

First, a

B.W.Allen, 8, Dingle Road, Bournemouth.

W.B.W.Alison, 67 North Quay, Gt.Yarmouth, Norfolk
Leila

E.F. Atkins, Salthaven, Top Barn Lane, South Woodham Ferrers,
Chelmsford. Essex

A.R.Canfor, The Anchorage, Claremont Avenue, Esher, Surrey
Alegria

A. Hunter, Leatherhead Tool & eng. Co., Randells Road,
Leatherhead, Surrey Sylvania

S.G.Keefe, Yt.Sirius, The quay, Poole, Dorset
Sirius

I.R.Metcalf, Briardale, Private Drive, Barnston, Wirral
Cheshire Tasma

P.R.Poulain, The Moorings, Shotley Gate, Nr. Ipswich, Suffolk
Silver Spray

A.W. Skikelthorpe, Jaln, 50, Downhall Road, Rayleigh, Essex
Glad Times

D. West, Berwick House, Dawes Lane, West Mersea, Essex

NOTES AND NEWS AREA COMMITTEES At the East Coast meeting on March 28th, Peter Mather joined the E.C.committee as Race Treasurer, and Robert Simper also volunteered to help. Final details of the race arrangements were settled, and it was agreed there should be a social meeting in Maldon in November and a meeting of the whole Association in London whilst the Boat Show is on.

The Solent Area members enjoyed a social evening at the Emsworth Slipper Club on April 10th, at which a new committee was formed. Fred Hillier is now area Chairman, with Desmond Robinson as Secretary, and the Committee includes Chris Gresh, James Griffin, Gerald Hann, Michael Millar and Alec Rangabe. Commander John Clarke is, of course, President. The Solent area is to have two social functions each year, one at Poole and one at Emsworth. Also, there is talk of a rally in Chichester Harbour, probably on June 11th to 12th. Expect to hear further news from Fred Hillier.

CONTRIBUTIONS This Newsletter contains the last of my stock of articles. Please help us to keep up the standard so far set by sending in accounts of YOUR boat, cruises made, work done, etc. With the increase in postal rates, we shall be budgetting on four newsletters per year.

This issue also contains a page of photographs printed by offset litho. These are considerably more expensive than the duplicated pictures so far used. Would you rather have a page of duplicated pictures in every issue or the better pictures when we can afford them (probably two issues per year)? Don't forget that if you do not send in prints, you won't get either!

RACES AND RALLIES The East Coast Race and Rally will be on Saturday, July 24th, and the Solent on Saturday, September 11th.

With this newsletter is a race entry form. Those owners whose boats have had ratings calculated by the computer will find the figure pencilled in - if all dimensions are unchanged since you last raced, that figure will stand, but if any dimensions have been changed, please fill in all the figures. Please note that, in common with other clubs running races, we have increased all T(H)CFs by .125. This slightly favours the larger boats.

With one of last years Newsletters we published a page of details on how to measure a boat. New members who did not receive that newsletter will find a copy of the page in this issue - old members who have mislaid their copy can get one if they send me a postcard.

The page opposite the entry form contains details of the races, suppers etc. Details for the Solent supper will be announced in the next newsletter. With a common entry form for both races, there is a little more to fill in this year. Please help us make a success of the souvenir programmes by putting a description and history of your boat on the back of the form, and by entering as early as possible - Tomorrow if you like !

ILLUSTRATED SOUVENIR PROGRAMMES These will be available at 2/6 per copy, plus 6d postage. The illustrations will be the pages used in the newsletters. Copies sent to entrants in the East Coast Race as sailing instructions will, as before, contain all the descriptions of boats etc., but will not be illustrated unless an owner makes a special request. We would like to sell 50 copies for each race - please help by telling your sailing friends about them, and ask them to order in advance, so we know how many copies to get run off.

SPECTATORS FOR THE EAST COAST RACE Our Vice President, Captain R.S. Banyard of Liferaft Hire Company, is lending a motor barge for the day. This barge will leave Maldon at 9-0 a.m. and will follow the race as far as possible before taking up station at the finishing line to time in the boats. Please note the race will NOT be started from the barge, but from Bill Lenderyou's motor cruiser Success, as before.

