

NOTES AND NEWS At the East Coast area meeting held on 7th November at the Maldon Little Ship Club, Captain R.S. Banyard was elected a Vice President of the Association. Captain Banyard is an ex sailing barge skipper who now runs a small fleet of coasters, and also runs the Liferaft Hire Company from his home at Tiptree. Since he first honoured us by offering a silver cup for seamanship for the East Coast Race, Captain Banyard has taken a keen interest in the affairs of the Association. He was proposed by the East Coast Commodore, Charles Stock, and seconded by Peter Mather.

Included in this issue is a list of paid up members (see back page). Additions to this list will be published in future newsletters, but it is unlikely that another complete list will be published for some time.

Having a statistical mind, I compiled the following figures whilst making up the list.

Of 115 boats registered with the Association, 58 are known to be over 50 years old, and the ages of 15 are unknown - it is likely that most of these 15 are well over 50 years old. 24 boats are known to have been built before 1900. (I wonder whether there will be 24 boats built in 1964 sailing in 2030 - I am certain there will be none built of plywood anyway!) The type of boat most favoured by members appears to be the Quay Punt (9) followed by the Essex Smack (8). The port at which most boats were built is Falmouth (9 - Not all the Quay Punts were built there though) followed by Cowes (8). The builder of the most boats was Aldous of Brightlingsea (7) with Thomas and Gale at 4 each.

This is our first illustrated newsletter. It is hoped to have at least one page of photographs in each issue, but the process is quite expensive (roughly £2 per page) so it is intended to keep the size of photographs down to quarter plate to get four on a page. As only a portion of our small annual subscription is available to finance the newsletters we can not offer any payment for prints used. The process is a direct copying one, so no adjustments in size are possible, and prints for copying should be sharp, with the best contrast possible. The two pages in this issue are experimental. There will be some better photographs of the Solent Race in next year's issues. Following the races, photographers can use these illustrated pages for advertising photographs they would be prepared to sell to other members. It is likely that we shall have to put a limit on the number of prints copied for any one photographer, but if anybody does want to have more pages of prints than we can afford in any one issue, we shall be delighted to let them have as many pages as they wish if they help with the cost.

Prints copied by this process can be returned to the senders undamaged (apart from glue on the back) but they must be uncreased. If any members have clear, old photographs they think might interest other members, we should be pleased to publish them, particularly if they are accompanied by an article on old types of boats.

Now the dark evenings are here again, I hope some of you will be able to find time to jot down some contributions for the newsletter.

TIES I still have a quantity of Association ties to sell at 15/-. How about persuading your wife to buy you one for Christmas? Please make cheques payable to the Old Gaffers Association.

BARGE CHAIN Any members interested in chain for moorings should contact Capt. R.S. Banyard, White House, Chapel Road, Tiptree, Essex.

CORRESPONDENCE Recent correspondence has included enquiries on the performance of the Leigh Bawleys; Have they an easy motion, do they ghost well, would they have ultimate stability, and would they be sufficiently well balanced to be able to fit a vane steering gear?

Also queries on the setting of a squaresail on a 20 ton cutter and the possibilities of fitting vane steering on a typical Colin Archer type stern and curved rudder.

Comments on any of these topics will be very welcome.

During the year I have had reports of members boats being seen almost all round the coast. One member with a most unusual home port is E. Midgley of Nottingham who keeps his 10 tonner Dreda at Sawley on the Trent in Leicestershire, spending the summer on the Norfolk coast based on Wells. One most amusing report was in our local paper where they informed the public that J.P. Robinson had sailed Klang II down from Derbyshire for the East Coast Race. She would have caused some traffic problems! (Her home port is Aldeburgh). Best cruise I have heard of so far is Col. B.G. Bloomer's 3 weeks in his 8 ton quay punt Twilight. 630 miles from the Medway, visiting the Solent, Channel Islands, St. Malo, Cherbourg, Dover and Ramsgate, including 70 miles from Cherbourg in 10 hours under headsails and mizzen only.

1965 EAST COAST RACE This will be on Saturday, July 24th, starting mid morning (exact time not yet fixed) at Osea Pier. If any of you know the owners of any Dutchmen, please encourage them to enter. We shall probably have Reymerswale and Elizabeth Josena again, and it would be nice to give a small prize specially for them, which we could do if we had five or six.

PRIZES At the meeting on November 7th, it was announced that it is intended to get an Old Gaffers Cup to be awarded to the first boat over 50 years old on corrected time. Our Commodore, Charles Stock, is heading the list of donors. Will any member who would like to contribute towards this cup please let me know.

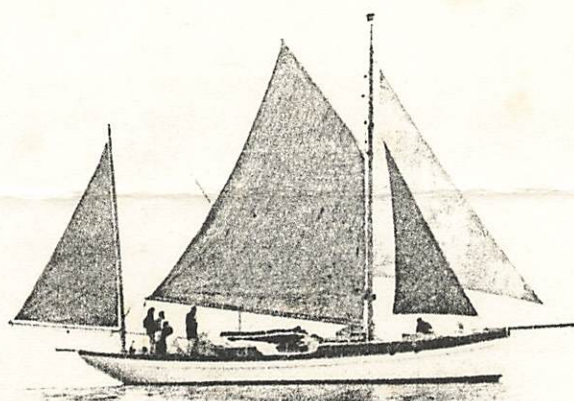
CLASSES It was agreed that the race should be split into two classes depending on waterline length. I have checked on all boats whose handicaps have been worked out on the computer, and a division at 28 ft. and over will give roughly equal classes. The larger boats will be Class 1, and the smaller Class 2. We would like to give three prizes in each class, to pay for which we shall need an entry of more than 35 boats, so please chase up all the owners you know to get a good entry. The overall winner irrespective of size or age will still be area Commodore for the year and will win the Commodore's burgee and the first prize for his class.

