

NO 4

OLD GAFFERS ASSOCIATION

NEWSLETTER No. 1964/4

NOTES AND NEWS The Association now has a President. Commander J.S. Clarke, R.N.R. has been the organiser in chief of the Solent Races since they were first started, and without the benefit of his experience our race on the East Coast last year would have been far worse than it was. Cmdr. Clarke has many other commitments, and now the Association is on a firm footing, the running of the races can be handed over to others with more spare time. At the party after the Solent Race on September the 5th, it was agreed that John Clarke should be President of the Association he did so much to start.

Whilst thanking John for all the work he has put in, we must not forget his two co-workers on the Solent, Alec Rangabe and Mike Richardson. Three very busy men with little spare time. A larger committee in the area should enable them to enjoy their racing with less of the worries of running the events. A meeting of those members who have offered to help with the Races will be called shortly.

On the East Coast, Roy Clarkson has resigned from the Association for personal reasons, and Fly will not be entering the Old Gaffers Races in future years.

MEDWAY RACE The Old Gaffers Race organised by the Medway Regatta Committee on Saturday, July 25th suffered from the lack of wind we have all found this year. Colonel Bloomer, who was a member of the Regatta Committee, writes:-

"Our race unfortunately also was sailed in light airs. For the first half we had quite a pleasant breeze which was followed by three hours absolutely flat calm. Three of the boats then gave up, leaving me in Twilight kedged against a foul tide literally alongside Foam, a 5 tonner owned by Mr. V.J. Fuller, Commodore of the Medway Cruising Club. A very faint zephyr came up about 5 p.m. and we started to creep on again. During the next two hours I established a commanding lead up the Medway, and then foolishly put her on the putty on a still falling tide within one mile of the finish. I was, of course, trying to cheat the tide. Foam just managed to get in before the time limit passed at 8 p.m. It was a pity that the race ended that way because we really had had a very good race up till then."

SOLENT RACE Despite near panics over the late arrival of the Committee boat, the close proximity of the boat starting the R.A.F.Y.C. Single Handed Race, and a lack of wind, this year's Solent Race started after a half hour's postponement, and a record fleet of 25 boats beat down to Calshot Light Vessel. In the first hour several boats found themselves becalmed for short periods, and there was at least one retirement, Cleone, who motored off to go fishing. After the first half dozen boats had rounded the light vessel, the wind veered and increased slightly to give a comfortable beat down to Solent Banks, during which Maresca's Ulstrom topsail sheet slid undone so the main had to be lowered to re-reeve it on rounding the weather mark. The never very strong wind gave a slow run back against the tide and Maresca's crew amused themselves setting headsails in positions never envisaged by her designer. This fantastic rig enabled her to catch up with Quiver who had been tide cheating in the shallows, and a harp luffing match put Maresca ahead, but for the four miles up to Calshot Bell Buoy she was unable to shake off Quiver (ought to be a revolting pun there somewhere) who sat hard on her quarter - probably the longest spell of close company sailing ever seen in an Old Gaffers Race.

David Lord's four tonner Saga managed to reach Calshot Light Vessel first, and on rounding it she was able to set a

spinnaker, which gave her a tremendous lead over those who crept round the light vessel as the wind was veering. Apart from the long interval between Saga and the next boat over the line, the fleet kept tolerably well together, and all enjoyed a pleasant day's sailing.

In races where there is a period of calm or very light winds, one can usually expect the boats with the smallest T.(H.)C.F.s to come out best on corrected time. On this basis the most outstanding performance in the race was probably Mike Richardson's Betty, whilst Saga, Quiver, Itchen and Maresca can be said to have done a little better than average.

Entrants in the race were;-

BOAT	OWNER	T(H)CF	FINISHING TIME	POSN OVER CORR. LINE TIME	POSN.
Saga	D.Lord	.746	16 52 05	1 240	1
Jean Ann	P.A.Clarke	.700	17 41 16	13 259.5	2
Quiver	M.D.Millar	.765	17 15 11	4 264	3
Piskie	T.Wilkinson	.747	17 28 55	6 268	4
Freda	G.Angell	.773	17 25 18	5 274	5
Betty	M.C.Richardson	.814	17 09 55	2 279	6
Maid Marion	G.E.Hann	.747	17 46 54	15 281	7
White Bell	W.D.Perriment	.798	17 33 35	8 289	8
Itchen	H.R.Percival	.800	17 38 35	12 294	9
Ardea	W.D.Robinson	.791	17 49 00	17 300	10
Maresca	Cmdr.J.S.Clarke	.879	17 12 55	3 301.42	11
Devon Maid	Miss F.Beale	.798	17 47 45	16 301.44	12
Romilda	F.W.Hillier	.855	17 29 23	7 307	13
Cygnat	Air Cmdr A.H.Hely	.846	17 34 32	9 308	14
Santa Lucia	W.Bernard	.774	18 14 08	22 312	15
Isis	C.Green	.859	17 38 20	11 316	16
Magnesta		.830?	17 53 56	18 318	17
Rosalind	Dr.Seton Campbell	.861	17 43 37	14 321	18
Hypatia	H.D.Rose	.865	17 57 34	19 335	19
Peggy-H	R.V.Crick	.870	18 08 45	20 345	20
Morna	C.R.Cory	.955	17 37 20	10 350	21
Girl Stella	A.F.M.Corringham	.902	18 09 24	21 360	22
Evergreen	E.C.Mappley	.818	Retired		
Moya	J.L.Moxley	.888	Retired		
Cleone	H.Birley	.943	Retired		

Nothing is known about Magnesta - the T(H)CF is a guess. If any member knows her owner, or comes across him, would they please ask him to get in touch with me.

