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NOTES AND NEWS First of all, a welcome to all new members. Later this year a list of members and their boats will be published. Copies of earlier newsletters have been used up, but some more will be run off at the end of the year, and all members will receive the full year's issue. Any suggestions as to ways in which the Association can help Gaffers will be appreciated, as will descriptions of boats, logs of cruises, descriptions of repairs carried out etc. for the Newsletter. Don't worry about being able to write a highly polished article - it's the subject matter that counts, and some of you should have made some interesting cruises this year. If any of you have non-owning friends who might like to join the Association, do encourage them to do so - we exist for all who are interested in gaff rig, not only for owners.

ASSOCIATION TIES One member has very kindly financed the purchases of a stock of ties. These are dark blue Terylene with the Association Burgee woven on at about 2" intervals (like many other yacht club ties). The price is 15/- each, and I know of no other organisation selling similar ties at under £1, so they can be regarded as a real bargain. PLEASE show your appreciation of this member's help by buying a tie.

EAST COAST RACE We finished up with 35 entries, of whom 33 turned up at the start, including a Dutchman, Elizabeth Josena, which had just returned from Holland and entered on the line (I'm still trying to get in touch with the owner, so if anybody knows him, would they please let me have his address). Keenest crew member was Donald West who had flown back from Germany, missed Rosena at her home port so hitched a lift up river on Fly and boarded Rosena at the line just before the start. Once again, it was not the best of weather for such an event - a soaking thunder shower before the start, then calm and fog, with a light South Easterly wind later on. Several of the entrants would not have got to the start at all had it not been for friends who gave them a tow - Sea Fever pulled Nereid II all the way up from Brightlingsea.

Despite the poor conditions 25 boats got round the course, which was shortened to round the Bench Head and then straight up the Colne to finish. Fanny, last year's winner, and Acusla, a newcomer built at Itchen Ferry in 1892, about whom I hope we shall be hearing more, were both in trouble at the start and had to retire, but sailed round the course in very good times. Out of interest I am including their times with the finishers. Taffy, the smack used by the B.B.C. in their Television play The Hungry Spider, drifted the wrong side of the Committee Boat at the start, managed to get back again and cross the line properly, but found herself unable to complete the course once the tide turned.

The heavy boats got nowhere - with the very light winds it was definitely a small boats' race, and the first ten on corrected time all had T.(H.)C.F.s under .800. Of these, Nereid II's performance is perhaps the most outstanding as she and Acusla had the largest T.(H.)C.F.s of the small boats. Had the race been split into two classes at .800, C.G.Hull's beautiful clipper bowed cutter Wild Duck would have taken a well deserved prize. Possibly the next most outstanding performance was Sugar Creek, whose owner Michael Peyton is the person we have to thank for our poster heading and folder cover drawing. So far as I know the only real incident in the race was when Klang II tore her genoa on coming about to avoid Firefly. For the next quarter of an hour the ladies aboard were busy on the foredeck, and the sail was set again for the run up to the finish. Wendy's owner is to be complimented on his 'spot on' navigation, which helped him into the prize list.

Prize winners were:-

First on corrected time - SHOAL WATERS, whose owner, A.C. Stock is Commodore of the East Coast area until next year's race.

Second on corrected time - NAUTILUS owned by R.H.P. Young.

Shoal Waters & Nautilus were the two smallest boats in the race.

Third on corrected time - NEREID II sailed by J.K. Day.

Tom Bolton Memorial Cup for the first fishing or ex fishing boat over the line - POLLY, MN12, owned by I.S.H. Edmond.

Liferaft Hire Co. Silver Cup for Seamanship - The Club of the Sea, Lewisham, for their handling of the new, heavy flax sails aboard Claud Worth's old cutter, Ianthe II.

Cup for first boat on corrected time built before 1900 not winning any other prize - VIVETTE, N.J. Mitchell.

Similar cup for boat built after 1900 - WENDY L.F. Kent.

