

7 NO 2
OLD GAFFERS ASSOCIATION
NEWSLETTER No. 1964/2
1964/2

NOTES AND NEWS. Most of the news this month is of the races. First race of the season especially for gaffers will be on the Clyde, as the Royal Gourock Yacht Club are putting one on on Saturday, June 13th. If it goes well, this will become an annual event.

Saturday, July 18th is the date of the East Coast Race. The start will be at 10-0 a.m. at Osea Pier, about an hour and a half after high water. This year the course will be last years B course, round the Wallett Spitway and back into the Colne to finish off East Mersea, with the prize giving at Jacobes Hall Restaurant in Brightlingsea. This shorter course will mean that unless the weather is really extraordinary, all entrants should be able to get to the prizegiving, and the neap tides should mean easier work for those who reach the Walleet Spitway at the wrong time to catch the flood back in again. Altogether, I hope we shall get on much better than we did last year, but I'm still keeping my fingers crossed! (Which accounts for the bad typing!)

One thing I do feel certain of is that we shall find a better reception at the venue for the prizegiving. Jacobes Hall is a really charming timber framed building believed to date back to the thirteenth century, but far more important, the proprietor, Major Willett, is himself a yachtsman and a member of our Association. We are hoping to be able to arrange for the use of a motor launch so boats can anchor in Pyefleet after the race. Details of these arrangements will be sent out with the sailing instructions.

I am sending out entry forms for this event with this newsletter, and I would appreciate it if you could all let me have them as soon as possible. I am trying to fit a laid deck on my own boat this year, so typing etc. has to be fitted in when I have a few odd moments to spare. Those of you who entered last year need not fill in all the handicap details unless there has been some alteration since last year. If any of you can add anything to the histories you sent in last year, please do.

Last year we made a loss of nearly £6 on the race. Fortunately, this was covered by donations, but this year the entry fee will remain at 10/- for those who have paid their subscription to the O.G.A., and will go up to £1 for non members, so those of you who have not yet paid, please hurry up and do so. I hope that in years to come we shall be able to reduce the entry fee, but we must see how we get on this year first. I shall not be sending out receipts for entry fees and dinner money until the sailing instructions are ready, which will be about a week before the race. If any of you would like an earlier acknowledgement, could you please include a stamped addressed postcard with your entry form.

In addition to the tankards for the first three boats on corrected time, Liferaft Hire Co. are giving another Silver Cup for Seamanship, and there will also be the Tom Bolton Memorial Cup for the first fishing or ex fishing boat home, presented by Jim Lawrence and Michael Peyton.

I know of several able bodied young men who would like to crew in this race (Self included, if any owner could take my wife and two year old infant as well), and if any owners are short of crew, I can probably find some more, so could you please put on your entry forms whether you could take an extra crew member, whether you really need more crew, or whether you would be prepared to take someone interested in gaffers as a passenger.

The Medway Regatta Committee are including an Old Gaffers Race in their programme on Saturday, July 25th, for the Medway Trophy. The start will be at 10-15 a.m. at Gillingham Pier, and the entry fee will be 7/6. In conjunction with the Regatta, there will be a barbecue at Upnor Castle on the Friday evening and the Regatta Ball at Lower Upnor on the Saturday. Full details

of this event and entry forms can be obtained from the Hon. Regatta Secretary, c/o Medway Yacht Club, Upnor, Nr. Rochester, Kent.

Advance notice is given of the Solent Race, which will be on Saturday, September 5th.

Details are also included with this newsletter of the two other events mentioned in the last newsletter.

With two races in the Thames Estuary area a week apart, I hope some of you from the Solent area will be tempted to come round - you will have plenty of time to get back for your race, and I also hope some Essex boats will visit the Solent in September.

