essex
Noorderzon 1209

We regret to announce the death of Fred Bessant (Risor) in Spain on the 28th September 1984.

The following CHANGES OF ADDRESS have been notified:

David A. Ashton, 17 Wheatlands Road, Wingerworth, Chesterfield, S42 6RS
Louise 399
Richard Barnard, 18 Paget Road, Wivenhoe, Essex
Inanda 788
Dr. Michael J.S. Coe, 'Swatchways', The Quay, Wivenhoe, Essex, CO7 9BW
Michael A. Crossman, 20 Withington, Bradville, Milton Keynes, MK13 7DU
Habibi 867
Peter van Druenen, 21 Paul Street, Cork, Eire
Billy Bray 823
T.J. Edwards, 46 Kingston Road, Gosport, Hants, PO12 3LL
Boy Willie 784
Reginald J. Hackett, 3 Edward Grove, Portchester, Hants, PO16 8HY
L.P. Hatcher, 32 Saracen Way, Penryn, Cornwall, TR10 8PS
D. McR. Lamb, 19a New Street, Falmouth, Cornwall
Alando 178
Charlie Marsden, Meadowsides, Malt Road, Pitlessie, Fife, Scotland
Rosemary 506
Frank Mulville, 20 Downs Road, Maldon, Essex
Iskra 164
Arthur J. O'Shea, 18 Fulston Place, Sittingbourne, Kent, ME10 4SX
Julia Anne 1139
Trevor John Powles, Mill Farm, Frogmore, Nr. Kingsbridge, S. Devon
Hawk Batch 1158
John E. Reed, 43 Roxholme Terrace, Leeds, LS7 4JH
Keith W. Silcock, Pratts Farm, Lubber Hedges Lane, Stebbing, Great Dunmow,
Essex, CM6 3BT
Christian Mary 1109

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

T.J. Bailey, Willow Thatch, Stebbing Green, Dunmow, Essex.
Norseman 910
D. Coles, 48 West Street, Poole, Dorset, BH15 1LD
Three Sisters 1043
N.C. Dick, 14 Upper Heath Road, St. Albans, Herts.
Adelle 789
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
Harriet Blanche 336
R.B. Kenyon, 8 St. Vincents Hamlet, South Weald, Brentwood, Essex
P. Martin, 16 Newbattle Abbey Crescent, Dalkieth, Midlothian
Venti 131
C.M. Spickett, 30 Bromley Road, Catford, London, SE6 2TP
Gauntlet 319
W. Sturrock, 28 Grey Street, Tayport, Fife
K.G. van Neijenhoff, Jacob van Campenstraat 26, 4383 BP Vlissingen, Holland
Lt. Col. W.T. Woolrych, West Knole House, Knole, Long Sutton, Langport,
Somerset
Avalon 811

EDITORIAL COMMENT

A very Happy Christmas to everyone and good sailing in the New Year. Unfortunately it is unlikely that our overseas members will receive this missive before the festivities but we are thinking of you.

I would very much like to be able to put in more news from outside the United Kingdom and if secretaries or someone could send me copies of any newsletters they circulate in other parts of the world perhaps they would agree to my publishing selected snippets. The newsletter is our only general means of communication and the more varied it can be the more interesting it will become.

There was a very good response to my request for more photos for the archives but many more are needed so please keep them coming. For publication black and white are best but for the boat files colour are magnificent.

I propose to arrange the collection in albums in two sections, individual boats and Races and Rallies. John Scarlett had started this but there is much still to do and it will probably be about 2 years before they are available to be seen. It is then proposed that they could be made available to areas - perhaps at their A.G.M., winter meeting or similar. That is a little in the future however and in the meantime perhaps a recent picture of YOUR boat?

I have a few articles pending for publication but more are required for the New Year, either long or short.

UP DATING THE OLD GAFFERS

At a meeting of the central committee of the OGA held aboard the "Discovery" in St Katharine's Dock, London on November 23 it was agreed that the time is now right for improving some of the services offered by the Association. The first problem is that our subscription has stayed at £3 since 1977 while its purchasing power has about halved in that time. At the AGM to be held at the Naval Club, London on January 12 members will be asked to agree to an increase in the subscription to £6. Even with this increase the Association will only just be covering its costs. There is a reserve of money in the deposit account, but surely it is not prudent for any organization to spend down to the last penny.

The current subscription is mainly used for the newsletter. Members get four newsletters a year making them considerably cheaper than any yachting magazine. Although the last issue had less pages, 28 down to 16, by careful editing the same number of words and information were provided. The problem with the old format was that it was loose leafed and very bulky to store and many copies have been thrown away which is a pity. It is intended in future that newsletters will be stapled and be a smaller size for easy storage, but continue to have the same amount of information, or even more if we can find a sponsor. There has been a suggestion that the new magazine form newsletter should be given a title.

It is the aim of the committee to make photographs and boat details more easily available to members. It is hoped that albums of the OGA's large collection of photographs, most of which have never been seen by members, can be circulated to each area. Also the Boat Register should be updated and made available cheaply. Dick Dawson, Keeper of Boat Records, is working towards storing all the boat details on our own computer. This would mean that a full print out history of any boat would be available at a press of a button. The draw back is that a computer suitable for our purpose might cost around £2000. Both photograph albums and boat records are going to take some time to sort out so we ask you to be patient. Remember all OGA officials are working voluntarily in their own time.

The committee felt that more should be done to improve the image of the OGA and that there is considerable scope for attracting new members. Please try to recruit new members, particularly owners of modern craft who sometimes feel it is only for "old" gaffers. In fact any gaff craft, regardless of age, can take part in the races and membership is open to anyone interested in gaff boats. However to avoid confusion, a sub title "For the promotion of gaff rigged sailing craft" will be added to our official notepaper.

The committee felt that central funds should pay towards some of the areas administration costs. This might mean putting the subscription above the £6 suggested and perhaps we might be able to find sponsors to help with some of the race costs.

In the recent reorganization of the OGA the work has been divided up between several members so that the old position of OGA secretary has virtually faded away, however we would still like someone to help with the general promotion work of the OGA. Remember we have a great deal to be proud of. In 1963 the gaff rig was heading for extinction and our Association races, thanks to the work done by area secretaries and committees, have generated favourable publicity which have brought gaff sails back into fashion.

Robert Simper, President

NOTICE OF ANNUAL GENERAL MEETING

The 1985 Annual General Meeting of the Association will be held at The Naval Club, 38 Hill Street, London, W.1. at 5.30 p.m. on Saturday, 12th January 1985.

AGENDA FOR ANNUAL GENERAL MEETING

1. Apologies for absence
2. Minutes of meeting held on 14th January 1984 (as published in Newsletter 1984/1 page 3)
3. Matters arising
4. President's Address
5. Acting Secretary's Report
6. Treasurer's Report and Presentation of Accounts
7. Increase in Annual Subscription (see separate note)
8. Presentation of Awards for Newsletter Articles
9. Election of Officers:
 - a. President (R.N. Simper due for re-election Jan. '86)
 - b. National Secretary
 - c. Treasurer (W.A. Brown due for re-election Jan. '87)
10. Any Other Business

The meeting will be followed by a social evening.

Would all Committee members please note that there will be a Committee Meeting at 4.00 p.m. prior to the Annual General Meeting. Would Area Secretaries please ensure that they are represented at this meeting.

INCREASE IN ANNUAL SUBSCRIPTION -(Item 7 A.G.M. Agenda)

Due to rising costs, particularly postage and paper for the Newsletter, it has become necessary to increase subscriptions for the first time since 1976.