The order of crossing the finishing line, with times to the nearest half minute, was:-

(Acusla 13 37) Lora 13 40 $\frac{1}{2}$ Nereid II 13 40 $\frac{1}{2}$ Wild Duck 13 41 $\frac{1}{2}$
 Polly 13 54 Wendy 13 55 (Fanny 13 56) Nell 13 58 $\frac{1}{2}$ Sugar Creek
 14 01 $\frac{1}{2}$ Clythie 14 04 Reedbird 14 05 Dorcis 14 05 $\frac{1}{2}$ Star 14 08
 Nautilus 14 08 Shoal Waters 14 08 Vivette 14 09 $\frac{1}{2}$ Sea Pig 14 09 $\frac{1}{2}$
 Firefly 14 15 $\frac{1}{2}$ Klang II 14 17 Rose of Pagglesham 14 19
 Reynerswale 14 29 Rosena 15 06 Faith 15 07 Gladys 15 22
 Bertha 15 40 $\frac{1}{2}$ Rikki 15 45 Ianthe II 16 13.

Final placings on corrected time (times in minutes):-

Shoal Waters 163.2 Nautilus 172.6 (Acusla 172.9 Fanny 173.9)
 Nereid II 175.5 Wendy 182.8 Vivette 185.6 Rose of Pagglesham
 190 Reedbird 191 Sea Pig 192.5 Star 196 Wild Duck 196.5
 Polly 198 Sugar Creek 200 Lora 201 Dorcis 205 Clythie 207.5
 Nell 208 Firefly 212.5 Faith 229.6 Klang II 232 Rikki 244.9
 Reynerswale 250 Rosena 263.2 Gladys 274.7 Bertha 307.5
 Ianthe II 316.

At the prize giving we raffled a bottle of Scotch, the winning ticket being drawn from the Tom Bolton Memorial Cup by Ian Edmond. The Scotch was won by Mrs. Peggy Johnston of Maldon, who was crewing on John Bray's 1872 cutter Nell. The proceeds of the raffle, £6 5/- were sent to Mrs. Bolton with the Association's best wishes. Mrs. Bolton has written to me -

"Dear Mr Scarlett,

Lydia and I would like through you to thank everyone for their generosity to us after the Old Gaffers Race.

Our thoughts were with you all that day and we heard from friends how much everyone had enjoyed themselves. We were very pleased that the race was a success.

To just say thank you seems inadequate but trust you can understand how much it is meant from

Yours sincerely,

Pat Bolton (Mrs.)"

Next year, and every year, the East Coast Race will be on the third Saturday in July, unless high water at Maldon is after 1 o'clock and before 5 o'clock, in which case the race will be on the fourth Saturday. After two years of calms I am hoping the law of averages will not catch up with us and give us a howling gale next year!

PHOTOGRAPHS The weather this year was not very good for taking photographs, and there are no really good shots of the start. I have pictures of Gladys, Nereid II, a close up of Reedbird, Reynerswale, Sea Pig, Vivette, Acusla, and Polly, and groups of which the best are:- Fanny, Wild Duck & Lora; Nell, Wild Duck & Shoal Waters; Clythie, Lora and Klang. Prices of prints of these

photographs vary depending on photographer - up to 6/- for full plate prints. I shall be pleased to let any member interested know exactly what is available of his boat, and pass on orders to the photographers. If any members have good shots of the race, and think others might be interested in them, I can pass on details in the next newsletter.

I am building up the nucleus of a good selection of photographs of gaffers in the Association files. We can not afford to buy photographs, and rely on the generosity of members for these prints - any surplus photographs members may have of gaffers will be gratefully received for inclusion in this collection, particularly if the history of the boat is known.

Members visiting Maldon can be sure of a welcome if they like to come round to Farnbridge Road any evening to see the collection.

EVENING CLASSES IN COASTAL NAVIGATION I have been asked by the Ilford Literary Institute to inform members of a course of 24 lectures taken by an Extra Master. The syllabus will include an Introduction to Charts, Navigational Marks, Navigation Equipment, Compass errors and Correction, Position Plotting and Fixing, Tides, and elementary Meteorology.