It is with great regret that I have to announce the death of one of our founder members, Lt. Cmdr. Douglas Dixon, D.S.C., R.N. (Retd.). Cmdr Dixon owned Dusmarie, a sixteen ton yawl built by Aldous of Brightlingsea in 1884 as the Daisy, a sistership of Buttercuo. Cmdr Dixon bought her from the late Zeb Millgate on Christmas eve, 1932, and during his first season with her finished third in the Channel Race. In 1934, Dusmarie followed the track of the Dulcibella in Friesland, and in 1937 she sailed to the head of the Gulf of Bothnia, where Cmdr. Dixon laid her up for the war. After the war, Cmdr. Dixon and his wife organised schoolboy's expeditions to Lapland and sailing in Holland. Dusmarie cruised extensively in the Mediterranean, the Adriatic and the Black Sea. Cmdr. Dixon entered her for the 1963 East Coast Old Gaffers Race, but was unable to get her rigged in time, so sailed with Roy Clarkson on Fly. His loss will be felt by all who knew him.

From letters I have had from members it seems there is plenty of work going on in the Association. Several owners have had fitting out delayed by the bad weather, but lets hope the present improvement is the start of a good summer. If your summer cruise is not worth writing up for the newsletter, do please let us know where you get to. I have an encouraging little pile of material for newsletters, but I can never have too much, and there are still plenty of boats about which we have heard nothing. Don't worry about style - just bung down all the facts and leave them to speak for themselves. J.A.S.

SMALL ADDS. I have been informed that a Mr. A.W. Richards of 1, Radnor Lodge, Gloucester Square, London, W2 has (or it may be had by now) a dozen assorted sails, jibs, staysails etc. from £6 upwards, and one mainsail, luff 14', foot 21'4", head 13'6" and leach 27'. Price £28

For Sale. New main, luff 8'9", foot 16'0", head, 13'6", leach 2 21'6"; and jib, luff 14'6", foot 7'6", leach 11'0". In red coloured cotton. Price £18. Apply to Secretary.

One spar. About 24' long by about 4" dia., in pitch pine. This is the mizzen sprit off a sailing barge which belonged to Captain Banyard of Liferaft Hire Co., and it is on offer in return for a donation to Association funds. Estimated weight 100 lbs. Should make a nice boom. Apply to Secretary.

Mr. J. Johnston of Purple Salings, The Downs, Maldon, would like to know if any member knows anything of the history of his 37ft. ketch, Symphony II, beleived to have been built in 1934 by Peggs of Yarmouth. She has a rather shallow hull with quite a short fin keel and separate rudder. John would like offers for the following surplus gear;- Pole mast 24' x 4". Sail, luff 10'32 foot 12', head 11' and leach 18', with spars (or will sell separately) Gray Marine 12 H.P. petrol engine, ahead/astern, clutch; in good running order. Downton sea toilet in good condition, & Avon Redcrest inflatable dinghy, new 1962.

Mr. A Taylor of Windward, Mid Street, South Nutfield, Surrey writes "We hope to get moorings on the Medway (for a 20 footer) this season, but as strangers in the area we have only a hazy idea where to start looking. If anyone is able to put us in the picture as regards this, or give any hints about the trip from Shepperton to the Medway, we should be most grateful.

Mr. A. Wright of 52, Meadway, Maldon, Essex is asking £400, no haggling, for his cutter, 36ft x 11 ft x 5ft 6, large mainsail, 16-20 H.P. Bolinder twin cylinder deisel. Built by Aldous of Brightlingsea in 1904. Might need work on cabin top, or even new top.

Members interested in buying cancelled charts cheap are invited to contact the Secretary.

J.A.Scarlett, 70 b, Farnbridge Rd., Maldon, Essex

This issue we continue the Catalogue of Gaffers with some of the winners of Old Gaffers Races. First, last years Solent Race.

MARISHKA 163994, 7 ton cutter Length 27'6" Beam 8'6" Depth 5' Built in 1895 by Morris and Lorimer at Sandbank on the Clyde to a design by Fyfe, based on the lines of a Loch Fyne fishing vessel. Carvel planked in inch pitch pine copper fastened on double two inch square grown oak frames with two 2 x 1 bent oak frames between each. Pine decks, Teak trim, and all ballast lead on the keel. Fitted with 7/9 H.P. Coventry Victor deisel. A sturdily built cruising yacht, but not a slow boat.

K.Challis.

Next the winner of the 1962 Solent Race.