As the barge will not be able to get back to Maldon after the race, we have booked a coach for the return journey which will leave Brightlingsea after the prizegiving, at 9-45 p.m. Negotiations for special car parking facilities at Maldon are in progress. Crew members who are unable to join their ships until the Saturday morning can get down to the start on the barge - owners should be prepared to send a dinghy over for them well before the start.

The number of spectators we can take is limited by the number of seats on the coach. For a week after you receive this newsletter, seats will be allocated to O.G.A. members (or wives of members) only - after that, it will be first come first served. Provided we can fill all seats, the cost of the coach trip will be 6/- per head. Both the barge and the coach will leave ON TIME; no count of bodies will be taken, so if you want to come on either, DONT BE LATE.

PHOTOGRAPHS There will probably be several keen photographers on the barge. If any entrants would like to get photographs of their boats, please make a note on the race entry form, and try and finish the race passing a reasonable distance from

the barge - we will be on the look out for you.

HUMOUR AND THE YACHTING PRESS L.J.Warren, who has had several amusing letters published in Yachts and Yachting, suggests members of the O.G.A. bombard the various yachting magazines with some blasts of sanity and humour and collect the letters and replies into a Bumper Fun Book of Yachting. Yachts and Yachting, which usually contains something concerning the doings of that grandest of old gaffers, Old Harry (whose creator is an O.G.A. member) can normally be relied on to give space to intelligent light belief, and if members succeed in starting humorous discussions in other magazines, please let me know.

CONCOURS D'ELEGANCE Suggestions have been made that we should hold such an event - judging could be a headache for whoever gets landed with the job, but it ought to be possible to do something - further thoughts, ideas and comments please.

CHANGE IN THE INT. REGS. I hope that by now all of you are aware that the regulations for the prevention of collisions are to be changed (after which change they will once again be similar to the racing right of way rules). Ian Edmund has very kindly prepared a couple of pages of notes on the more significant changes - for some, it is going to be very hard to change the habits of half a lifetime or more.

J.A.S.

TRAWLER HOME By R.C.Young
(See top picture on page of photographs)

Brixham trawlers are renowned for their seaworthiness and Regard was a true descendant of the old breed. Built as a yacht in 1933 by Uphams of Brixham, she has most of the admirable features of the trawler, the high, bold bow and fine run. The purpose of the boat, yachting, as distinct from trawling, enabled her to have greater freeboard, thus giving her drier decks, and with no heavy trawl to drag along she could be ballasted for sailing only, and in consequence her spars and gear were lighter. The trawlers were developed for handiness by small crews, and the rig, though not the fastest or most efficient, was admirably suited for a cruising yacht. What a fine cruising home for a growing family.

She first came in to our lives as the 'Our Boy'. I saw her anchored in Salcombe and thought at the time what a pretty little ketch she was, never dreaming that she would become our home for over six happy years. Later on I had occasion to go aboard and learnt that the owner was having to sell through ill health. I asked for first refusal, and eventually after the usual formalities, she was ours.

We sold up the house and furniture and moved aboard - not quite strange to us as we had already had Sea Breeze, a Bristol Channel pilot cutter, for seven years and the children were a fortnight old when they moved aboard her. This time they were just over six and quite ready to start again.

We moved up into the Bag to a fairly sheltered mooring and spent the next two and a half years taking her to pieces and in general thoroughly overhauling the hull, spars and rigging. At the same time the children were learning how a ship is put together and rigged. We spent a month on legs working on the bottom and copper sheathing, unshipping the rudder for repairs and overhaul, then built a temporary grid alongside and worked on the keel.

By the end of the summer of 1959, we went for our first trial sail out as far as Bolt Tail and back, and were all impressed at the ease with which she handled and her easy motion in a seaway.

It may be remembered that 1959 was a glorious summer. So it was until the middle of October, when the fine spell broke on the Saturday our holiday started. We had planned to make to the eastward, hoping to reach Shoreham. It was not until the Monday that we were able to get away and fetch Brixham that evening after a very pleasant sail. The following morning we were under way at seven shaping course to clear Portland. Half way across Lyme Bay, almost to the point of no return, we noticed little bunches of high globular clouds forming to the South. That was sufficient warning to us that we had better turn back whilst there was daylight; in fact as we ran back into Dartmouth with the peaks of both sails dropped and booms pinned in, the wind was freshening from the S.E.