In the last financial year the cost of producing four issues of the Newsletter was approximately £2.00 per member. Next year it is likely to be nearer £3.00 per member.

Areas are finding that their administration costs are not being covered by Race entry fees, so it is proposed that these costs should be met from the main funds. This, together with general administration costs would represent approximately £3.50 per member.

It can be seen therefore that a subscription of £6.50 would only cover costs as they are at the present time. Detailed consideration is being given to ways of improving availability of information to members over the next two or three years and this may necessitate a further increase in the not too distant future.

BARGING AHEAD - "SUNLIGHT" AT SEA

It all started with a commission to design a barge yacht in ferro-cement, in 1963. I managed to persuade the owner to build in steel (being much better for sitting on rocks, old engines and the like for one thing) and in the end, via many trial designs, we went for a very fine-lined vessel which has sailed extensively since she was built in 1970. She is "Halfway" - sprit rigged much against my wishes.

From the beginning I accepted certain challenges and was determined to overcome the traditional and undisputed potential faults of the flat-bottomed vessel. I feel that we have succeeded, certainly with regard to the important ones like range of stability and freedom from pounding.

A recent discussion with the owner of "Nancy Grey" - undoubtedly one of the best of the traditional barge yachts - showed up the strengths and weaknesses of the marque. Compared with "Nancy Grey" (and her near sister "Dione") we have far better accommodation with good standing headroom even in our smaller version (27 feet as opposed to their 30 feet). All sail well when you know how to get the best out of them. We don't pound whereas they do somewhat, though less than you might expect.

All these barge yachts ("Nancy Grey", "Dione", our E 27 and E 33 classes) are somewhat heavy (ours are very heavy) and this affects handling techniques. You need to keep the craft moving, but at least with ours you will not get caught in stays in the traditional sense. We don't back any headsail when tacking. You can however get stuck on the new tack if you allow her to lose steerage way (and this is more likely in a chop), and to get going again the distribution of sails is important.

I understand that the two earlier barges mentioned, like ours, cannot sail under mainsail only, and they need the jib rather than the foresail to balance the main, if not both (all these craft are cutter rigged). With the proper sail combinations however "Sunlight" (and I think the others - certainly ours) will handle like a dinghy in light winds, and balance very well under reefed main and jib or foresail. "Sunlight" also sails well under foresail only (but she won't usually tack), or under headsails and mizzen (when she will tack positively, and this is very useful single-handed).

Some sailing techniques do carry over from the full-size barges, particularly the need for full sails and sailing full. Baggy sails can get one surprisingly close to the wind as more up-to-date racing helmsmen know. "Sunlight's" sails are in fact too flat, the mainsail much too much so. The main is roller reefed, so needs to be laced, but we expect better results from a loose-footed mainsail currently on order for another boat.

I am told that full-size barges will not heave-to. This is probably due to the rig rather than the hulls and boom barges may have done this perfectly well. Our barge yachts (and I understand "Nancy Grey" also) heave-to well and we do this many times every trip when short-handed to raise or lower sails. On "Sunlight" the wheel is hydraulic and self-locking, which is a great boon for the helmsman who can leave the helm to attend to leeboards and assist with headsails if necessary. The barge yachts sail themselves well on many points of sailing and this also enables the helmsman to go forward or into the cabin to attend to other matters.

When tacking, both boards can be left down if preferred. We have not ascertained what loss of speed results, but there is certainly no structural problem, the windward board floating out as far as necessary. Our leeboards are unusual in that they tuck within the overall beam of the vessel - which has flared sides - when housed. In future we will be fitting rubber blocks to fender the housed boards and this will reduce the tapping noise they produce when the vessel rolls with the boards raised. Otherwise we stuff in fenders.

"Sunlight" has a lovely easy rolling motion at sea - no gimballed cooker required, and things put down generally stay put. This includes an unsecured coal hod in one vessel. On the wind we generally sail at a steady 15 degrees in a breeze. Maximum yet recorded is 25 degrees in an OGA race. The general feel is that of a keelboat, and the range of stability (typically 117 degrees) is similar to keel boats, better than most traditional craft, keels or otherwise.

We have not sailed "Sunlight" so long nor so far as we would wish. Extreme pressure of work limits our sailing to the Thames Estuary with quick sorties across to Essex and Suffolk. Our dream this year is to get away long enough to join the OGA cruise in company to Holland. Our aspirations go much further, however, and if we had the opportunity we would be sailing "Sunlight" to Brittany via Norway and maybe Finland, looking at "inland seas" and enjoying drying harbours on the way, then maybe to continue through the canals and rivers to the Mediterranean, coming back "outside". That is the sort of cruising for which "Sunlight" was designed and built.

Statistics:

"Sunlight" was built by myself in 1980 prior to forming the company in my name. The company then fitted her out to the stage she is, which is not complete below decks.

She is the first of the "Eastcountryman 33" class. Her dimensions are 49 feet overall, 33 feet length on deck, very nearly this on the waterline, beam 11'-1½" draft 2'6" boards up, headroom generally 6'10" (just under 6 feet in the aft cabin), displacement 13 tons (future craft 12 tons), engine BUKH 36 bhp diesel, 7½ knots on full power (which we have never needed yet), fuel 80 gallons, water 250 gallons.

The layout below decks will have a total of seven berths (or rather berths for seven persons since two are double) including an occasional berth in the fore-peak, and excluding the settee in the saloon which could accommodate a small person or child. However the layout is intended to accommodate say four in domestic comfort with the saloon purely for eating and relaxing - with lots of room for that, and for eating your own dinner and not that of your neighbour - and with the quarter berths in the galley/chart room regarded as the only two sea berths. The aft cabin has a separate WC and shower and is self-contained.

A coal stove will operate central heating throughout the boat, and a pressure system will supply both heads and the galley and showers with hot and cold water from the ample tankage available.

An unusual feature is a skin cooling tank for the engine to facilitate operation in muddy waters (and indeed in mud), and she also has a weedhatch giving access to the propeller from the aft cabin in the event of picking up debris on the screw, which we have already needed to use four times.

Construction is steel, 10mm bottom, 6mm side and lesser thicknesses higher up with a laminated ply cabin top to give a very low centre of gravity. She has timber bulwarks with carved decorative badges, and a vessel we are building now has the owners' motif on each bow, which will be very pretty.

We are interested in building other traditional types and we have discussed yacht Mersey Flats and yacht wherries with clients, as well as Scandinavian type double-enders. And (can I say it in this magazine?) modern bermudian rigged shoal draft steel craft. Back to the Eastcountryman, we can build up to nearly 60 feet under cover and are currently discussing a cargo carrying version, which would be a nice turn to the wheel of fortune (or if not fortune, keep us busy!).

P. Winch

JULLANAR - Editorial Note

Last newsletter I published a letter from John Leather regarding Martin White's article on Jullanar. I have now found the further parts of Martin White's article and you will find that he has, in fact, covered the points in the letter.

JULLANAR. Part II

As was indicated in part I, E.H. Bentall spread his leisure interests widely, and his involvement in yachting spread over many years, having designed several small sailing canoes. (The term sailing dinghy was not used in his day). In his business of agricultural engineering he was outstanding; but if the word genius be defined as an ability for original thought or conceptions, then the design of

Jullanar could not be considered wholly original; for the practise and to a certain extent the theory of her design had been known for some years, and it cannot be doubted that Bentall read widely of many subjects.