QUIVER, 5 ton Itchen Ferry. There is considerable guesswork involved in Quiver's early history. As far as I have been able to discover, she was probably built somewhere in the Solent in the 1860's as a tender to the old racing cutter Arrow (thus her name); certainly a vessel of that name existed as the skipper's runabout, and an Itchen ferry seems the most probable type. I have confirmed from the descendants of Mr. Tankerville Chamberlayne, the owner of Arrow, that he did build a Quiver for that purpose. Arrow stopped racing in the late 1860's and thereafter Quiver disappeared into obscurity until after the first world war, when in 1924 she was bought by L.P.Mew from Bruce Atkey. Mr. Mew raced her a lot from Lymington with considerable success. When, and to whom, he sold her I have not been able to discover. I found her in a pretty rotten condition up the Itchen in November 1953, in the possession of a youngster who could not afford both a wife and a boat, and had settled for the former. I had a lot of work done on her during the winter by Birdham Shipyard, but since then have mostly done all her maintenance myself.

When I acquired Quiver, she had a torn out Ailsa Craig monster in the middle of the cabin, which due to porosity and neglect, ran more on steam than petrol, if it could be got to run at all. I slung this ashore and ran a few seasons on a so-called conversion of a baby Austin car engine; this finally expired, and I put in a Coventry Victor Midget horizontally opposed twin; not powerful enough to stem the Needles ebb, but utterly reliable and takes up nil space, nor uses any noticeable amount of fuel. A Watermota reversing prop. does the work in a hole in the rudder - probably indecently inefficient, but we get by.

I am in the throes of acquiring a new mainsail, and would dearly love to reduce the weight aloft while I am at it. At present I have a solid gaff with a great chunk of cast iron hardware at the jaws, and iron mast hoops. I would like to change to some sort of gooseneck running in a track, but cannot see enough strength in this to resist the wringing strain when off the wind.

M.D.Millar.

Thirdly, the winner of the 1963 East Coast Race.

FANNY of COWES. 5 ton Itchen Ferry. Length 22' Beam 8'4"
 Depth 4'7" Owned by the son of our Treasurer.
 Built by John Watts of Cowes in 1872 on the present site of
 Ratsey and Lapthorn's. She is a copy of "Star" which was the
 champion Itchen Ferry in the 1860's (still fishing from Lymington)
 "Dolly Varden" had the same under water lines as Fanny and Star.
 She was originally owned by the Poskins family in Cowes. First
 registered as a fishing boat in 1902, number CS12, until 1920
 when she was sold. Various owners until 1938, including Ian
 Salter, who is now Hon. Sec. of the East Cowes Sailing Club.
 Laid neglected on beach during war until 1946 when she was
 overhauled, given new rigging, transom and sails, and the Ford
 model T engine re-fitted. Laid up in 1948 for 18 months, then
 sold for £70. Hauled ashore, dried out and sanded down by the
 new owner in 1950. Coventry Victor 4 H.P. motor fitted in 1958.
 I purchased her at Gosport in March 1959 and sailed her to
 France and Alderney over Easter that year.

Winner of the Dulcibella Shield for gaff rigged boats in
 the Harwich - Ostend Race. D.Cook

Since last years Old Gaffers Race, there has been some
 correspondence about Fanny.

Dear Mr. Cook,

I was delighted to hear from you again. I must admit that
 it has been my intention to write to you ever since last year
 when I read in Yachts and Yachting that Fanny had won the
 Old Gaffers Race. - - - - -

I enclose the letter from the old man who helped build
 and race Fanny all those years ago. I only wish that I could
 remember his name, but when I write to my grandmother, who is
 now 96 years old, I will ask her if she can tell me. She was
 about 5 years old and can remember the Fanny being launched
 for the first time at the Old Town Quay, Cowes.

Ian Salter.

Copy of letter from Mr. Poskins to Mr. Salter. (Date unknown)

You say that any information I can give of interest as to
 her birth will be gladly received, so I am writing it on a new
 sheet of paper from the private news.

To talk and tell of our old boats takes me back many many
 years and re-awakens old Memories.

Shall I speak of Star first, because the Fanny was her
 offspring. The Star was built from a spirit of pique. She was
 built at Itchin Ferry.