SUPPER AND PRIZEGIVING This was the subject of quite a lot of discussion. There are far too many of us for it to be possible to provide a set meal, but the get-together ashore in the evening is quite an important part of the day - for many entrants it is their only chance to meet other members, and race experiences are best recounted the same evening over a drink. This brings up the big snag in the idea of hiring a school or similar large hall - NO BEER (or Scotch, Gin or what have you). So far the only place willing to cater for us is Jacob's Hall. As their license is not a Public House license, we must have a meal to get at the booze. The final decision reached was to have a cold buffet which can be prepared in advance. The marquee will be cleared apart from the buffet table and the bar (or more likely bars) which ought to give room for everybody. If the weather is fine we can spread out over the lawn. One question is cost. A good buffet for 10/- or a small cheap one for 5/-? Please let me have YOUR views on this. I shall have to assume that those who do not tell me otherwise would be willing to pay 10/- a head for the evening, but the final decision will be made from the letters I receive.

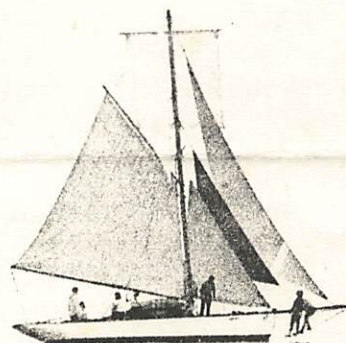
Just space left to wish all members a happy Christmas and the best of sailing in the New Year.

J.A.S.