Of the conception of his design, Bentall, in a letter to "The Field" (Feb. 1877) wrote ... "The object that I had in building Jullanar was not to avoid any rule, but to carry out a principle to its legitimate result - that is, the longest waterline, the smallest frictional surface, and the shortest keel, I could carry it no further and keep the centres right." Many yachtsmen of his day considered that the only merit in setting the rudder so far inboard and immersing the counter was to take advantage of the old builders rule then in use - $\frac{L-B \times B \times \frac{1}{2}}{94}$ where L = length on

deck from stem post to stern post, B = maximum beam. As we know waterline length gives speed, and with beam taxed so heavily a boat of say 70ft. waterline could increase its sailing length legitimately by immersing the counter behind the sternpost getting 80 or more feet of length into the water. Bentall insisted time after time that his design was not a tonnage cheater but that "she was the product of many years study".

Dixon Kemp in an analysis of the design (The Field, Dec. 1878) did not consider that the position of the rudder had anything to do with her success. Shorn of its Victorian verbiage, he considered that her success was due to length, great stability, and a minimum of wetted surface, and that these factors had already been used, if not wholly appreciated, in yachts and ships of past years. As early as 1826 Thomas Assheton-Smith built the Menai of 175 tons which has a long hollow bow in contrast to the yachts of her day with their full lines. In 1848 Tom Waterman built the Mosquito of 50 tons, she too had fine lines foreward, but no notice was taken of this, her novel iron construction being considered the reason for her success. At Renfrew in 1859 a Mr. Simmons built the Tiara, a very fast sailer. G.L. Watson wrote of her in 1881, "I had the pleasure of seeing her model the other day and it is a very beautiful one; her bow is long and hollow very like the America's, while the afterbody is carried sweet and fair into a long deepset counter showing hardly any knuckle at the tuck. She was unlike anything launched on the Clyde and of course was condemned by every old salt who saw her." But it took the visit of the America in 1851 to force home the lesson. Scott Russell, as a result of his experiments in the 1840's reasoned his "wave-line theory" which had considerable influence on the early Colin Archer designs. In April 1853 William Cooper (Vanderdecken) published a letter in Hunts Yachting Magazine in which he described a tonnage cheater with a profile similar to Jullanars. In the next issue of "Hunts" came a letter from Ireland stating that "as a consequence of the deck measurement for length having been in use on the Irish lakes for some years, a Mr. Marshall of Dublin had built a vessel named Banshee of 10 tons; she, it was said, had a perpendicular sternpost with a very long immersed counter, fine waterlines and the rudder out of sight." So it would seem that Bentall had no lack of past experiment to back up his studies.

Intelligent and well versed in engineering as he was, Bentall had no formal training in naval architecture, and there is no substitute for practical experience in a shipyard; so we come to the big stumbling block to his ideas, turning the paper drawings into the living hull. Dixon Kemp in his analysis wrote "The original sketches were more extreme than the final drawings ... and the ability to balance the design and ensure that the mast was properly placed in the hull, and that every part of the design did the job intended for it was beyond the skill of Bentall, and he was wise enough to admit it." In a letter to D.K. he wrote " ... Before I saw Mr. Harvey I showed a model to Mr. Hunt (of Hunt's Magazine) and asked him the best person to get to assist me in getting the centres right. He suggested Mr. Harvey. My draughtsman and myself made the drawings and set her out in the loft and she was built on my marsh at Heybridge; afterwards she was taken to Wivenhoe to be fitted." And this is where much argument has arisen.

To put the controversy as briefly as possible. Most writers of yachting history give some credit to John Harvey for the design, but Uffa Fox writing post war failed to do this which upset some descendants of the family, who, with much justification claim that without Harveys experience and skill the yacht would have

been a failure. However, there are some curious statements made by John Harvey in his references to Jullanar. First, in the journal of the Transactions of the Institute of Naval Architects 1876 in a paper given by E.C. Sterling on yacht measurement he states ... "and if you will allow me, I will describe to you a yacht of rather peculiar profile and dimensions which I have just lately theoretically advised her builders upon. The object of her owner and builder being to construct the easiest seagoing and fastest yacht that could be constructed." Then later on in reply to a question by Rear Admiral Selwyn ... "she is a yawl. I would have made her a schooner. She carries a very short mast for her broadside length because she is very narrow." In April 1878 in a paper he gave to the Institute of Naval Architects Harvey states ... "To touch upon Jullanar is comparatively forbidden ground seeing that I have adopted Miranda's dimensions as being best, still allow me to add just a word in passing, that in anything like a breeze she, from her great length and draft of water will outdo both of them (Miranda and Sea Belle, both Harvey Designs) either on a wind or reaching; and had she been built as designed would have been able to do more than she is now able to do." Now what did he mean by that statement? Was there some argument between them with Bentall having his own way, or did he so modify Bentall's ideas that in retrospect he considered Jullanar slower than she could have been?

To be continued

THE THIRSLET SPITTOON

Lurking 'neath the waves at the far end of the East Coast Race start line is the infamous Thirslet Spit. It is high, wide and handsome - all that a spit should be.

In the early days of the Race it was a regular sight to see a boat stranded on its high peak as the fleet streamed away downriver on the ebb. The galling prospect of an eight hour wait until the next high tide was scarcely improved by the chance of a swim, a scrub off or a check of the rudder fittings.

A grand-stand view of the returning boats was poor recompense for all the hard work needed to bring boat and crew to racing pitch, then wasted as it all came to a grinding halt, and settled down at an angle.

The last straw came as the flood gurgled round the stern, and away across the river, in the club-house, the bar was jam-packed and the trophies were given out.

One poor sufferer eventually came ashore to an emptying bar and said, through clenched teeth, "It's enough to make you spit" so I decided to provide a spittoon for him and future sufferers, as a slight comfort for a disastrous day.

Originally I intended to buy a brass one with a wide brim and a good clang; but at the local antique shop I unearthed a little gem. It was small, personal and discreet, in dark brown high-glaze pottery, about 9 inches in diameter.

There were small moulded cockle-shells round the side, and the catchment area was like the inside of a scallop shell, with the ridges leading to a small drain hole and a small emptying hole in the side - pure Victoriana.

The lady in the shop thought it was an ash-tray so I offered her a pound (it was many years ago) with the promise that I could get my money back if John Scarlett did not approve of it (he did).

Nightfall was the first winner in the early 1970's, which I duly recorded, in gold Olde Englishe lettering, on one of the cockle-shells.

At our 21st anniversary Race this year it was a good clean start and the Secretary thought he could re-pack the spittoon from the other trophies on display.

But it was not to be - one boat (no names no pack-drill), in sight of the finishing line, found the peak that was just awash, and spent an agonising hour watching the rest of the fleet sluice past.

The award of the Thirslet Spittoon may be a dubious pleasure but he is entitled to it.

AREA RAMBLINGS

SOLENT

The ANNUAL GENERAL MEETING of the Solent Area will be held at 6.00 pm promptly on Saturday 23rd February at the RAF Yacht Club, Hamble. Items for the agenda should be sent to the Area Secretary as soon as possible and not later than 14th January. The meeting will be followed at about 7.00 pm by a Social Evening at which relatives and friends will be most welcome. A simple fork supper of cottage pie, cheese and biscuits and coffee will be available at £2.50 per head but MUST be booked in advance in writing with the Area Secretary (enclosing appropriate remittance) not later than 10.00 am on Tuesday 19th February. The photographic competition will be revived this year so look out your best slides and enter them (on the evening) in one of the four classes:- Yacht portraits, Old Gaffers racing, Landscapes and Humorous. Please put your name on the slides so you get them back. Donations of suitable articles for the raffle will be gratefully received. Phone Sam or Maggie Bayliss on Godalming 28652.