When Father started life he wanted a new boat built; and a
 man living in Itchen Ferry heard of this and he came to Father
 and asked him to let him build one for him. He had been chaffed
 and told he did not know how to build a boat. And so he begged
 Father to let him build his and he would let them see whether he
 couldn't build a boat. (Father used to like to tell us about it).

Well, he built the Star, and truly built for he built her
 with red pine wood throughout, and oak bearings (beams) and
proved his power and worth to build.

During all the years that Father lived at Itchin Ferry and
 Southampton, he entered her every year in the Regatta races and
 she was never beaten. Every year first prize. Then when we came
 to live at Cowes she made quite a stir amongst the yachtsmen,
 for again she won every prize.

Then Mr. Grant, Secretary of the R.Y.S., came to Father
 and asked him to allow John Samuel White to haul the Star
 up on the slips at East Cowes to take the moulds of the Star,
 that they could build a yacht for him on the exact lines of the
 Star. That was the birth of the dear old Dolly Varden, and
 how proud they were of her. When the races began, Mr. Grant
 came to Father and begged him to take charge of the Dolly in
 all the races.

Naturally Father was pleased and year after year steered her to victory.

Then I came along and grew old enough to want a boat to work, and it was decided to have one built on the lines of the Star, only a little more beam and one foot longer. Star was 21 ft., Fanny 22. Our old home, 1, Pelham Place, had a very long back. It was the home of old Mr. Charles Hanson before he had "Bornholme" built. The back ground ran right through into the next street. And so Father decided to have a large shed built, big and roomy enough to build the "Fanny", and he gave Mr. John Watts the job to build both shed and boat.

Under water, the Fanny is supposed to be the exact lines of the Star.

In the building I don't suppose any boat had been built or was built with such care. And all under Father's supervision. I was kept home to be with Mr. Watts and my principle work was to give everything two coats of linseed oil before being placed in position. All the oak beams first as they were placed in position. Then as each plank was planed two coats of oil before being nailed up. Its that that has kept the Fanny in such good lasting condition.

I was very proud of our work and especially of the little cabin. The ceiling of which was all beaded and had 2 coats of white enamel.

When she was built and ready to launch the end of the shed was taken down and the high brick wall at the end of the ground, leading into the street, was pulled down giving us plenty of room to turn into the road.

What a splendid boat she proved to be! The first year we entered them both in Cowes Regatta, and we beat the Star - but - only by a few lengths and that because it blew half a gale from the West. I don't remember that they were ever entered together afterwards.

Well, that's the history of the dear old boats, and how I long to feel my hand steering them to victory again. May she give to you the great joy and pleasure she gave to me.

Copy of letter from Mr. Salter to me.

Regarding Fanny, I can't tell you much more than I have told Mr. Cook, the name of the writer of the building of Fanny was Edmund Poskins, one of the several brothers who owned the well known fish shop of Poskins of Cowes, who also ran the oyster beds at Newtown until the last war. Fanny was used largely for prawning with a 12ft beam trawl, and for conveying the sacks of oysters from Newtown to Cowes. Several thousand oysters at a time, for Poskins supplied the big shipping companies such as the Cunard and White Star Lines at Southampton also the Royal Yacht during Cowes week.

Henry Poskins, who was my Grandmother's second husband, lived at Newtown at Rose Cottage near the Church. He looked after the actual fishing and oyster side of the business, while his brothers, including Edmund, looked after the shops etc.

Henry Poskins was, on several occasions, pilot aboard "Britannia" for King George V when racing at Cowes.

Ian Salter.

To wind up this newsletter, an extract from Fanny's log sailing single handed from Cowes to Ipswich.

SUNDAY, JULY 20th, 1959

0900 Littlehampton. Sky blue and cloudless. Barometer 30.6
Blazing hot and not a breath of wind.

1000 Hoisted main, jib & staysail - hauled kedg but left main anchor - impossible to make progress against tide. Small yacht going out under power kindly offered tow and using own line made good progress to pierheads; but here tide was so strong I thought we wouldn't make it.