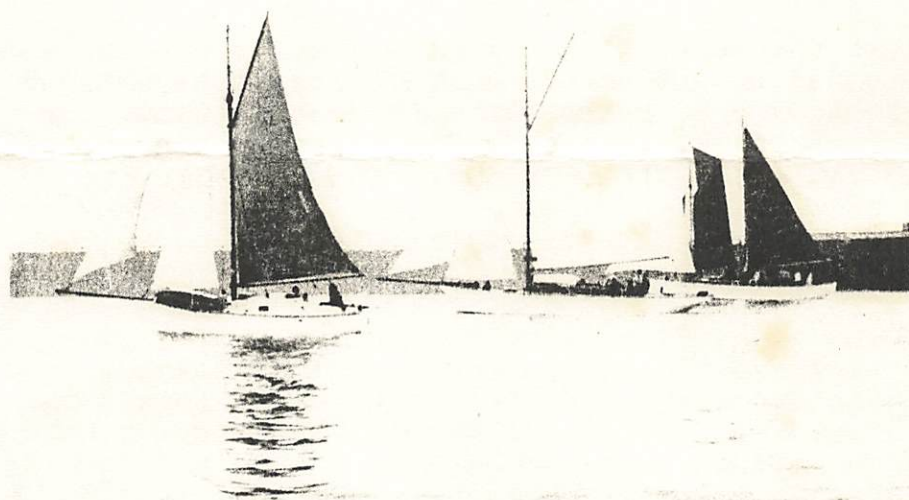
1964 EAST COAST RACE



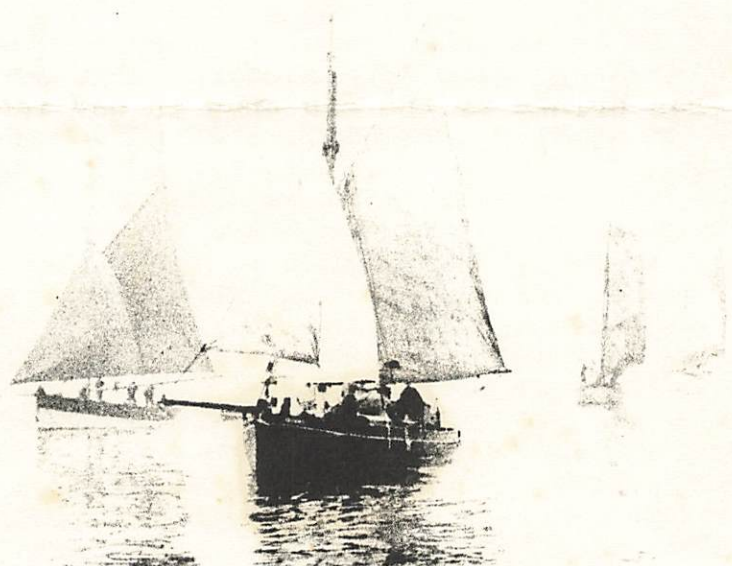
Klang II



Ianthe II K. Bavins



Fanny of Cowes *Wild Duck* *Lora* T. Martin

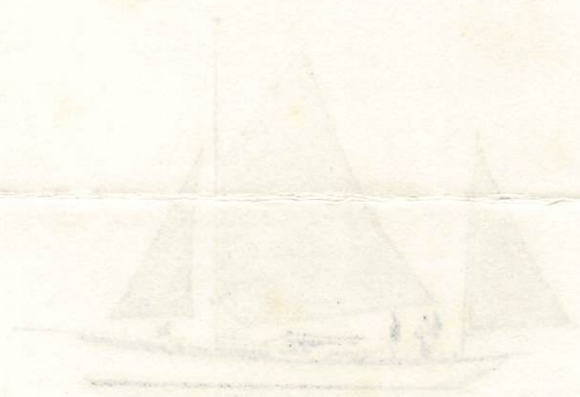


Rosena *Gladys* *Sugar Creek* *Klang II*
T. Martin

1864 EAST COAST TRADE



John II K. 1864



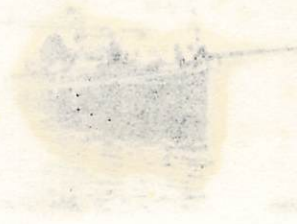
John II



John II K. 1864



John II K. 1864



RATINGS FOR OLD GAFFERS Last issue we dealt with how to measure a boat for a rating. Now, what happens to the figures you send in? We don't, as has been suggested, pick a number out of a hat. Firstly, the boat's measured rating is found from the formula

$$M.R. = \frac{.15 L \sqrt{S}}{\sqrt{BD}} + .2(L + \sqrt{S})$$

where $L = \frac{L.O.A. + L.W.L.}{2}$ and $D = \text{Depth} \times \frac{5}{4}$

and $\sqrt{S} = R.A. \times \sqrt{S.A.}$, S.A. being the sail area and R.A. the rig allowance, from 90% for a ketch to 100% for a sloop. Incidentally, as I have no square root sign on this typewriter I am having to use the oblique.

Next, bonuses are deducted from the measured rating for old age, propellor, and shoal draft bonus, the latter being halved for centreboarders. The maximum deduction for a shoal draft boat built before 1900, with a fixed prop. being $14\frac{1}{2}\%$ M.R. Shoal draft is calculated from the boats waterline length.

M.R. - Deductions gives the rating R, which is in feet, and is usually between two thirds and four fifths of the waterline length. T.(H.)C.F. is derived from R by the formula

$$T.(H.)C.F. = .125(\sqrt{R} + 2)$$

As you will find if you try, working this lot out takes quite a long time, so we have two quick ways of doing the job. The best way is to hand the whole lot over to a computer operator with a programme which gives the T(H)CF faster than the formula can be written down - This has been done on the East Coast for all boats who have entered in time to get at the computer. The results are of course accurate to many places. The second quick method is to use a set of curves. These take two or three minutes per boat, and for most boats give a reasonably accurate answer - certain approximations had to be made in drawing out the curves, and boats away from average size may not get quite so accurate a figure. These curves are used for late entries on the East Coast, and were used for all entries on the Solent this year. In the event of a finish closer than the possible inaccuracies of the curves, figures are worked out longhand for all boats where there can be any doubt.

The T.(H.)C.F. is multiplied by the actual time a boat takes to sail the course to give the corrected time, so the lower the T.(H.)C.F. the longer a boat can take to sail a given course. Here again, extreme accuracy is used only in those cases which give a close finish, like Maresca and Devon Maid this year. A Slide Rule is usually used, and seconds are sometimes ignored to get a quick answer - it is quite clear whether corrected times are close enough to need more accurate working.

With a knowledge of the formula, it is quite easy for the amateur to design a boat with an extremely low T.(H.)C.F. it should be as short as possible, very beamy, with small sail area, gaff ketch rigged. Having built it you will find that it will sail extremely slowly, if at all, and to race it with any success, the T(H)CF would need to be far lower than you designed for. Considering its simplicity compared with the R.O.R.C. rating, this R.Y.A. method of rating boats gives remarkably good results and in winds of reasonable strength will enable our widely assorted fleets to race together on surprisingly level terms, although larger boats with rigs smaller than they carried when new will usually be at a disadvantage until the rest of the fleet have to start reefing.

Any owner who measures his boat this winter can send me the measurements, not forgetting to include year built, type of rig, and whether fitted with a fixed or folding propellor, and I will get his T(H)CF worked out on the computer before the race entry forms for next year go out.

J.A.S.

CATALOGUE OF GAFFERS NORTHERN LIGHT 162710 39 Ton Ketch
LOA 48', LWL 40', Beam 13'6", Draft 8' Owned by James and Ann
Griffin, and crewed by their four daughters, Geraldine (18),
June (17), Heather (15), and Linda (11), all of whom are
signed on MoT Crew Articles, only owing to a peculiarity
of English Marine Law that allows the employment on board of
crew members under the age of 16 years only if all members of
the crew are of the same family.

Northern Light was built in 1931 at Risør in Southern Norway
by N.Christensen to the designs of C.Maartmann of Tonsberg,
who was a pupil of Colin Archer. She was built to the order
of two Englishmen who wished to sail around the world and so
is most unusually built. Her planks are three inch thick
Burma Teak, the finest of all boat building timbers, and they
are fastened by juniper treenails an inch in diameter to
great oak frames, some 10" by 8" in size. Her bottom is
copper sheathed to protect her from the depredations of
shipworm and to cut down the growth of weeds that would slow
her down, and she carries four tons of lead on the outside of
her keel as well as another four tons of it in great cast
blocks fitted inside her bottom. On deck she carries her
somewhat old fashioned rig with its 3,000 square feet of
heavy canvas and terylene sails in seven pieces, so that it
can be easily handled in all weathers by her somewhat
lightweight crew.