Other News

Reports that Rod Cleasby (Windhover) had got to Brittany in the last Newsletter may have been wrong, as Windhover was reported moored but unattended at Falmouth in late August. Has anyone news of his whereabouts?

Nick Skeates (Wylo II) set off for the Caribbean in October but was long delayed by bad weather in Falmouth. He has just written from Madeira (mid November) after a rough passage there, blowing out a staysail and bending the stern davits enough to jam the dinghy on the rudder head.

Mary Niven has been bought by Pete Hatchett of Hedge End, Southampton, and he hopes to keep her at Portchester next season.

Provisional Dates 1985 for your diary

February 23rd	Solent AGM - RAFYC Hamble 6.00 pm
June 23rd	Rally at Ginns Farm, Beaulieu River
June 30th	Round the Island Race
July 23 - 29	French Rally in Channel Islands
August 31st	Bursledon Regatta
September 7th	Solent Race

SOLENT RACE 1984

A View from the Committee Boat

The day dawned bright with a good South Westerly breeze and promise of a little more in the afternoon. For once there was no difficulty in deciding the course - down to Saltmead, the longest of our options.

No trouble with the weather but the starting cannon made up for that. It failed to fire on the 30 minute and 10 minute signals, although the flags (which are what matter) were on time. The fault was found in time for the start and the 48 boats counted were away on the windward leg being led over the line by Figaro and Andy Lassen followed by a large section of the fleet in close order. Hopeful cries for water were heard as they sorted themselves out and set off down the Solent.

With nearly an hour of foul tide still to run the boats tacking close inshore seemed to make best progress. Sorella was one of these and seemed to be closing on Duet and Chloe May who were cross tacking further out where the wind may have been marginally stronger down to Egypt Point. Iseult and Falmouth Bay II were also in contention on this long windward leg with Olive Mary, Figaro and Jardine close behind.

This group had stayed close to the Island shore, except Falmouth Bay II who tried the other side, but now had to fetch across to West Lepe. Duet reached the mark first at 11.16 but Sorella rounded inside her and drew level. These were

followed by Chloe May, Jardine, Falmouth Bay II, Iseult, Content of Leigh, Nerak, Olive Mary and Baroque.

Sorella lost some time between W. Lepe and Saltmead in making a sail change and Duet went away agin. By now the rest of the fleet aided by the tide were streaming round and it was time to make our way back for the finish.

It is a pity only to mention the leading boats for as much or more of interest is going on all the way back through the fleet and as anyone knows who has sailed in these events, just being there is the most exciting and pleasing part of them.

During the early afternoon the wind freshened and with wind over tide the usual short Solent chop built up to provide a little flying water and really good sailing.

At the finish the boats were reaching through the line at about maximum hull speed and all 43 of them were a sight to remember. Chloe May was first with Duet under 1 minute behind. Sorella (built 1858) finished 4th only 8½ minutes behind Chloe May to sweep the board on handicap.

Towards the time limit the weather closed in and it rained and blew unpleasantly. 43 boats had been timed in, we knew of 2 retirements but we had counted 48 at the start so remained on station to the limit. In the distance appeared a gaffer, identified as Moonstream, and with eight minutes to the time limit we thought she would surely make it to win the Laggards Ladle. Two minutes to time and she was about a cable and a half away (bound to make it now). Half a cable off and lo and behold she put about and sailed off into the gloom. What a day it had been!

SOLENT RACE RESULTS 1984

NAME	Elapsed Time	Corrected Time	Position		Class
			Over	Line Final	
Sorella	4.27.48	4.07.59	4	1	IIA
Falmouth Bay II	4.28.55	4.26.46	5	2	G.R.P.
Wylo II	4.45.07	4.26.52	9	3	G.R.P.
Iseult	4.25.54	4.29.21	3	4	IA
Gem	5.05.54	4.30.07	14	5	IIA
Skate	5.13.30	4.32.26	19	6	IIA
Chloe May	4.18.25	4.38.19	1	7	I
Trammel	5.22.00	4.39.30	23	8	IIB
Arrow	5.47.22	4.40.40	32	9	IIA/III
Zoraida	5.17.11	4.43.34	20	10	G.R.P.
Nerak	4.52.47	4.43.42	11	11	IA
Olive Mary	5.08.35	4.46.59	16	12	IIA
John Henry	5.51.06	4.47.54	35	13	G.R.P.
Patsy	5.17.24	4.48.12	21	14	IIA
Content of Leigh	4.41.16	4.48.18	7	15	G.R.P.
Venture	4.48.58	4.48.58	10	16	IA
Jardine	4.44.18	4.49.42	8	17	IA
Brunette	5.31.45	4.51.37	25	18	IIA
Zephyr (878)	5.13.02	4.52.22	18	19	IIA
Daisy Bell	5.54.55	4.52.27	37	20	IIA
Onward of Ito	5.17.44	4.52.38	22	21	IIA
Wild Duck	5.00.39	4.54.20	13	22	IA
Morning Calm	5.39.07	4.54.21	29	23	G.R.P.
Orca	5.10.10	4.57.27	17	24	IIB
Long Nanny	5.36.44	4.59.01	27	25	G.R.P.
Duet	4.19.23	4.59.04	2	26	IA
Delphina	5.27.53	5.01.00	24	27	IIB
Zephyr (621)	6.19.52	5.02.00	42	28	IIA
Sixpincer	5.32.40	5.04.23	26	29	G.R.P.
Andy Lassen	5.55.22	5.04.54	38	30	IIA
Caprice	5.52.06	5.04.55	36	31	IIB
Lisa	5.39.21	5.06.26	30	32	IIA
White Moth	5.08.23	5.06.51	15	33	IIA

Whilst the gaff population on the Stour is increasing, it is still very much a point of interest locally when the gaffers start arriving. Quay Punt 'Greenshank' was the first boat this year, arriving Friday afternoon at Mistley Quay. By Saturday morning we had Jubilee (Cherub) and Shiela (Albert Strange Yawl) to join us on the upper reaches. It was already looking good as we set off in 'Deva' and 'Tarka' for Wrabness, loaded up with barbeque equipment, a racing mark and the beer.

As we set up the barbeque, we had to keep stopping to look at gaffers arriving. It was almost like Stone as one by one they stole into the anchorage on the young flood. Soon the seascape had gone back fifty years in time, as gaff rigged boats of all shapes and sizes rounded up. Colin Archers, Dutchmen, a police boat, superb Edwardian yachts, an Essex smack, a Liegh cockler, some new gaffers including a barge yacht - they were all there.

Over thirty Class I & II gaffers attended, with possibly 100 people turning up to the barbeque on the beach. It was over double last year's attendance, despite losing 15 smacks to an event in Greenwich. Better still there were boats there who do not normally manage to get round to the Blackwater race. I wish I had brought down another barrel, but how was I to know!

The course for Sunday's race was rather ambitious for the foul tides and light winds, but it was a beautiful day to be on the water - why waste it at anchor! 24 boats turned up for the early staggered start - staggered not through hangovers - but for handicap purposes.

Tactics varied considerably for beating the flood tide. The majority of boats hugged the Suffolk shore, but some thought a better wind could be found on the Essex side. Shoal waters, racing for the first time for many years, with Barge Yacht Sunlight (now a local boat) and 'William & Emily', the sole Essex smack, crept along the Essex shore which paid off to start with, but hit foul current by Parkestone Quay. Somebody reported Shoal Waters for working his way with suckers along the Quay, but I am sure they exaggerated.