1045 Cleared pierheads, cast off tow and pointed bows towards Beachy Head.

- 1100 Slight sea breeze causing reaching headsail to draw.
 1130 Wind increasing to about Force 2.
 1220 Off Brighton, leave Fanny to steer herself and go below to cook dinner.
 1400 Newhaven abeam, but tide foul, wind not strong enough to push Fanny round Beachy Head, but sufficient to raise nasty lop. Fanny rolling horribly.
 1710 Beachy Head abeam about one mile off. Tide slacking - unfortunately so is wind. Must press on and take advantage of favourable tide. Hope to make Rye this tide.
 2055 Sunset. Wind Force 1 from S.W. Making three knots with tide so shall carry on.
 2155 Dungeness flashing to Starboard. Can just about make out Rye Pier $4\frac{1}{2}$ miles on Port bow. No wind whatever.
 2210 Anchor in 3 fathoms and lower sails.
 2300 Night fine but halo round moon threatens fog. Reckon the days run 52 miles, not bad considering wind has not been above Force 2 all day. Average speed $4\frac{1}{2}$ knots.

MONDAY, JULY 21st 1959

- 0600 Turned out on hearing engines. Sighted yacht in distance motoring westwards. Fog over Romney Marsh, but can just make out land due West. Tide still ebbing.
 0630 Breakfast, plenty of coffee. Fanny rolling viciously in the swell. Hope for wind to steady her.
 0645 Fog beginning to lift.
 0735 Low water. Depth $2\frac{1}{2}$ fathoms, shows approximate position. No wind. Rolling like a cork, not a cloud in sky. Off shirt Hot as Hell.
 0745 Hoisted jib and light staysail to dry. They hang like a load of wet knickers on a linen line - and just as useless. Bailed out dinghy. Removed large piece of seaweed from rudder. Dropped brand new log bucket overboard and spent next few minutes cursing. Tried to start engine - only succeeded in losing temper and skin off knuckles.
 0815 Tide flooding; weighed anchor and set mainsail. No wind, and sea like glass but at least fog has cleared.
 0840 Lowered mainsail - it is only chaffing and thrashing around. Tried towing from dinghy. Soon gave up - too damn hot.
 1000 Light airs fill staysail enabling me to steer for Rye.
 1030 Between Rye piers, swept into harbour almost out of control. Harbour Master tells me to moor to piles to Starboard - quite impossible - no steerage way. Turn head to wind, drop 40 lb. fishermans anchor and pay out 15 fathoms of chain before she stops dragging. Put 12 fathoms of new $1\frac{1}{2}$ " manilla in dinghy and set off rowing towards Harbour Master's piles. At third attempt get rid of kinks etc. and get warp taut, only to find I'm still short of rope. Return to Fanny and bend on mainsheet and eventually get line on those piles. Back to Fanny, heave up anchor and 15 fathoms of chain; pull over to piles and make fast fore and aft.
 1120 Very thirsty but anxious to conserve water supply. Into dinghy and row in direction of pub observed on port bow on way in. Notice some very interesting old timers in Rye Harbour, haven't much inclination to spend too long admiring as I'm rowing against tide. Enjoyed two excellent pints and just on point of ordering third when wind springs up from S.E. so change order to bottle of gin and get back aboard exactly at high water.
 1300 Tide ebbing before I can cast off. Awkward as there is no room to manoeuvre down tide. Nothing for it but to run up harbour against tide, then turn towards entrance. Found tide running very strongly through narrow channel, only about sixty feet wide. Would advise anyone against trying to beat out, even with tide. Luff head to wind and you will be outside quick enough.
 1340 Clear of Rye, bowling along merrily on port tack, heading for Dungeness Lighthouse. Went below for dinner.

- 1410 Sighted broken beach float to Starboard, altered course to examine - decide against towing it but marked position on chart in case of enquiries.
- 1445 Dungeness abeam, 300 yards off. Altered course to Port and headed for Folkestone. Wind shifts to S.W. so set spinnaker to port, lash boom to shrouds. Leave Fanny to sail herself whilst I get some rest.
- 1500 Wind dropped completely. Flat calm slight swell.
- 1700 Very hot. No wind. Barometer 30.7
- 1900 No wind. Boat rolling horribly. Drink 12th cup of coffee since midday. Set alarm for 2300 and turn in for sleep.
- 2300 Waken to alarm. On deck for look round. We don't appear to have moved. Set clock for 0100 and turn in again.