Her original owners kept her purposely bare of all paint
above the copper sheathing and all through below, and the
older hands at Camper and Nicholson's Northam yard still
remember her first call there in 1931 with amazement because
of this. These first two owners are supposed to have quarrelled
fiercely between Norway and Dover straits and so she didn't
circumnavigate after all. During the next eight years she is
reputed to have cruised a great deal in the ice areas around
Southern Greenland, rescuing an intrepid couple named
Hutchison from an ice floe after their flying boat had come
down in 1932.

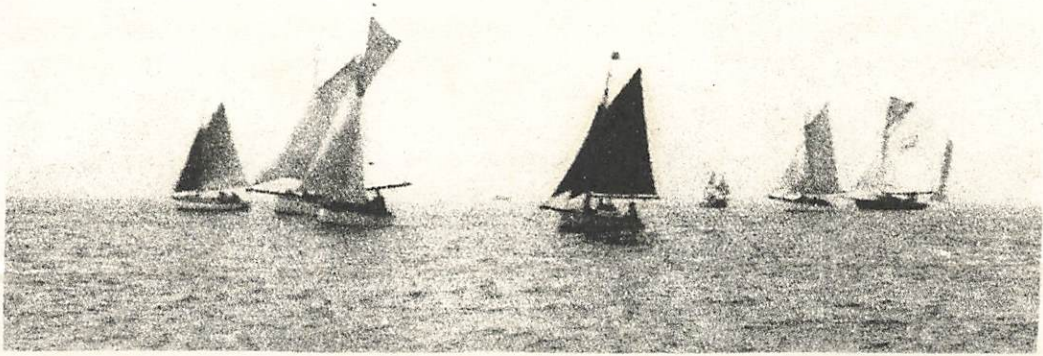
How she spent the war is a mystery, as she next appears
sailing in the 1948 Santander Race, and causing considerable
embarrassment to the Spaniards with the constitution and the
dress of her crew. At that time she was owned by a Bristol
doctor who scorned an engine, believing that "any handy gaff
ketch of 40 Tons TM can tack in and out of the Bristol Avon"
and she has grounded in more fashionable places than a
Duchess's skirt; under the Clifton Suspension Bridge, on a
rocky patch at St.Mawes, and in the centre of a small
Spanish fishing harbour being three that we have caught up
with so far!

She was next purchased with intent to sail to latitudes in
which coconuts do not have to be imported, and for over four
years lay in St.Catherines Dock, London, where her owners
stripped out the old and built in the present modern
accommodation (for eight including the saloon), and installed
a 44HP Kelvin deisel (although the underwater lines of her
hull are so good that she rarely uses more than 20 HP to
drive her at 5-6 knots). However, she got no further than
Cherbourg, and we have never regretted buying her at this
point in her history, and sailing her ever since. She is in
commission all the year round, and is our family home at the
same time. The engine is used in crowded harbours to give her
instant manoevrability regardless of the vagaries of the wind,
it being an unseamanlike thing to do in these days to sail a
large vessel in and around the very crowded anchorages in the
same way as we would have done 25 or 30 years ago.

She has sailed in the Solent Old Gaffers Race twice, and in
the inaugural Griffin Tankard Race of Poole Yacht Club - a
test of seamanship and sailing that goes with a large silver
grace cup presented to the Club by James Griffin.

J.G.