On 'Deva', racing in a gaffers event for the first time for two years, we were having a superb tassel with 'Tarka', who was setting a huge spinnaker called 'Mr Therm'. Progress was slow as the fleet ghosted through surprised moored boats at Ewarton Nees, but Tarka and Mr Therm slipped past Deva into the lead. However it was a day for private breezes, and as the wind went North, Deva seemed to take off on a beam reach, making me feel rather embarrassed at the Handicapping as we built up a huge lead of half a mile.

But luckily for my reputation as area secretary, and unluckily for Deva, we came becalmed off Shotley. It used to be called Bloody Point - I can see why. What make it worse was the way Skua (35ft. Colin Archer) and Golden Plover (1890 Clyde racer) carried a superb breeze down the river past everyone else and went right under the high banks of Shotley, keeping going where they should have stopped! They were round the Harwich Guard before we could move again, and Greenshanks and Shiela were now catching up fast.

At about this point many craft retired and returned to sunbathe off Wrabness, quite understandably!

We chose to stay the Harwich side of the Harbour, and our luck seemed to change as we drew ahead of Skua and Plover lying in mid channel. Shiela setting Spinnaker and Mizzen staysail started to gain rapidly on us, for Deva was now becalmed again. Deva was not just becalmed, she was going backward! Some tactical anchoring restored her lead, but it was hardly progress. Then lady luck shined on 'Skua' again as a gentle sea breeze set in, taking both her and Plover well to windward of Deva, who had just about nipped round the Harwich Breakwater. Skua, Plover and Deva had a close fetch to Pye and Bouy (the revised seaward mark), followed by 'Greenshank' and 'Shiela' some distance astern. Skua's large topsail caught the last of the now dying sea-breeze and took her with the last of the flood back into the Stour. From our position entering Harwich harbour, we could see her topsail high above the various transit sheds on Navy-yard wharf, with Plover about 5 minutes astern.

The wind petered out for us as we neared the guard buoy, as the tide set into ebb, Shiela and Greenshank still carrying the sea-breeze. In fact they were carrying a much better sea breeze now and just before they caught up, Deva picked up again on a quartering breeze up the Stour.

Meanwhile, at the head of the fleet Skua was near to crossing the line when the wind failed her, topsail and all, and she was forced to anchor. But to her horror, Golden Plover was skiing along the Suffolk shore, her sails full of the new breeze, and there was nothing Skua could do but watch the boat she had done so well to keep at bay take the gun. 1890 Golden Plover, expertly sailed by Nick Zienau, was probably the best boat for the day, but had certainly had a difficult time working the foul tides.

Third place was very keenly contested. We in Deva thought we were safe - our working rig was drawing nicely on a reach, whilst Shiela's very shy spinnaker was not giving her enough extra speed to worry about. Greenshank was much further back still. But everything changed when the wind drew aft. Shiela's Spinnaker and Mizzen staysail began to pay dividends. This was too much for the poor old prawner with her limited sail plan and heavy construction. Shiela closed for battle, tried for the leeward pass, then to windward, but was forced to the Essex shore. She finally went through Deva's lee, but all the time Greenshank had been ploughing up past Ewerton Ness, availing the tide, and it was she who took third place.

The class III river race had been sailed whilst the big boats were away. Their course was Wrabness - Hakstead - Holbrook - Mistley dredger and back to Wrabness. Although I had been looking for a better entry than last year, only three boats made it to the start line. One local boat and several visiting boats from Tollesbury missed the tide. Souter Harris in Mystery, who had breakfasted at 5 a.m. beat local boat Spica, despite colliding with the Mistley dredger. The beach-yawl Pet, with her dipping-lug rig came third.

Prize giving was held on the beach at Wrabness, not the Thorn Hotel because of problems at Mistley on Saturday night. (I have carried out detailed investigations - Tollesbury can come back after all!) However, with the tides as they were, and the nice weather it was no great loss. It was probably a good job too, because there were still class I & II boats racing! Colin Archer Scalloway came in just as the committee boat came off station. Followed by Liegh cockler Alice & Florrie. The hundred-and-four year old Essex smack William & Emily received a toot for eighth place from the shore during the prize giving, whilst the ceremony was over by the time miniature dutchman Katrisn (normally sailed on the Stratford Avon!) brought up. She had been sailing for over 12 hours! Full marks for persistence!

After the sophisticated results machinery used at Stone, the pursuit race system on the Stour was crude by comparison. Many boats had lost or overcome their time advantage/penalties at the start by the time the fleet had done a couple of miles - a slow race against tides is always awkward. On the other hand, the first five boats finished within seventeen minutes after racing for eight hours, so it was not so bad!

Finally the thankys. The biggest thankyou goes to all those who turned up. They make everything worthwhile for the organizers. Please come again next year - and bring some others with you. Thank you to Dick Patterson and his wife on Kiwi, who did an excellent job as OOD. To the Vice Pres. on Maid of Tessa, who with local yachtsman Tony Elliot worked hard as course martials; to Viv. Eden on Tamarisk for looking after class III; to Dave Warner for tending to all the dinghies and many other jobs; to Brenda for her invaluable publicity work and admin on the committee boat; to John Hugget for sorting out the prizes; to my wife for putting up with me and all the last minute arrangements. Finally to Dave Simlain for providing the silverware.

And next year? If nothing else we have the tides for a change!

RESULTS

Position		
1	Thorn Old Gaffers Trophy	GOLDEN PLOVER
2	1st Prize	SKUA
3	Coxswain's Working Boat Trophy	GREENSHANK
4	2nd Prize	SHIELA
5	First Local Boat	DEVA
6	3rd Prize	SCALLOWAY
7		ALICE & FLORRIE
8		WILLIAM & EMILY
9		KATRISN

Class III (Open Boats)

1	Thorn Trophy for Open Boats	MYSTERY
2	2nd Prize	SPICA
3	3rd Prize	PET

Retired: TARKA, L'ATALANTA, MORDIALLOC, TIDEBIRD, FAIRWIND OF SHOTLEY, PISCES, INANDA, JUBILEE, FIREFLY, VICTORIA, MYTYKA, WITCH, GWENILI, SHOALWATERS, SUNLIGHT.

Details of the Rally and Social at Maldon in next issue.

O V E R S E A S

VANCOUVER B.C., CANADA

On July 16th the Northwest Old Gaffers Association held the first annual Old Gaffers Association Race. It was held in co-operation with the Vancouver Maritime Museum and the Vancouver Women's Sailing Association. Fifteen boats turned out for the start on a brilliantly sunny Saturday with a 15-18 knot westerly.

The ages of the boats ranged from the 1897 Sylvia to the 1983 gaff ketch 'Eclipse'. In order to encourage a bigger turnout marconi rigged boats were given a start as long as they were of some aesthetic or traditional merit. It is interesting to note the ages of the winners. Line honours and overall first place for both fleets went to Carlotta built in 1900 as a Bristol Channel Pilot Cutter. Line honours and first place in the marconi class went to Lalonga built in 1939 with second place going to Ailsa built in 1907.

Although there was a certain amount of imbibing (frowned upon naturally by the racing committee) and even the occasional water balloon there was also some hot competition with the third and fourth place finishers changing position 3 times on the final leg with Gwendoline finally triumphing over Eclipse.

Solstice was awarded the prize for best effort for doing the whole course single-handed.

The organizers wish to thank all those who helped and all those who took part for making the day such a roaring success and to assure them it will be held again next year if only to add some aesthetic relief to the normal English Bay production boat dreariness.

THE CATBOAT ASSOCIATION, U.S.A. (North East U.S.A. - O.G.A.)

We received a letter from Frank Cassidy extracts from which follow. May we say Frank that we would very much like to continue our association and would be very glad to receive information from you. Ed.