There are two classes, one meeting on Tuesday evenings from 7 - 9 p.m. and one on Wednesday evenings 7 - 9 at at Gearies Secondary Girls School, Gaysham Avenue, Ilford (Near Gants Hill) Enrolment is at the Institute on the evenings of Sept. 7-10th from 7 - 8.30, but students may enrol before this date by letter, by sending a Postal Order for the fee of 27/- to The Principal, Ilford Literary Institute, at the County High School for Girls, Cranbrook Road, Ilford, Essex.

CORRESPONDENCE Once again, I am afraid I shall never find time to reply individually to all of you who have written to me following the East Coast Race, so I must take this opportunity of thanking you all very much indeed. J.A.S.

Following the publication of Quiver's history in the last Newsletter, I received the following letter from Mr. John Leather of Wivenhoe:-

"Thank you for forwarding your newsletter. I was interested to observe Mr. Millar's remarks regarding his Itchen cutter Quiver. I am sorry to disillusion him, but the Quiver built as a tender to the racing cutter Arrow, for Mr. T. Chamberlayne was a yacht of 12 tons, which had a counter. I have a record of her racing under Mr. Chamberlayne's ownership in Cowes Town Regatta, 1875, where she beat six other yachts. It is likely that the little Quiver owned by Mr. Millar was built either for the skipper of this 12 ton yacht of the same name, or, less likely, for Capt. Parker who skippered the Arrow at that time. Small yachts of about 12 - 20 tons were often used as tenders for large racers, carrying spare spars, sails and gear."

Mr. Millar's reply to a copy of this letter:-

"Many thanks for your letter with the information from Mr. Leather.

This puts a new complexion on my Quiver's history, and I now feel quite certain that she does not date from the sixties but from the nineties. I think that the "tender to the tender" idea is rather improbable; it is most unlikely that they would have given her the same name.

I am now inclined to give more credence to a theory put forward by the Harbour Master at Hamble some years ago when he saw my vessel. He reckoned that she was one of several built illicitly in Cowes by a group of John Samuel White's foreman shipwrights, who purloined the timber from Osborne Park! He definitely knew of one or two other Itchen Ferry types, by name, which had come from this source, and although he couldn't remember Quiver's name as being one of them, he recognised her lines as being similar. The name may well have been changed in the first war period; I have no record of her before this time.

As this story adds a slightly romantic air to her origin, I shall accept it until someone comes up with anything more convincing. Meanwhile, I must definitely relinquish any claim to her extreme antiquity; it still leaves her as a pretty elderly lady."

I have just heard from Tom Cook;- That incredible old lady Fanny has won the Dulcibella Shield in the Harwich - Ostende Race for the fourth time in succession, and was placed 10th overall out of 47 starters. Tom tells me that as an experiment the race was being sailed "time on distance", and at one time the fleet was becalmed at anchor. Had the race been on the usual "time on time" Tom reckons that Fanny of Cowes with her low T.(H.)C.F. would have been placed about third. Tom suspects this is one of the best results ever achieved by an Old Gaffer in modern times, and I should imagine this is the best result ever obtained by a ninety two years old boat racing against others whose average age is probably less than a tenth of hers. I am sure you will all join me in offering congratulations to David Cook on his achievement.

SMALL ADDS. Wanted - Mast hoops for an 8" mast. L.H.Landricombe, 3, Shenstone Gardens, Honicknowe, Plymouth.

If any member knows anybody who might be interested in buying a 28' Morecambe Bay Prawner, Curlew, would they get in touch with John R.Crabb, Royal Oak Inn, Herston, Swanage, Dorset, who would like to buy a larger gaffer, 35' to 42' (Any owner of a big boat feel like Swapping?)

£400 - Sunbeam - 4½ ton cutter built about 1926 - an interesting and unusual boat said to be designed on the lines of a "clipper" Owner after something easier to sail singlehanded. A.I.Hagger, 119, Wherstead Road, Ipswich, Suffolk.

Alanna - 36ft. cutter built Howard of Maldon in 1892 - no engine. Price about £325. D.Garnhan, 26, Station Rd., Woodbridge, Suffolk.

Mongoose - 7 ton cutter built 1933. West Coast type hull with large wide cabin, four berths, W.C. Morris Vedette with quarter Prop. £1,250 R.F.Chadney, Rock House, Belfield Park Avenue, Weymouth, Dorset. Further details available from Hon.Sec. O.G.A.