1964 SOLENT RACE

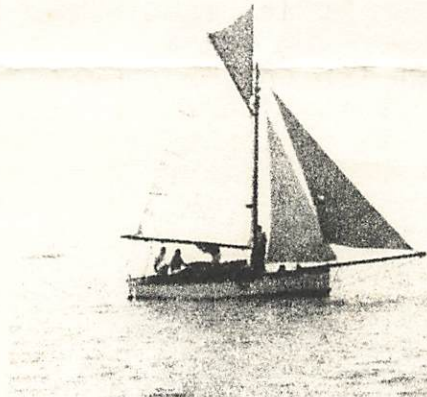


Saga Isis Quiver

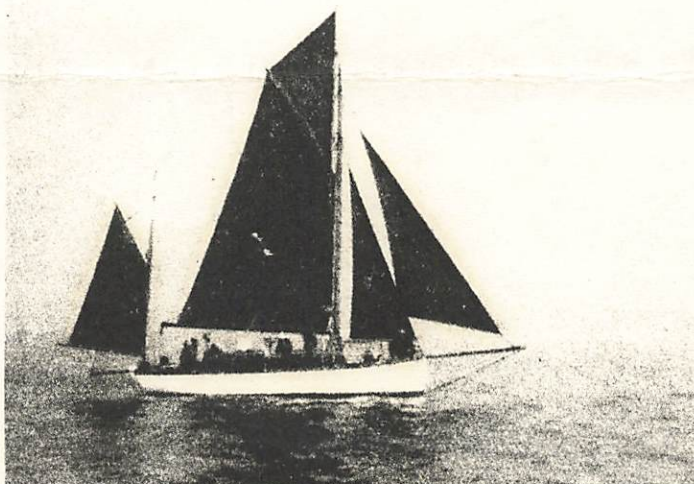
Jean Ann White Bell Cygnet



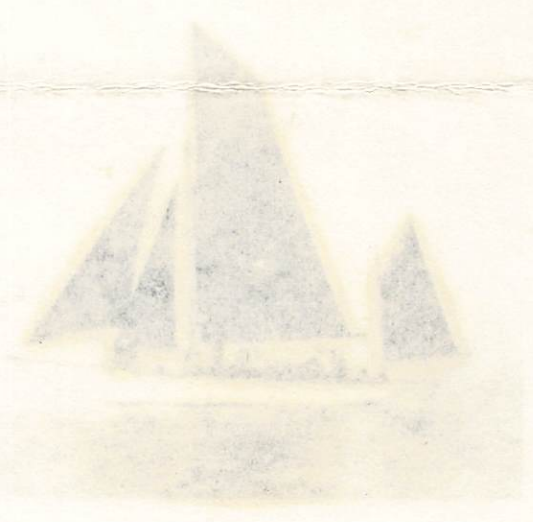
Isis



Quiver



Betty



WHY GAFF RIG ? Recently, I asked Peter Tangvald this question. As Peter has had considerable experience of both gaff and bermudian rig, I thought his answer would be of interest to many members. As most of you probably know, Peter has just completed a circumnavigation in his 11 ton Bm. cutter Dorothea. He is now interested in building a copy of the Leigh Bawley in the South Kensington Science Museum.

"You ask me why I prefer a gaff to a bermudian. There has been written so much on the subject that I hesitate to air my views, yet I might have an excuse for it because of the fact that I am a fanatic regarding not having motors together with the fact that I am an engineer by profession. To sail without a motor means to many people that I am a show-off, to others that I must be so broke as to not afford a motor and to most people that I am just foolish but sailing without a motor entails, in addition to the wonderful feeling of having something pure, the necessity to have a far more efficient sailing rig than would be required to the man with an auxiliary - And by efficiency I do not mean relative efficiency to the next man's boat, also restricted by rating rules but I mean efficiency in light weather, in heavy weather on all points of sailing, ease of manoeuvring at sea as well as when sailing into a crowded port and quite irrespective of any racing rule. To have good light weather ability a very large spread of canvas is necessary whether a bermudian or gaff or any other type of rig. To have a very large mainsail on a bermudian necessitates too tall a mast so the modern bermudian has evolved to have a small mainsail and count on large genoas and huge balloon spinnakers when the wind is free or light. Square feet for square feet it is efficient but as an engineer I suffer on the behalf of my ships thinking about the terrible stresses set up in the hull by the large yankee set on that long headstay going to the top of the mast trying to push the mast through the bottom of the ship. Ocean racers are used as examples of how good modern rigs are, but if one talks with the crew instead of the owner one will hear that whenever it blew they were pumping the bilges more or less continually. Slocum on his old boat, who did quite respectable crossings, could use the dustpan in his bilges! It is a physical fact that the strain put on a tight stay is many times greater than the strain put on a solid spar. In other words the strain put on the hull in a rig which has a large percentage of its sail surface hung on stays is far greater than the strain implied to the hull on a ship where a greatest percentage of sail is hung on the mast. The old lateen sail is possibly the one which sets up the least strain of all, the strain of the sails being absorbed in the rig itself and only the actual driving force (and heeling force) is transmitted to the hull.

For me these thoughts will translate thus;

- 1 A large sail area is necessary for light weather ability (solved by modern cruising yachtsmen by pressing the self-starter button).
- 2 A large mainsail and a small foretriangle for minimum stress in the hull
- 3 The greatest possible ease in reducing sail (a problem much aggravated by the fact that I can't have a "snug" rig).
- 4 Ease of handling as I sail alone or with a girl crew.
- 5 Reliability and freedom of breakage as I often do long crossings and seldom are in places like France, England or U.S.A. where all fittings are available (and neither have the money to spend for, for example, geared sheet winches etc.)

It is true that just one "string" is enough for hoisting a bermudian mainsail but to sheet a large genoa over from side to side requires expensive winches and should it foul when beating against the wind, and possibly the current as well, in a narrow harbour entrance it could even be enough reason for wrecking the boat as it would refuse to come about (in which case the modern yachtsman would blame the lack of motor not realising that it is the rig's fault). To reduce

sail on a modern boat from genoa down through the large wardrobe of headsails is easy from a technical point of view; any landlubber would understand how to do it but to do the job on a jumping foredeck and walk back to the mainhatch with a few hundred square feet of canvas is no pleasure (the forehatch being solidly closed under such conditions). And what a nuisance to have to stow these wet sails in a boat already damp under heavy conditions! I could also mention about all the times I have had things go wrong in the top of a mast of a bermudian rig. One boat I met in Tahiti 2 years ago had sailed 2000 miles from California under mizzen and jib only because he lost the main halliard up the mast when 1000 miles on his way and was unable to climb up there at sea.