"I was shocked and saddened to hear of John Scarlett's death. It seems particularly disappointing when someone as active, dynamic, and as willing as John was to do so much, dies prematurely.

"I had been communicating with John since 1968; he has visited me here in

Boston and I have been to his home in Galashiels. About a year ago John asked me if I would be willing to serve as the Northeast U.S. representative for the O.G.A.; the position being formerly held by John Leavens. I accepted of course, and although I haven't done all that much, I have sent a few things to John and looked forward to doing more until our communication was cut short.

"Finally before I close, I should briefly introduce myself. I mentioned that I had been in touch with John since 1968, and since that time I have owned two wooden gaff-rigged catboats. Our present boat, CIMBA, see enclosed, is 25'0" LOA, 24'6" LWL, 11'8" beam with a displacement of 12,000 pounds. She carries a single 500 square foot gaff headed sail and is powered by a Perkins 4-107 diesel. She was built in 1965 of mahogany on oak, bronze screw fastened. I built our first boat, an 18' catboat with 4,000 pounds displacement, and of course our family does 100% of the maintenance on our present boat. We cruise most of the New England waters (Newport, Rhode Island to Camden, Maine) each summer and race other catboats in five or six regattas each year. Great fun!

"My wife Lynda (who does most of the work on the boat each spring along with my children Mary and Peter) is the Treasurer and Membership Secretary of the Catboat Association. We use an Apple computer to keep track of the data on 1400+ members, print mailing labels, and print the annual membership directory."

VIGILANCE B.M. 76

Now a Registered Training Ship with sail number T.S. K.332.

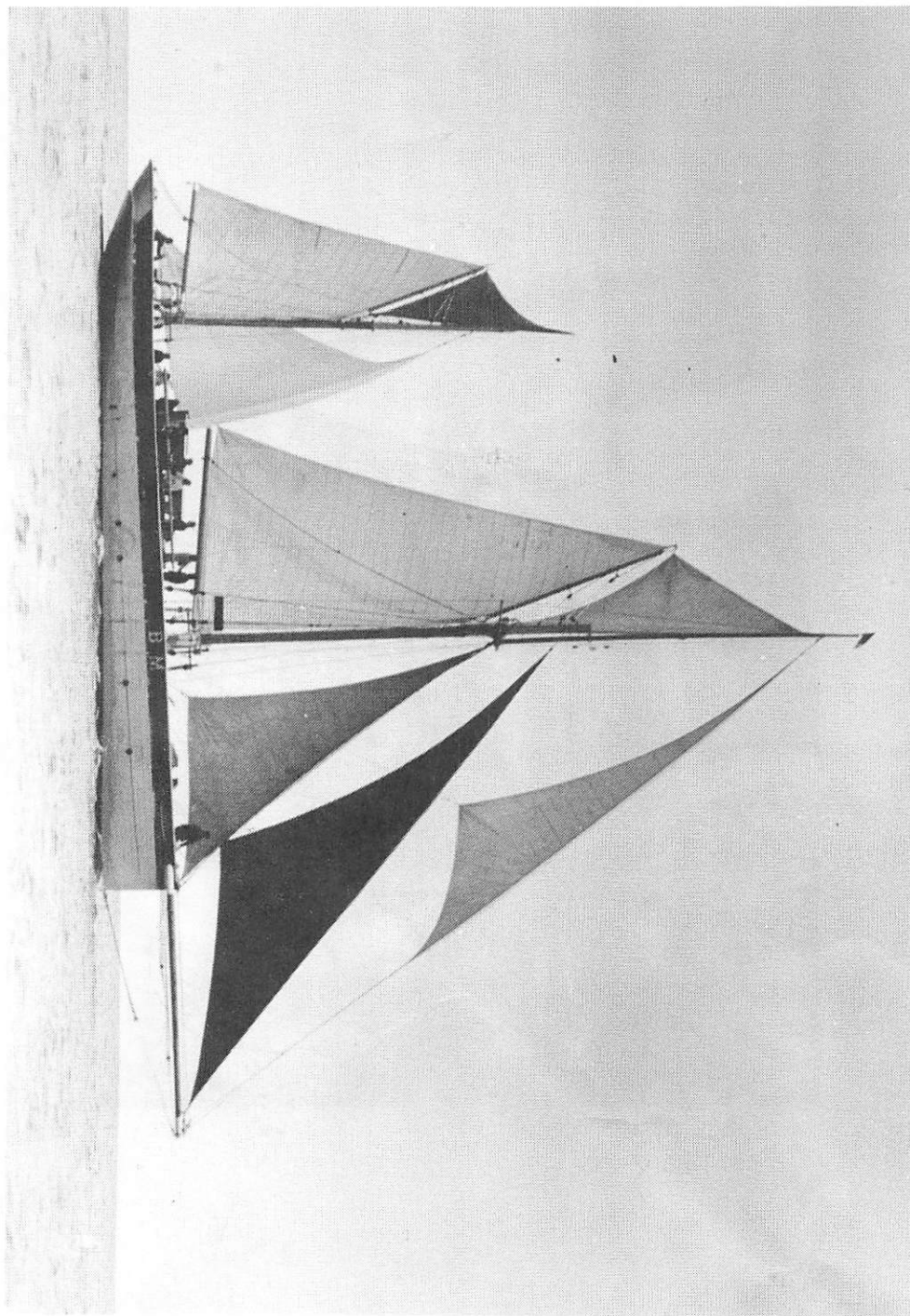
Commissioned in 1926 'Vigilance' was one of the last Brixham trawlers to be built, in an age when the steam engine was finding favour with fishermen who could see that a constant speed outweighed any advantages that sail could offer. With progress giving her an immediate disadvantage, her working life was to last only ten years. After being sold by her first owners, the Foster Brothers, she underwent conversion to become a cruising yacht and Shoreham became her home port. Unfortunately her new owner was to lose his life at sea, by drowning, from another yacht, and on the night of his cremation 'Vigilance' was burnt out. Coincidence it may be, but it was rumoured at the time that his wife set fire to her in an effort to stop her sons going to sea. Most of the deck and interior were gutted, and, being deemed a total loss, the trawler was to pose as a store and pontoon until 1955.

An Australian bought her in this state and attempted to sail her away under a tarpaulin rig. However, the craft was deemed a hazard to shipping by the coastguards and she was towed into Littlehampton. After this experience the new owner lost interest and that winter sold 'Vigilance' to her present owner, Ken Harris, for the princely sum of £80.

Harris gave up his job as a shop fitter and in the Spring of '57 commenced the arduous task of rebuilding. Initially he replaced what was missing or damaged beyond repair and generally tarted her up, but being a perfectionist this was not ideal. Her scars were not that easy to disguise and matching new with old was impossible. So during the next 17 years 'Vigilance' was rebuilt and replanked upwards from 7 planks each side of the keel. Most of the frames have been renewed, her topsides have been replanked, deck beams and deck are new, the deck house, hasylights and bitts are all new and built by Ken from a wood called Ironbark, obtained from the Dockyard where they were used as rollers, 6ft. long x 1ft. diameter for 15/- each, 8 being purchased and 8 given free. Over 19 tons of oak has been used for making new frames, deck beams, beam shelf, and boards and lodging knees. A ton and a half of iron fastenings, all hand forged by Ken, and then galvanized, have been used for all fastenings.

Over the years Ken, who relies on odd jobs around the town for a living and funds for the boat, has had to keep a watch-out for bargains. Much of the wood had to be bought in the log and sawn up on the river side, but every now and then snippets crop up. It is quite surprising how much outside help a project like this will generate, either the occasional hand lifting logs or holding something





in position, or just keeping a general eye open for items going for a song. One fisherman who was returning to port with his party nearly collided with a large log as it drifted past the river entrance. He reported it to Ken and before it had drifted too far he had it in tow behind his dinghy and spent the remainder of the evening rowing for dear life to get the log ashore.