After making fast well to moorings off Kingswear the wind gradually rose and about 9 p.m. it was really blowing hard. Suddenly, like all short warning storms, after blowing for an hour or so it fell calm for a bit, then flew into the N.W. and blew great guns again. About midnight it eased, the stars came out, and we returned to our bunks. The whole of the remainder of that week was unsettled and we pottered around the Dart, eventually returning to Salcombe thoroughly disgusted with the weather.

1960 was the year we decided to leave Salcombe. Beautiful as it was, it was very wild in the winter, and that winter we broke from our moorings in a force 10. There were many times when it was too rough to get ashore, and one wild week over Christmas it was five days before we could land in the town. Sometimes the children got a cheer from the school class when they made it in bad weather!

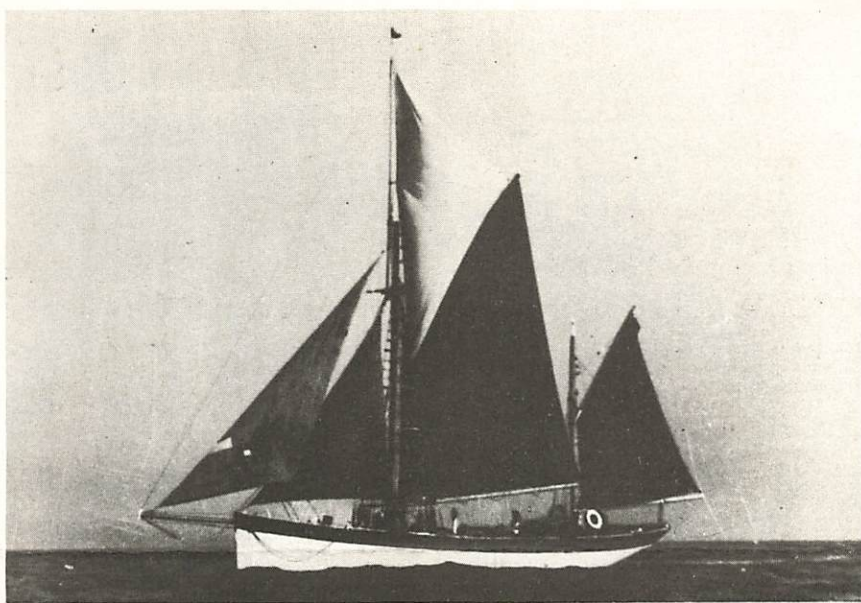
When we were finally ready to leave in September, we had two dinghies on deck and towed the third. Boxes and packages lashed together with my bicycle made up the deck cargo, while down below the ship was full of more boxes and suitcases, with just enough room to move around. We had stowed all we owned in the world on board, and the old girl must have been an extra four inches down in the water.

The forecast was good as we slipped from our mooring in the Bag with a light easterly breeze, all plain sail to topsail, and ran out of the harbour. A few of our friends accompanied us in various boats as far as the Bar and then turned back, waving to us until they were out of sight. From then we were on our own, the wife and I and two children.

Our plan was to make straight for the Solent, sailing on through the night, we two grown ups keeping watch and sailing by night and the children by day. Constant question and answer, accompanied now and again by help from below !

Alas, the fickle weather turned against us again and instead of turning southerly as forecast, the wind freshened from the East, kicking up a nasty short sea, so it was tack and tack. Just after going about off Dartmouth the mainsail split from leech to luff, due to a rotten leach line and a badly tanned cotton sail, and a cross cut one at that. The engine was started, the kids called up from below, topsail handed and the remnants of the main stowed. Course was shaped

(Continued after the article on the Int. Regs. and the pictures.)