Now the advantages of the gaff and specially the boomless one in my opinion:

- 1 With the bawley where a very large mainsail and small headsails are used a minimum of stresses are set up to the hull.
- 2 A very large sail area can be carried, yet by lowering the topmast and reeving the bowsprit the ship can be made very snug in a gale.
- 3 Taking in a topsail is much less work than changing large headsails when reducing.
- 4 It is extremely easy to reef a boomless mainsail (even easier than the expensive roller reefing and makes a better setting reef).
- 5 It is very easy to manoeuvre and come about as only the small jib has to be sheeted over.
- 6 It is a very safe rig for sailing into crowded or difficult harbours because the mainsail can be instantly taken off by brailing it into the mast on any point of sailing and the headsails being small will not give any trouble.
- 7 Under extreme gale conditions on a lee shore the rig is probably more weatherly than a modern bermudian because I then could take down the topmast completely as well as the gaff and use a bermudian stormsail on a very short mast without the windage of a tall bermudian.
- 8 Practically all the repairs could be done on the rig at sea by the owner as the mast is short and all the gear simple.
- 9 Square feet for square feet, it is cheaper than bermudian.

Now I hope I don't sound like I know it all and want to teach you something new. I am merely trying to answer your question as to why I prefer a gaff. I know that I know very little (and that most yachtsmen know even less). I realise that with sails it is not possible to make any definite rules and the modern science is not able to analyse it with absolute rules. I do think however that our grandfathers were no less intelligent than ourselves and that the sea has not changed since their times. What has changed is the addition of auxiliaries which forgive a multitude of sins in the rigging, so therefore I think that we can learn as much if not more in the museums than by looking at racing boats limited by rules and carrying large crews.

I notice what you say about the pilot boats and I admit that I really like them also - I will check into them but I think that most of them were too big for me. I certainly like Dyarchy very much. In fact she is one of my favorite dream ships but she is too large. I also like Wanderer II which I saw while in Honolulu a couple of years ago. She is just beautiful but in very sad shape of neglect today. Why I just like Maud so much I can't really explain, but she really appeals to me. Just like a rather plain looking woman also can, for no apparent reason, make a man fall helplessly in love. Perhaps what I like is that she is a 100% a man's boat, which is relieving after today's boats which are apparently made to please the women with large house windows, huge galleys small rigs, big engines, no bowsprits and generally completely devoid of charm."

P.T.

OLD GAFFERS ASSOCIATION

LIST OF MEMBERS AND BOATS Nov.14th 1964

PRESIDENT

Cmdr.J.S.Clarke R.N.R., The Roos, Whitchurch, Hants
Maresca

VICE PRESIDENT

Captain R.S.Banyard, White House, Chapel Road, Tiptree, Ex.

MEMBERS

E.P.Allen, Normanton Grange, Plumtree, Nottingham.
Corista
G.Angell, Red Ridge, Winsor Lane, Winsor, Southampton
Freda
P.Bailey, 8, Firs Avenue, Muswell Hill, London N.10
Acusla
I.J.M.Barrett, Servabo, Deacons Boatyard, Bursledon, Hants.
Servabo
R.E.Barry, 43, Marine Parade, Tankerton, Whitstable, Kent.
Young Alert
Miss F.Beale, The Old Rectory, West Tytherley, Nr.Salisbury,
Wilts. Devon Maid
K.C.Beale, Loch Trolaig, 171, Western Rd., Billericay, Essex.
Sea Shell
H.Tunstall-Behrens, 22,Crooms Hill, Greenwich, London S.E.10
Ianthe II
W.J.Bibby, 31,North Road, Tollesbury, Essex
Taffy
D.Bilham, 122, Hainault Road, Chigwell, Essex
Plover
H.L.H.Birley, Moor Court Farm, Sparsholt, Winchester.
Cleone
R.Bishop, Cosy Kot, High St.North, West Mersea, Essex
Bertha
Col.B.G.Bloomer, 3, Gibraltar Avenue, Pasley Road, Brompton,
Gillingham, Kent. Twilight
J.Bray, Yt.Nell, c/o Webb & Feesey, Shipways, Maldon, Essex.
Nell
R.Briggs, The Downs, Maldon, Essex
Dorcis
Dr.Seton Campbell, Manor Cottage, Seend, Melksham, Wilts.
Rosalind
L.P.Catton. 180, Woodbridge Road, Ipswich, Suffolk
K.E.Challis, Even Keel, 2,Bridge House Road, Bursledon, Hants
A.P.F.Clarke, Bitteswell Manor, Nr.Rugby, Warwicks.
Zobeide
P.A.Clarke, 167,Chestnut Avenue, Eastleigh, Hants
Piskie
J.A.Clay, Ruffinswell, Wickham Bishops, Essex
Firefly
R.P.Clinton, Nautpur, Felsted, Essex
J.W.S.Coe, Farriers, 30,Burwood Park Road, Walton-On-Thames.
Pembeth
P.Collett, 15, Pentire Avenue, Southampton
Boreas
D.T.Cook, 171, Spring Road, Ipswich, Suffolk.
Fanny of Cowes
T.E.Cook, 3/5 Silent Street, Ipswich, Suffolk (Hon.Treasurer)
A.F.M.Corringham, 29,Croft Avenue, Southwick, Brighton, Ssx.
Girl Stella
J.R.Crabb, Royal Oak Inn, Herston, Swanage, Dorset.
R.V.Crick, Peggy-H, Stanpit Marsh, c/o Christchurch G.P.O.,
Christchurch, Hants. Peggy-H
K.R.Croom, Ivy Cottage, Bowcardee, Carisbrooke, I.O.W.
Sundown