On the fittings side, the bargains would seem to be easier to catch. The portholes are from a scrapped MTB and purchased for 5/- each; the navigation lamps were donated by a company owning a river barge which used to ply its load along the River Wey from Guildford, whilst the wheel was bought for £4 from a South African who had visions of making a gate of it back home until Harris persuaded him otherwise. £10 was the price for the binnacle compass from a boatyard the other side of the river and the aft capstan came straight from the scrap heap. The bow fairleads were bought for £1 each and came from a Brixham chandler who couldn't sell them, whilst the aft pair which, incidentally, match those at the bow, came from a trawler being refitted by Ken in Littlehampton. The impressive power winch at the bow was lost on deck when 'Vigilance' was first towed into the harbour and is believed to be original, but although it had been repaired and rebuilt, it had been assembled wrongly. The lower sections of the two masts were destroyed in the fire. Harris acquired a landing light post from the local aerodrome and scarfed new bottom sections on the main and mizzen masts. The mainmast weighs 2 tons. The topmast came from a Thames barge that was being converted into a houseboat. The hefty main boom came from the other side of the river for £10, while the mizzen boom was from 'Kathleen and May' whose crew discarded it on the quay side. This later broke and was replaced by one from a Dutch botter barge. The gaff booms were on the boat when purchased. The bowsprit was cut from a pitch pine log chained up at the high tide mark near a rubbish dump. It was 50ft. long and 15ins. diameter and was cut down to 40ft. x 11ins. tapering to 8ins. The offcuts were used for planking in the counter stern between the arch board and cover board which were completely renewed. All the rigging is wormed, parcelled and served and although some of the deadeyes were saved, Harris has had to make the remainder. The foresail and jib were obtained from D. Hilyard, Littlehampton, and the mainsail, mizzen and main topsail were bought secondhand and re-cut by a local sailmaker.

Seventeen years of painstaking work and 'Vigilance' is still not complete. The interior has yet to be fitted out, the deck has to be smoothed down, and much else awaits the finishing touches - yet Ken Harris is not daunted. Indeed, he positively enthuses in the work. This labour of love will no doubt continue for several years before things really become ship-shape and even then, when maybe he is fulfilling his dream of making 'Vigilance' pay her way in the charter business, she must surely be paralleled to the Forth Bridge - once you've made good at one end it's time to start again at the other.

*

I never realised that a yearly refit and maintenance programme could be so time consuming. Vigilance is now fitted out with 12 berths, consisting of a six berth cabin, a four berth cabin and a two berth cabin - all with their own toilet and washbasin. All washing areas have hot and cold water.

The crews cabin is aft with a double berth and three single berths with their own toilet.

The saloon area has a wood burning stove. There is a large table which seats twelve - there are two settees and three armchairs.

The galley is 12ft. long and contains a stainless steel diesel cooker, water heater and calor gas cooker and fridge. There is a large working surface area.

The deckhouse has a chart and navigation equipment space with seating for nine people.

The engine is a Leyland 95 h.p. diesel Ducati 12v. 24v. and 240v.; in the engine room there is a carpenters bench.

Vigilance has wheel steering, hand capstain for the mainsheet. There is ample space on deck. A dinghy rack which holds a 12ft. and 14ft. dinghy.

On the foredeck there is a large winch with two chain gypsy and two-rope. Power is by hand or by a 70 year old petrol engine. When just my girlfriend and I are sailing we use this to hoist the mainsail.

Vigilance handles perfectly in harbour with the engine and gives 6½ knots at sea where she is perfect and one cannot fault her at all. Best speeds are obtained on a reach, and to windward she is excellent - out the rudder on the centreline and steer her by adjusting the mizzen sail and she will sail herself.

I entered her for the Tall Ships race from Wymouth to St. Malo - she was the second oldest boat in the race - we carried a crew of young ladies and was the first working boat over the finishing line and she came third over the line.

Vigilance is available for Charters during 1985.

The photos on the page adjoining show a burnt section of the boat when Ken Harris acquired her and as she now is under full sail off Dartmouth.

CORRESPONDENCE

The following was sent from Lisbon, Portugal on 27th October 1984:-

"It is with great sadness I write to you, my husband Fred Bessant collapsed and died here in a Lisbon hospital on September 28th last, we were on our way back to Galicia in N.W. Spain to spend another Winter, our third of this cruise, the first in Vigo and the second on the Algarve.

"Realizing that age was catching up on us, and "Risør" a bit too much for us to handle, it was to have been our last long trip, Fred was 77 years the day he was cremated and my consolation is that he lived life to the full right to the last.

"He has left me many wonderful memories to comfort and sustain me over this dreadful period when I must remain in Lisbon before bringing Risør back home in the Spring.

"As she is our home, I must stay with her and look after her to the best of my ability.

"Fred was a member of the O.G.A. for some years and had written one or two articles on our cruises for the magazine, we know a lot of the members, perhaps the best of them, Mr. Philip Cox and his son David, the owners of "Velsia", who I am sure will be sad to hear about Fred.

"I would be grateful if you would print this letter for me as a means of letting our many friends in the O.G.A. know.

"With much sadness, Yours sincerely, May S. Bessant, "Risør"."

NEW BOOKS

AN OLD GAFFER'S TALE by Martin Eve

The story of the acquisition and long ownership of "Privateer", a 32ft. Boston smack yacht built in 1931, well known to East Coast O.G.A. Racegoers, with many happy reminiscences of East Coast personalities, boats and places. A period of chartering to help out with the cost results in a wife for the author. The story continues, often changing course, with family cruises, research into her former history, drama with the elderly engine, Old Gaffers Races, repairs that are going to be done next year and many interesting and amusing exploits. Gaffer owners will be able to relate to this book, Martin Eve clearly loves his boat and this comes through in his easy modest style. The book deserves better photographs but it is most enjoyable, a good read and one for the Christmas stocking. D.J.C. Seafarer Books £7.50

SAIL. The Surviving Tradition by Robert Simper

This is one of those books that can be picked up and sampled from time to time, with a lot of excellent photographs to look at, mainly taken by the author. After the pictures read the text and here one finds the fascination of this book, it is full of interesting and well presented facts about surviving traditional sailing boats of all sorts. Divided into six chapters to include the Golden Age, Training under Sail, Adventure, Working Sail, New Life for Old Hulls and Races and Rallies there is a section at the end listing most of the traditional craft that may be seen sailing, not only in the U.K. but in Europe, Scandinavia and the Americas. The text is written in a very easy readable style and the book will appeal to anyone who likes the traditional whether previously interested in sail or not. You'll keep reaching for it!

D.J.C.

Conway Maritime Press £10.50

"HEAVEN'S BREATH; A NATURAL HISTORY OF THE WIND" by Lyall Watson

is published by Hodder & Stoughton at £9.95. Those who sail small boats become far more sensitive to the wind than landmen, who seldom notice it unless it blows slates off the roof or something of the kind. Wind, or the lack of it ruled the seaman's life. A change of direction made a safe anchorage into a dangerous lee shore. Those who enter the various smack races know how helpless a sailing craft is in a calm - and how too much wind can be as bad as not enough.

This book deals with sea and land. With direct and indirect consequences of the type, force and direction of the wind, including a thoughtful analysis of the Beaufort Scale. The wind cannot be seen but it can certainly be heard: in rigging, in the branches of trees, in telegraph wires, which sound eerie when the wind is in a certain quarter. Some seamen can predict a change by certain signs, but it's not something quickly learnt.