Bargain - Ties - Terylone. apply Hon. Sec.

Burgees - Association Burgees can be obtained from Capt. O.M.Watts Ltd., 49, Albemarle St., London W.1

CATALOGUE OF GAFFERS

Winner of this year's East Coast Race - SHOAL WATERS
Shoal Waters is the rig and gear of an old boat whose hull finally got beyond repairing installed in a Fairey 'Falcon' hot moulded hull completed as a three berth cruiser by the owner. Charles Stock completed her last year, since when she has cruised extensively round the Thames and Medway Estuaries, winning the Blackwater Sailing Club's Holden Flagon for the outstanding performance on tidal waters last year.

Seeing this boat for the first time, it is hard to believe the origin of the hull as she has none of the usual 'conversion' look about her, and unlike many dinghy conversions, she appears to be as much at home in a blow as she is in light airs. Her performance under a very traditional gaff rig has made many locals think hard about the alleged advantages of Bermudian rig.

CLEONE Built 1920 by Wills and Packham of Sittingbourne as the Fred and Dan, a Ramsgate 'Tosher', which was the smallest type of Ramsgate trawler. Converted in 1928 for an owner who did a lot of trawling and other fishing as a yacht. Fitted with extensive electrical gear - halyard winches, capstans fore and aft etc. Laid up in 1939 and not commissioned after the war by the wishes of her then owner. Bought by me in partnership with Ian Barrett

(now part owner of Sorvabo) in 1958 for £150, and restored, with many ups and downs, over the next few years. (The previous owner had died that year). Sailing again in 1961 and since. Has cruised to France, West Country etc. We had to dispense with the electrical gear, which was all rusted solid, but the sails made 1928 - 1934 were all good except for minor mouse damage, and are still in use. At present laid up for major repairs due to rot in stern - new horn timber and some new planks being fitted by Nicholson and Marshall of Hayling Island. H.Birley.
(It is some time since Mr.Birley sent in this description, so the repairs should be finished and Cleone sailing again by now.)

Except for the descriptions used in the East Coast Race Folders, I have only one more 'history' in hand. If this portion of the Newsletter is to continue, could members PLEASE send me details of their boats. Notes on construction - frame sizes, plank thicknesses, method of fastening etc. and general descriptions of hull shape, rig etc. will add interest to descriptions.

Now to finish, an article by our oldest member, Mr.C.H.Paxton of Hambrook, Chichester.

My tale of gaff boats really begins in 1920 when with a very young family, my wife and I settled within a mile or two of Chichester Harbour.

Of course we must go on the water and we began with an 18ft. ship's boat, just the thing for a party of children, and passed on to a stout Itchen Ferry boat, a typical example of a small gaff rigged general service boat, such as had earned a living for the seamen of those parts for years. But I should like to pass on again to 1932 when with sons growing up ambitions rose to going beyond the Solent and even to the West Country - I do this because I think a description of our next, a Colchester oyster smack, would be of more interest to gaffers.

Scanning the "Craft for Sale" in the Yachting Monthly I saw Afrina accompanied by a very nice line drawing of a longitudinal section by the then owner, The Editor, Maurice Griffiths. She was lying in Heybridge Basin and after a little correspondence I bought her and here begins my personal story. It was March 8th 1932 when, having previously sailed a dinghy to Maldon I got it delivered on a hand cart to the canal, of which Heybridge Basin is the seaward end, with a lock to pass out into the Blackwater River.

Mid March had brought frosty weather with bright intervals and showers and it was pretty cold when I got into the dinghy and began the two mile pull to the Basin. Not long after there was a thin skin of ice on the water, and when I rowed alongside Afrina she was frozen in with a mixed coat of snow and ice. There was a good Bogey on board and I soon had a fire and food and some comfort - but it was a cold night.

Next day my crew arrived - my doctor friend and another, an experienced navigator and my son from College and the following day we locked out into the Blackwater and by nightfall had reached the open sea. There, fog and a dead calm forced us to anchor; I well remember a night made hideous by foghorns from buoys around.