P.F.Dan, 41, High Street, Wivenhoe, Essex
 Henrietta
 C.N.Davies, Pilcox Hall, Tendring, Essex
 Lora
 P.G.Davis, 5, Lark Rise, Hatfield, Herts.
 Clythie
 R.G.B.Daws, The Priory, Horningsea, Cambs.
 Deborah
 J.K.Day, Mandaville, Eaton Road, Frinton-on-Sea, Essex.
 Nereid II
 I.S.H.Edmond, 3, Hillside, Market Hill, Maldon, Essex
 Polly
 D.P.Elliott, Servabo, Deacons Boatyard, Bursledon, Hants.
 Servabo
 T.Fitzpatrick, 8, South Street, Lymington, Hants.
 Chiriyu
 A.C.W.Frost, 13, Kevington Close, St. Paul's Cray, Orpington,
 Kent. Wendy-Mary
 D.Garber, 141, Stamford Hill, London
 Cachalot
 J.R.Gibson, 42, Harrow View, Harrow, Middlesex.
 St. Helier.
 D.E.Goodrich, 139, Grosvenor Drive, Loughton, Essex
 Reedbird
 D.Grant 65, Beccles Drive, Barking, Essex
 Henriette
 C.F.A.Green, 32, Radnor Road, Earley, Reading, Berks.
 Isis
 J.Griffin, Yt. Northern Light, Poole Quay, Poole, Dorset.
 Northern Light.
 C.V.Griffiths, 40, Cotton Lane, Moseley, Birmingham.
 The Mark Stephen
 R.Griffiths, Rosalind of St. Ives, c/o Crabshell Inn, The Quay
 Kingsbridge, Devon Rosalind of St. Ives
 C.Gurteen, Littlecourt, Haverhill, Suffolk
 A.I.Hagger, 119, Wherstead Road, Ipswich, Suffolk.
 Sunbeam
 G.C.Hammer, 13, Winkfield Court, Boltro Road, Haywards Heath,
 Sussex Merlin
 G.E.Hann, Stakes Mere, Oak Hill, Bursledon, Hants
 Maid Marion
 L.K.Hathaway, Greenways School, Codford, Warminster, Wilts.
 Wallaby
 Air Cmdr. A.H.M.Hely, C.B., O.B.E., 8, Saxholm Drive, Bassett,
 Southampton Cygnet
 N.S.Heriot, Staplers, Great Totham, Maldon, Essex
 Robinetts
 F.W.Hillier, 17, Queen Street, Emsworth, Hants.
 Romilda
 J.B.Holmes, 309, Beacon Road, Bradford 6, Yorkshire.
 Delta
 Cmdr. R.Horncastle, The Boat Inn, Woodbridge, Suffolk.
 Elizabeth Josena
 C.G.Hull, 42, Old Church Lane, Kingsbury, London, N.W.9
 Wild Duck
 G.G.Jackson, 1, Valley Road, Chandlersford, Eastleigh, Hants
 Skipjack
 J.F.Johnston, Purple Salings, The Downs, Maldon, Essex.
 Symphony II
 L.F.Kent, 26, Queens Walk, Kingsbury, London, N.W.9
 Wendy
 Dr. K.R.Kidd, Moknsilver, Landguard Manor Road, Shanklin, I.O.W.
 Mazilda
 F.Klein, 9, Westridge Road, Southampton.
 Mary Saunders
 L.H.Landricombe, 3, Shenstone Gardens, Honicknowle, Plymouth
 Patsy-Lynn
 J.W.Lawrence, 61, Albion Street, Rowhedge, Colchester, Essex
 Rosena