It would be a great help in getting out these accounts of races if owners could write and let me know of all interesting incidents - I can only report on the race as I saw it.

EAST COAST MEETING There will be an informal meeting at the Maldon Little Ship Club, The Hythe, Maldon, at 7-30 p.m. on Saturday, November 7th. The main object of the meeting is social - please bring Photo's etc. Mr.W.E.Lenderyou will be showing a colour film of this year's E.C.Race, and we must also discuss prizes for next year. There will be no catering, other than normal bar facilities. Any members from other areas who can get along will be very welcome - Overnight accomodation - try the Blue Boar Hotel, Silver St. Maldon, or the King's Head Hotel, High St. Maldon.

No advertisements this issue - I am making this a small issue to get the details of the races out as soon as possible. If members can let me know where they have cruised this year, I can make the next issue a "Who has been Where" Extracts of logs, full accounts of cruises, descriptions of boats, tips on easier fitting out etc. etc. will always be welcome for the newsletter - Remember the success of the newsletters depends on the contributions YOU send in for it.

Several points have arisen out of this years race, and there will be a meeting one Saturday evening in Maldon, sometime about the end of October at which I hope we shall be able to arrive at some decisions about next years race, although, as the main purpose of the meeting is a social gathering, if you have any points which might involve lengthy discussion, please let me know well in advance and we'll get as much as we can ironed out by correspondence.

First, Racing flags. A request has come in from one of the boats who had to retire for entrants to fly racing flags. We have not insisted on this, but it is advisable for all entrants to fly a square racing flag (The skipper's largest handkerchief was used on one boat this year). If some boats have to retire, a racing flag will help the timers to sort out those still in the race. Incidentally, ensigns should not be worn whilst racing.

Second, identification. An easily distinguished racing flag is a help, but there is nothing to compare with a sail number. If any members without sail numbers would like them, the Assoc. can issue them, and the burgee motif of a pitchfork can be used above the number to make it clear it is an O.G.A. number.

Rules. As the Association is affiliated to the R.Y.A., we have to race under R.Y.A. Rules. These rules differ from the Int. Regs.- next year I will include a loose sheet in with the Sailing Instructions setting out the essential differences. There is nothing to be scared of about these rules, and their use relieves the organisers of what could be a very heavy burden of responsibility in settling liability in the event of a serious collision.

Motoring to the start. With poor conditions at the start two years running, a blind eye has been turned to the use of a touch of power to avoid a collision by a boat that is well behind the line. However, this IS against the rules; the kedgie is the thing to use. As some boats come quite long distances to enter the races and wind and tide can not always be relied on to help, consideration is being given to a rule to the effect that

"A boat arriving late at the start may motor or be towed to a point behind all other competitors and behind the starting line after the five minute gun has gone provided that after ceasing to motor or be towed and before crossing the starting line or overtaking any other boat in the race she turns through a complete circle."

Comments on this controversial subject welcomed.

Supper. I gather there were some grumbles this year. Any complaints about catering should be made to the organisers, not the caterers. Grumbles this year were, I am afraid, largely my fault for not making it clear what would be provided; the arrangements for the launch and the prizegiving had to be left fairly flexible until it was clear what could be done. Changes such as holding the actual prizegiving earlier in the evening to give more time to use the trophies and the provision of some simpler form of refreshment that can be set out in advance will have to be made. Space for all entrants to sit down to a hot meal will be impossible to find anywhere handy to the finish, and we must make the best of the facilities available to us. I must apologise for the defects in the organisation this year - Those who got to the Hotel at Harwich last year will agree that this year was a vast improvement, and having seen how things went this year, it should be possible to do much better this year.

I am sure all entrants will join me in thanking Mr. Brian Mellor of Danbury for giving up his Saturday afternoon to stand on the gun emplacement at East Mersea and time us all in, and Bill Lenderyou of the Maldon Little Ship Club for his days work as starter etc.

If each entrant this year can manage to persuade another gaffer to come along next year, we can have a really superb spectacle at the start - try it, anyway !

Solent Race 11-00 a.m. B.S.T. Saturday, 5th September

Start by mouth of R. Hamble

Entry fee £1 Supper at R.A.F.Y.C. Hamble 7/6 per ticket

Entries with fees direct to Cmdr. J.S. Clarke,

The Roos,

Whitchurch,

Hants.

S. Wood Esq.

Hest Bank

63, St Johns Rd.

Hedge End

Southampton