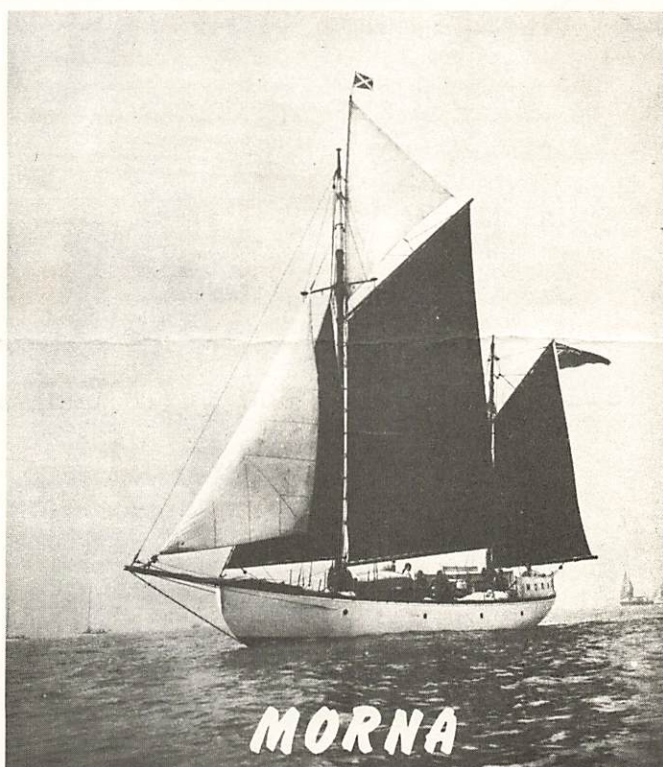


REGARD

1964 SOLENT RACE



THE START



MORNA



PEGGY II



ROMILDA

INTERNATIONAL REGULATIONS FOR THE PREVENTION
OF COLLISIONS AT SEA

The above regulations are to be altered to comply with the provisions of the International Conference for the safety of life at sea (1960). The changes will come into force on and from 1st September 1965 and some account of them may be of use to Yachtsmen. The brief comments do not, of course, deal with all the details but only those of major interest.

Part C. - The Steering and Sailing Rules, is of greatest importance. Rule 17 now reads: (a) When two sailing vessels are approaching one another, so as to involve risk of collision, one shall keep out of the way of the other as follows:-

- (i) When each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other.
- (ii) When both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

(b) For the purposes of this Rule the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

Those who race regularly will immediately realise that the absence of part (a) concerning the giving way by a vessel with the wind aft brings both Racing rules and the Regulations into line. The present Regulations have held since the days of square-rigged ships when a vessel running had some manœuvrability down wind without a major change in the setting of her yards. With fore-and-aft rigged craft, however, a vessel called upon to gybe in giving way may be in more danger than the right of way craft. There is still a possibility that, sailing "by the lee" on the newly defined port tack she might, if leaving her avoiding action late, or forced by the circumstances of a narrow channel, still be required to gybe. In a large number of cases she will be required to keep clear by reason of being the windward boat but this should normally be achieved by luffing.

The position at night seems to be more complicated. A sailing vessel close hauled on the port tack will have difficulty in deciding which of the newly defined tacks a vessel approaching down-wind may be, and therefore whose right of way operates.

In fog no alteration has been made to the signals for sailing vessels under-way - they are still required to give three blasts with wind abaft the beam, thus not, in fact, indicating their tack. Added to the sound signals in fog is the rule that a vessel fishing under way or at anchor shall sound one prolonged and two short blasts at intervals of one minute. This means that whether under way or at anchor she will

sound the same signal (i.e. "D") as a vessel towing, laying or picking up submarine cable or navigation mark, or not under command. The ordinary change of course signals (one blast to starboard, two to port and three going astern) may now be augmented by an all round white light flashing simultaneously with the blasts. When being approached by more than one vessel this will make clear which is making the signals. (Rule 28 C)

Changes will be necessary in the lines attributed to Thomas Gray and often used by yachtsmen as a mnemonic. Eight of the lines cover the whole new Rule 17:

Either close-hauled or running free	With wind the same side you will
On different tacks we all agree	see
The ship which has the wind to port	One ship's to windward, one's to
Must keep well clear is what we're taught.	lee,
	The leeward ship goes right ahead,
	The weather one gives way instead.