W.E.Lenderyou, 50,Beehive Lane, Chelmsford, Essex
 East Coast Race Starter Success
 M.Logan, Isabel, Conyer Quay, Sittingbourne, Kent.
 Isabel
 D.Lord, 17,Old Copse Gardens, Sonning Common, Reading, Berks
 Saga
 P.R.Lumley, 43,Fitch's Crescent, Maldon, Essex.
 P.G.Luke, 18,Wentworth Meadows, Maldon, Essex
 I.J.Lye, Albert Hotel, By-Pass, Colchester, Essex.
 Rose of Pagglesham
 F.J.Macey, 11,Wavertree Road, South Benfleet, Essex.
 Faith
 E.C.Mappley, Langley House, Stein Road, Southbourne,
 Nr.Emsworth, Hants. Evergreen
 Col.S.J.Marks, Froggs Hall, Little Baddow, Essex
 Reymerswale
 T.Martin, Desmona, Hullbridge Road, South Woodham Ferrers,
 Chelmsford, Essex.
 P.E.W.Mather, 37, North Street, Maldon, Essex
 Patience
 C.J.McLellah, 91, Prince Avenue, Prittlewell, Southend-on-Sea
 Essex Xebek
 E.Midgeley, The Bungalow, 163,Nottingham Road East, Hilltop,
 Eastwood, Nottingham. Dreda
 M.D.Millar, 107,Baker Street, London,W.1.
 Quiver
 Dr.M.P.Miller, 7,The Square, Tollesbury, Essex.
 Star
 A.R.Millett, 102,Hockley Road, Basildon, Essex
 Seaminx
 N.J.Mitchell, 39,Crescent Road, Heybridge, Maldon, Essex
 Vivette
 J.L.Moxley, Condor Cottage, Condor Road, Laleham-on Thames,
 Middlesex Moya
 A.A.Muirhead, 23,Downleaze, Sneyd Park, Bristol
 Melmore
 R.E.Norris, 29,High Street, Brompton, Gillingham, Kent
 Stormy Petrel
 N.W.M.Orr, 7,St.Thomas' Mansions, London,S.E.1
 Kestrel
 C.H.Paxton, White Lodge, Hambrook, Chichester, Hants.
 E.A.Payne, Robins, Little Baddow, Essex
 M.Pearson, Park Hill House, Park Hill, Loughton, Essex
 Regard
 H.G.R.Percival, Bramerton, 26,Fiddicroft Avenue, Banstead,
 Surrey Itchen
 W.D.Perriment, 41,Maldon Road, Bitterne, Southampton.
 White Bell
 M.Peyton, Long Acre, Clements Green Lane, South Woodham
 Ferrers, Chelmsford, Ex. Sugar Creek
 M.J.Pike, Flat 2, The Cottage, The Rutts, Bushey, Herts.
 Privateer
 B.Pogorzelski, 52a,Warwick Gardens, London W.14
 Ganesa
 J.B.Pot, 16,Albany Park Road, Kingston-on-Thames, Surrey.
 Ladybelle
 S.D.N.Preston, The Old House, Fowle Hall, Paddock Wood,
 Kent. Valerie
 C.Pritchard-Barrett, Jollyboys, Felsted, Essex
 White Cloud
 A.R.Rangabe, Stoneacre, Denmead, Portsmouth, Hants.
 C.H.Raynor, 20.Mcnor Road, Keynsham, Bristol
 Eiderduck
 M.C.Richardson, The Boat House, Old Bursledon, Hants.
 Betty.

D.Roberts, 11, Wilberforce Road, Cambridge
 Rothion
 C.D.Robinson, 19, Upper Woodcote Village, Purley, Surrey
 Richard Davey
 J.H.Robinson, 27, Plough Lane, Purley, Surrey
 Richard Davey
 J.P.Robinson, Rose Cottage, Snelston, Ashbourne, Derbyshire.
 Klang II
 W.D.Robinson, Afzelia, 8, The Rookery, Emsworth, Hants.
 Ardea
 J.M.Robson, La Chaumiere, Sark, Channel Islands.
 Banba IV
 D.C.Salcombe, 27, Bromeswell Road, Ipswich, Suffolk
 Philippa
 H.Samuel, 17, Wellgarth Road, London, N.W.11
 Simba
 J.A.Scarlett, Lawley, 70b, Farnbridge Road, Maldon, Essex
 (Hon Secretary)
 Dr.M.C.Shannon, Sandling House, Hollesley, Woodbridge,
 Suffolk. Samaria
 R.Simper, Sluice Cottage, Ramsholt, Woodbridge, Suffolk
 Sea Fever
 J.D.Sleightholme, 14, The Gardens, Leigh on Sea, Essex
 Cygnet II
 P.J.Smith, The Anvil, 72 Imperial Avenue, Maylandsea, Althorne,
 Chelmsford, Essex Rikki
 L.C.Sparrow, 69, Summerhill Road, South Tottenham, London N.15
 Gladys
 D.H.Stansfield, The Saeter, East Boldre, Brockenhurst, Hants.
 Marie Ann
 K.W.F.Steward, Meadcote, Rettendon Common, Chelmsford, Essex
 Cornishman
 A.C.Stock, 2, Mount Villas, Pleshey, Chelmsford, Essex
 Shoal Waters
 R.Stower, Mavey, Balmer Lawn, Brockenhurst, Hants.
 Carn Dhu
 P.Tangvald, 11, Rue Nationale, Trans-en-Provence, Var, France
 Dorothea
 V.W.Tate, Brook Farm, Brook Lane, Great Baddow, Chelmsford,
 Essex
 A.Taylor, Windward, Mid Street, South Nutfield, Nr.Redhill,
 Surrey Kathleen
 R.J.Thomason, 24, Lindisfarne Road, London S.W.20
 Chica
 B.W.Thompson, 11, Church Drive, Port Sunlight, Cheshire.
 Why Not
 T.Titheridge, 1, Seawall, Mill Beach, Maldon, Essex
 Sea Pig
 A.D.Tweedy, 28, St.Edmunds Terrace, London, N.W.8
 Morna
 P.J.Underwood, The Old Rectory, Fornham St.Martin, Bury St.Edmunds,
 Suffolk Edith
 G.Wardell, Woodstock, Main Road, Woodham Ferrers, Chelmsford,
 Essex White Rose
 L.J.Warren, 590, Barking Road, Plaistow, London E.13
 Glad Times
 Major D.F.Willett, Jacobus Hall, High Street, Brightlingsea,
 Essex
 S.Wood, Hest Bank, 63, St.John's Road, Hedge End, Southampton.
 Sea Breeze
 R.C.Young, c/o Ocean Youth Club, Artic Road, Cowes, I.O.W.
 R.H.P.Young, 9, Southborough Road, Chelmsford, Essex.
 Nautilus