Next morning we got a breeze and our navigator piloted us through the intricacies of the mouth of the Thames, and we reached Margate.

Through the night we plodded along with a fairly fresh breeze, through the Downs and by day we passed Hastings with the wind aft. By the evening we hauled our wind off Beachy Head to take in a reef and I remember how inhospitable the sea looked when we turned to face it. The sea became easier after rounding the Head and we put into Newhaven. Next evening we picked up our mooring in Chichester Harbour that was to be Afrin's home for the next four years.

With the wind aft of the beam the stove smoked; and I won't say that we were not a bit black, chilled and tired by that early Spring voyage. We then set about achieving the main purpose and had a jolly good season and I see that we sailed twice to Portland, once to Poole and once to Falmouth.

With two sons of just the right age we had plenty of good

sailing the next three seasons, of which I have happy memories.

Turning to the smack yacht herself, she and other smacks have a chapter to themselves in "Ten Small Yachts" by Maurice Griffiths and he mentions my subsequent experiences. Broadly speaking I agree with all he wrote - he fairly states her qualities good and bad.

She had broad quarters, a short square counter and small freeboard all of which go with her occupation of drudging for oysters and other trawling. She was also heavily ballasted "to give a hold on the water for trawling" and I think that was one of the greatest complaints M.G. had about her. When they drove her hard (as a yacht) against the short sea of those parts, she pushed so much water ahead of her that she flooded her foredeck. His wife once said "My goodness, she's like a submarine" as she wiped the spray from her eyes - but that was in a case of extreme driving. He soon had a lot of ballast moved from the bow altogether and some more transferred further aft which made a great difference to her behaviour. Indeed he remarks on her quickness on the helm and general handiness in narrow waters. All of this is in accordance with my experience. I once tacked into Keyhaven - that "dog's hind leg" of a narrow channel. When inside and passing a yacht the skipper said "Well done, Sir!"

And here I should like to quote from "Last Stronghold of Sail" by Hervey Benham, who wrote "When I bought my 11 ton Mersey Smack Charlotte I did not know. I felt Charlotte would be fun to amble majestically about in. I had not the faintest idea I was becoming the master of something which, besides the wide decks, spacious enough to take a real stroll on, possessed the spirit of a terrier - the nimbleness of a polo pony and the heart of a lion." "There was a deliberate certainty in all she did. What a different job walking along beside her long boom reefing her heavy, docile loose footed mainsail to the struggle to roll in the fluttering folds of a laced yacht's sail, with one leg in the cockpit and the other seeking a hold on the rounded cabin top." He refers also to the ease in going about when he could put a hitch round the tiller and then go forward and deliberately tend the foresheets.

Most of the above tallies with my experience: Afrina had no cockpit and steering was standing by a curved tiller; though I made a heavy stool for use in long periods at sea. She carried us to Falmouth and many ports on the way. It was on the last cruise to the West and we were coming out of Fowey. The entrance is covered by high ground on either side and we were left without a breath of wind and had to get out a sweep (always carried) to keep us off Punch's Cross Rocks. I began to think then that we ought to have an engine for such emergencies.

When at home again I planned the installation of a composite unit with an Austin 7 engine and the reverse gear from a Trojan Car. It was duly installed by an Emsworth Shipyard and was just ready for a trial run; but then came the tragedy. It was midnight spring tides. A gale sprang up blowing straight up that channel. High tide was reached, and any fishermen went off home; but there was an even higher rise to follow and some gravel barges to windward dragged or lifted their moorings and bore down on Afrina who was moored to a pile at the bottom of the slip. They broke the pile and all went together into the timber pond to leeward. The inevitable happened, Afrina was holed in the quarter and sunk. I picked up some of her loose gear in a potato patch above high water the next day.

The damage proved too bad to make a really seaworthy boat of her again; but I botched her up and gave her to the Sea Scouts as a depot ship. They did a bit more repairs and had her sailing again for a short time; mostly within the harbour.

Then the war; and she was allowed to drift ashore - some boys set fire to her and she was burnt out.

This was the end of a well beloved ship, but the memory of happier days remains.

C.H. Paxton.