Regarding other important changes in the Rules, the most comprehensive is in the lights for fishing vessels, and those who often meet with fishing fleets at night will need to give them special study.

Lights for small vessels. Those not required to carry lights specified in Rule 2 now need to be under 40' overall (not 20 tons). In addition sailing vessels MAY carry a Red light over a green light at the top of the foremast visible from forward to $112\frac{1}{2}$ degrees on both sides. It will avoid the difficulty of the sailing lights (which must still be carried) being obscured by a yachts' sails.

The normal harbour rule found in many estuaries is now written into Rule 20b so that a power-driven vessel shall keep out of the way of the sailing vessel:

"(b) This rule shall not give to the sailing vessel the right to hamper, in a narrow channel, the safe passage of a power driven which can navigate only inside such channel."

To the nine existing distress signals have been added the following:

- "(j) A smoke signal giving off a volume of orange coloured smoke.
- (k) Slowly and repeated raising and lowering arms outstretched to each side."

In Rule 14 the day signal for a vessel under sail using power also is a cone carried point downwards not less than 2 ft. diameter at its base.

Copies of the new regulations are now on sale and those who cruise should not rely on the changes mentioned above. They will be written into next years almanacs, but if you sail after 1st Sept. this season don't expect a vessel running with her boom to port to give way automatically.

Trawler Home Cont.

for Brixham and under headsail s and mizzen we made harbour at daybreak, thankfully picking up a mooring and turning in for a well earned rest - only to be awakened a couple of hours later by a resounding crash. A small four tonner had run into us and rammed us fair and square. In answer to our startled and angry questions he said his engine had stalled. Under all plain sail too, with a commanding breeze; Ye Gods, there are some fools in boats.

The weather stayed foul for eleven days which gave us time to get the main repaired, carrying it up to the Bridge through the High Street on a barrow. Temporary repairs were also carried out to a stove in plank in the topsides.

Eventually the wind went round to the North and at 10 p.m. that night we slipped and motored oot making sail as we went. Next day was very misty and we ran on by D.R., just glimpsing Portland Lt.Ho. as we passed. It must have been half a mile away, so we had gone through the dreaded race without feeling anything. Our luck was with us this time. By the time we had come up with the Wight it was dark, so we carried on around St. Catherines and Bembridge, eventually making Portsmouth at midnight.

Two very pleasant years were spent there, weekending in the Solent and around the Island. Once we tried to get across to the Channel Islands, but the children developed measles half way over and we had to turn back!

We took part in two of the Old Gaffers Races, having to leave Portsmouth about 5 a.m. to make the starting line. The first race in 1961 was abandoned due to lack of wind, but the second in 1962 was more like it, a moderate breeze, with Servabo and Northern Light to race against. It was a pity that we could not make the buffet supper and prizegiving afterwards as I had to be back at work on the day after.

Towards the end of 1962 we moved to Cowes and found it a much more convenient starting point for sailing. The severe winter of 1962-3 delayed us in fitting out and we were not ready for the Old Gaffers Race that year.

Alas, we were not to take part in Regard again, as we had very reluctantly decided that she was becoming too cramped to live on winter and summer. The children were growing up, their wardrobes filling out and their interests spreading inevitably and naturally away from the ship. They still did their share of the work, and were much more useful as crew, but in harbour during the long winter evenings they felt the need for a more active and social life.

We were very fortunate in interesting a purchaser who likes the gaff rig and is determined to retain the character of the trawler. We only hope that he may be persuaded to take part in the Old Gaffers Races as Regard is pretty nimble for a ketch of her type and should do well.

So we end our saga of life afloat, 'The vagrant gypsy life', after nearly 14 years. We will always look back to the times afloat and to the ships that have served us so well with affection

RACE DETAILSEAST COAST RACE

DATE Saturday, July 24th.

TIME OF START 11-0 a.m.

PLACE The Pier, Osea Island, River Blackwater

COURSE Bench Head P., Walleth Spitway P., Bar S.,
Finish off East Mersea

ENTRY FEE 10/- for O.G.A. members, £1 for non members.