TUESDAY, JULY 22nd. 1959

- 0145 Wakened by being thrown out on cabin floor to a most almighty crash. Rush out on deck and see lights all over the place, one almost overhead. First impression is that I have collided with the Queen Mary. Another crash dispels remaining traces of sleepiness, and I notice that bowsprit is trying to push a hole through a wall prominently labelled "Gents". No apparent damage, so I push off with a boat hook and head straight out to sea as silently as possible feeling somewhat foolish. Check the alarm clock, find it must have gone off without waking me. Check chart and decide that Fanny must have hit the public bog on the promenade at Hythe just at high water. Her 13'6" of bowsprit being long enough to prevent 22' of boat from drifting ashore.
- 0330 Between Folkestone and Dover. Wind very light, slight mist Barometer dropped to 30.5
- 0415 No steerage way. No wind. Not much fresh water left. So far have drunk $1\frac{1}{2}$ gallons water, used $\frac{1}{2}$ lb tea and $\frac{1}{2}$ tin of Nescafe since Littlehampton. Still have plenty of gin and fruit juice, but no meat and no milk and not much hope of getting ashore at this rate.
- 0430 South Goodwin Light visible, Dover ablaze with lights and very busy with passenger ferries. Fanny rolling about in their wash. Take a walk on deck and examine bowsprit. Must have clouted the bog a bit harder than I thought. It has been pushed back through the bitts all of six inches, bending double a $1\frac{1}{2}$ " bolt in the process. Nothing to worry about, Fanny is designed with a "reefing bowsprit" so it's only a question of taking up the slack in the bowsprit shrouds. Start thinking of what the Council would have thought had happened if Fanny had managed to poke a hole right through the wall. This thought, possibly combined with the effects of days of inaction, reduces me to tears of helpless laughter sitting on the fo'castle drifting about in the Channel.
- 0445 Going astern with the tide. No sign of wind Swept back past Dover - French coast in sight.
- 0800 Swept back past Folkestone.
- 1000 Swept back past Dungeness. Flat oily calm, no wind, no swell. S Class submarine passes close by, heading west. Had a try at towing again with the dinghy - same result as before. Went back aboard and opened tin of pineapple.
- 1020 Several fishing craft in sight. Wish one would offer tow. Barometer 30.7
- 1115 Wind at last from S. Set course 060° for Folkestone.
- 1200 Wind S.E. Force 1. Alter course for Dover. Went below to attend to gin bottle.
- 1330 Dropped anchor in Dover Harbour, off the Royal Cinque Y.C.

D.Cook

I would be interested to hear from any owner of a Solent based Gaffer who will be travelling down from London for the weekend of the Solent Race, and who could use an extra crew member.

J.A.S.

SUNDAY, JUNE 21st, 1964.

H.W. 11-15

MARCONI REGATTA DAY CRUISER EVENT.

ENTRY FEE 2/6

This event will be in the nature of a seamanship or obstacle race and is open to all boats equipped for cruising and towing a dinghy. Entrants should anchor off the Marconi Sailing Club site at Stansgate Abbey point on the South bank of the R. Blackwater before 2-30 p.m.

All boats should anchor between a line from the extension of the concrete hard just up river from the cottage on the seawall, and the club race starting line marked by metes at the gun emplacement on the seawall at the Ramsey Wick end of the site, and Goldhanger Spit Buoy.

Boats must be left with all sails lowered. Headsails may be hanked on stays, with halliards and sheets on, but must be tied down to the deck. (Sails with Wickham-Martin gear must be lowered.) The mainsail must have at least two tiers on, but no cover, and the boom must rest in the normal gallows or crutch. Entrants should be prepared either to slip or recover their anchors. Dinghies are to be drawn up on the beach clear of the water, below the cottage on the seawall. (Beach Marshals will adjust the positions of all dinghies at 2-40 p.m. so all are the same distance from the water, but the marshals will NOT turn dinghies round.) All crew members must be ashore.