Ashore, the wind is (or rather was) harnessed to drive mills for grinding flour and animal feed. To pump-out low-lying fields or to power small generators for those living in places remote from mains electricity.

These and many other aspects of the wind are covered in this important book, which will provide topics of conversation among seamen and landmen alike for some time to come.

P. O'D.

A D V E R T I S E M E N T S

WINDFLOWER Exceptionally pretty gaff sloop. Designed by Capt. Westmacott and built to a high standard by Woodnutts at Bembridge, I.O.W. in 1932. 26' x 21'6" x 7'6" x 4' + bowsprit. 2 Berths and pipecot. In Summer there is room to sleep in cockpit under spacious cockpit cover. Lead keel, bronze fastenings, teak brightwork, recently installed diesel and nearly new sails. Large inventory includes heater, anchors, autopilot, log and compass. Sails well and is easy to handle. Lying Solent. £6,250 o.n.o. Apply Charlie Coxwell, 11 Deanes Park Road, Fareham, Hants. (0329) 286945.

TWO SISTERS Recently restored. Itchen Ferry Gaff cutter 23'6" x 9' x 3'. Built 1910 of pitchpine on oak and now with iroko cabin sides, d/diagonal mahogany deck. Cabin fitted out with mahogany and teak. Sleeps 4. Galley and toilet, lots of storage space. 1 ton lead internal ballast. Full set of sails. Main, fores'l, jib and tops'l, all terylene and as new. Mast and spare columbian pine. 30 gall. s/s water tank. 4½ h.p. Seagull outboard, All traditional and very pretty boat. £4,500 o.n.o. Lying river Itchen, Southampton. Tel. Southampton 477354. Phillip Goddard.

APRIL 25' yawl hull pitch pine, on oak frames. Built 1898. Cabin added about 1933. A very attractive boat. New taw sails. In board Volvo Penta engine needs small attention. Iron ballast keel and bolts. All good condition. Surveyed Feb. 1983. Lying Keyhaven. Offers over £2,500. Apply Pat Bennett, Staddlestones, East End, Lyminster. Tel. (059 065) 664.

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. 4'7 1/2" x 1" dia. with coupling - excellent condition.

Paraffin Port & Starboard Navigation Lights. Galvanised - about 10" 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.

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.

MERLIN (463) 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. £500 o.n.o. David Childs, 78 Tower St., Brightlingsea, Colchester, Essex. Tel. Colchester 862286, Ext. 2164 (during working hours), Brightlingsea 5628 (evenings).

FOR SALE Metal Gaff shoe, 7" between "jaws". Does not include gaff-end fitting. Fifty Bob?

WANTED Small brass bilge pump suitable for dinghy centre-board fitting.

Graham Wadson, 20, Abbots Walk, Thorpe Bay, Southend, Essex SS3 8AN.

Tel. 0702/587395 or office 01-353-0941.

KISMET (ex Reginald the Dane) (892) 1948 Deben 4 tonner. Gaff sloop, pine on oak by Whisstocks of Woodbridge. 22'9" x 7'6" x 3'9". New mast, excellent sails (Cotton main and 3 terylene jibs), reconditioned Stuart Turner 4hp. Inventory includes Wykeham Martin gear, Echo sounder, CQR & fisherman anchors with 25 fathoms chain, warps, fenders, sea-toilet, cooker etc. She is in excellent order and very smart (much photographed). Currently lying in winter berth near Ipswich. £3,750.00 (10' glassfibre dinghy also available subject to negotiation). Contact Neil Munro, 2 Hartley Street, Ipswich, Suffolk. Tel. (0473) 210970 (evenings), (0394) 278151 (days) or Robert Munro (0394) 278321 (days).

MERA Auxiliary gaff cutter designed by W. Launchbury and built Burnham Motor and Boat Co. Ltd. in 1906 of teak on elm. 6 tons TM 31.5' x 21' x 8.2' x 4'. Hull needs a great deal of work, no engine and no gaff. Six sails and some blocks. Offers to C.P. Fibbens, Mariners, 13 The Spinney, Itchenor, Chichester. Tel. (0243) 512452.

TRADITIONAL 14' DINGHY; Jamily 14 built by Wrights of Ipswich. Clinker mahogany, smart varnished finish. Gunter rig. trolley, cover, and break back trailer. £430. Apply Marshall, Tel. Dartmouth 2898.

IDLER 34' x 10' x 4'6" Morecambe Bay Prawner. Stripped down ready for rebuild. Good example of a famous class of fast inshore fishing craft. Needs restoration from the floors up. Lying Salford Docks, Manchester. Ring 061 434 3543, or write H. Trevelyan, 7 The Drive, Manchester M20 0HB.

MARTLET (692Y) 35' x 27' x 8'7" x 5'10" Auxiliary Gaff cutter, built 1936 by Uphams of Brixham of Pitch Pine on oak. Thornycroft Handibilly in excellent order. 4 berths + 1. 6'2" headroom. Terylene sails. Large inventory including 10'6" inflatable full winter covers and lege. Excellent sea boat in good condition. £8,250 o.n.o. R.A. James, The Old Postern Lodge, Dartington, Totnes, Devon. Tel. Totnes 863947.

FOR SALE 2 mint condition (New) gaff mainsails in cotton.
1. Luff 11'6", Leech 21', Foot 14', Head 11'3".
2. Luff 10', Leech 19', Foot 12'4", Head 11'.
Only £75 each. Apply G. Henderson, Felixstowe 286613.

GYPSY OF MYLOR Helford River working boat, built by Thomas of Falmouth in 1908. L.O.A. 24' (ex bowsprit) draft 4', four as new terylene sails by Penrose of Falmouth, Kelvin petrol/paraffin engine, inflatable dinghy, lights, cooker, toilet, 3 berths etc. Ashore at Blagdons Yard, Plymouth the hull needs some work (part done). Apply Mrs. E. Dampney, Littlecroft, Woodside, Plymouth, Devon. Tel. 661408.

ENDURANCE 30 - 1979 Gaff Cutter for Charter from Dubrovnik Marina Yugoslavia. Very well equipped and comfortable. 5/6 berths. 20% discount to O.G.A. members. Adriatic Cruising Club, Clifton, The Street, Mortimer, Berks RG7 3PE. Tel. 0734 332074.

CRUISING 1985. Would any fully active real seaman/woman like to join 8 ton Falmouth Quay Punt "Twilight" for any period up to three months during summer of 1985 cruising Malta to the Greek Islands. Very few expenses. Further details from: Colonel B.G. Bloomer, 63, Marina Street, Senglea, Malta.

WE RESTORE WOOD YACHTS and build in steel and alloy. Skilled shipwrighting and supervision including design and survey to owners' requirements. Traditional masts and spars made. Outside storage space also available. Builders of the EASTCOUNTRYMAN class gaff rigged barge yachts 27, 33, 42 and longer hull lengths to order. Paul Winch (Yacht Builders) Ltd, Chambers Wharf, Faversham, Kent. Tel. (0795) 537056 or 537066 (eve.).

S T O P P R E S S

OLD GAFFERS AGM & THE BOAT SHOW JAN. 12TH 1985

There are important issues to discuss at the AGM this year. Please could as many E.C. Area members as possible make the effort to attend.

Don Hunt is organizing a coach, which will probably depart from Tollesbury. Arrangements can be made to pick up en route.

This promises to be a good day out!

Contact Don Hunt, Bridge Street Motor Cycles, 28 Bridge St., Witham.
Tel. 513302 day, 517005 evening.

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