The event will start at 3-0 p.m., when the sailing instructions will be handed out. All crew members must be in the clubroom for the start, unless instructed otherwise on the day by the Officer of the Day.

Entries, with fee, should be sent to the M.S.C. Sailing Secretary, N.F. Tovey, Leewood, 14, Foxholes Rd., Great Baddow, Chelmsford, Essex up to the Thursday before the race, and will be accepted in the clubroom from 2-0 p.m. onwards on the day. Entrants should be prepared to use any or all equipment one could reasonably expect to find aboard a cruising yacht: entrants unable to complete any portion of the event will not be disqualified, but will be given a time penalty. Entrants are advised to bring an anchor and warp for the dinghy in addition to the normal kedge, and a marker buoy. No limit will be placed on the size of crew, but there must be a minimum of two, and bear in mind that all the crew must be ferried out to the boat in the dinghy after the start, and the dinghy must be towed in the race.

It will help the sailing committee if owners can send in their entries well in advance. The handicapping details required will be those on the other side of this form. Boats which have a T(H)CF given by the Blackwater Joint Racing Committee or the Old Gaffers Association should just quote the T(H)CF unless there has been some alteration to the boat since the figure was issued.

A second prize will be given if there are more than six entries, and a third prize if there are more than nine.

The object of this event is a pleasant day out, with a bit more point than "just pottering", and for those new to sailing, a chance to see how well fitted they and their boats are for cruising. The more entries there are, the more fun all can have, so please tell all your friends about this event, and tell them about the event described on the other side of this sheet, an event intended to attract the "family man" who prefers to use his boat for a week end out rather than as a day racer.

Further copies of this leaflet can be obtained from

J.A. Scarlett,
"Lawley",
70b, Farnbridge Road,
Maldon,
Essex.

to whom all queries concerning either event should be sent.

P.T.O.

SUNDAY, JUNE 28th, 1964 H.W. 3-35

RACE FROM EAST MERSEA TO MALDON. ENTRY FEE 9d.

This event is open to all cruisers. Entrants should anchor in Pyefleet on the Saturday evening. Weather permitting, there can be a party ashore on East Mersea Stone Point in the evening, so bring beer, sausages, etc., etc. The success of the party depends on YOU.

The race will start at 10 a.m. on the Sunday, on a line between the wreck light and the R & W Sph. Buoy at the mouth of Brightlingsea Creek. The course will be;- Start southerly over the above line,

Bench Head left to Starboard, Doctor (Starboard), Hilly Pool (Port). Finish on a line between the first (down river) pair of red and black buoys at Herrings Point. Owners must note their own finishing times. I would like to hear from any intending competitor who has a gun, a licence, and some blank cartridges, who would be willing to fire the 10 minute, 5 minute and starting guns, which will be the ONLY signals. There will be no committee boat at the start. There will be no committee, and the race will be sailed under the International Regulations for the Prevention of Collisions at Sea. There will be no prizes, just (we hope) a good time for all.

Entrants should send a note of their finishing times and details of their boat to me by Wednesday, July 1st, together with a stamped addressed envelope for returning results, and a 3d. stamp to help cover costs of printing results. The three stamps involved comprise the entire entry fee. (But I would appreciate it if intending competitors could send me details for handicapping before the event.) It will add more interest to the results if owners could send in the times at which they pass fixed points in the river, and when and where they pass (or are passed by) other competitors. Times etc. to be sent to me, (this leaflet can be used);

J.A.Scarlett, Lawley, 70b, Fambridge Road, Maldon, Essex.

Owners name - Address -
Boats name -
Length overall - (ft) Max. Beam - (ft) Length W/line - (ft)
Draft - (ft) Sail area - (sq.ft) Type of rig -
Depth inside hull from top of keelson to underside of deck - (ft)
Year built - State whether fitted with centreplate or propellor, and whether propellor is fixed or folding.

(Dimensions may be taken from Lloyd's Register).

RACE DETAILS

Time at Inner Bench Head - Nass Beacon -
Power Station outfall wall - Osea Pier -
FINISHING TIME - Any other comments -

ENJOY A GOOD WEEK END OUT ON THE WATER.

P.T.O.