PRIZES The East Coast Old Gaffers Trophy
(1st over 50 years old on corrected time)
The Tom Bolton Memorial Cup
(1st fishing or ex fishing boat home)
The Liferaft Hire Company Silver Cup for Seamanship
Three prizes in Class 1 and three in Class 2 for the
first boats not winning one of the above trophies
(Cl. 1 28ft.W.L.and over, Cl.2 under 28ft W.L.)

SUPPER Standing cold buffet at Jacobe's Hall, High Street,
Brightlingsea. Tickets 10/- each (Fully licenced bar)
The buffet will be in marquees on the lawn - the
upstairs bar will NOT be available.

PRIZE GIVING 8-30 p.m. SHARP in the marquee at Jacobe's Hal

ENTRY FORMS TO BE SENT TO

J.A.Scarlett

Lawley

70 b, Farnbridge Road,

Maldon,

Essex

Please try and enter
by July 10th.

SOLENT RACE

DATE Saturday, September 11th.

TIME OF START 11-30 a.m.

PLACE Coronation Buoy

COURSES To be announced later

ENTRY FEE £1 for O.G.A. members, 30/- for non members.

PRIZES The Channel Cup (1st over 50 years old)
A trophy for the first boat under 50 years old
Class prizes as for the East Coast Race.

SUPPER Details and prices to be announced later.

ENTRY FORMS TO BE SENT TO

W.D.Robinson,

Afzelia,

8, The Rookery,

Emsworth

Hants

Please try and enter
by September 1st.

Don't forget the illustrated souvenir programmes at 2/6 per
copy, plus 6d postage. Please order in advance.

negotiate. We proceeded from Napton Junction along the Oxford Canal. This was a very pleasant part of the trip, the countryside being very pretty indeed. The last part of the canal into Oxford was badly weeded and took some time to get through.

At Oxford the canal joins the Thames, the junction canal going under the main railway line. This point proved the highlight of the whole trip. The antics of the railway staff involved in turning the swing bridge (three feet above water level) were quite incredible. After negotiations with the signalman, two platelayers arrived clutching six foot spanners and proceeded to remove the fishplates on both tracks. The whole operation was complicated by the unfamiliarity of the platelayers with the windlass mechanism. A long shouted discussion ensued between the platelayers, signalman and foreman as to whether the windlass handles turned clockwise or anti-clockwise. No agreement was reached, so each party turned his particular windlass in the direction of his choice. The result was sweating platelayers and a stationary bridge. Another foreman arrived who had "historical" knowledge of the job and at last, after three hours waiting, we motored proudly through to the Thames.

The trip down the Thames was most enjoyable, especially being waited on by genuine uniformed lock keepers at each lock; no more sweating and muling with recalcitrant paddles. We rather felt, though, that Kathleen was out of her social class bumping fenders with so many chromium plated motor cruisers, rather like a dustcart which has got mixed up in the Lord Mayor's Procession. Our holiday time ran out when we reached Hambledon Mill, so we left Kathleen in a backwater and set off by rail to Chester to collect the car. The remainder of the trip from Hambledon to Shepperton was completed over the August bank holiday weekend with our eighteen month old deckhand tied firmly to Kathleen while under way. At the beginning of September Kathleen was hauled out and the long but enjoyable struggle towards a seaworthy boat recommenced.

It is possible that other members may consider using the Inland Waterways to move their boats round rather than trail them, or for a holiday. I hope the foregoing has given them some idea of the practicability of this method of transport. The only other points that might be helpful are as follows:- Check the beam carefully. (I met a retired couple once who had taken the athwartships tie rods out of a narrow boat in order to convert it and after sailing happily along were stuck at the top of a flight of locks, the beam having increased just that little.) Also check your draft against British Waterways figures. I would advise moving some ballast to be on the safe side as many stretches are excessively silted. Carry plenty of big fat fenders for use in locks and also a couple of full size boathooks.

I don't quite know what to say about motive power. I had no particular regard for outboards prior to this trip, but our Seagull slogged away magnificently hour after hour. On some very weedy lengths it was pulled out of the water a dozen times in as many yards. I think a small inboard engine might give most trouble as regards weeding up. A large inboard might have sufficient guts to chop the weeds up and a small outboard can easily be cleared, but the intermediate case would necessitate going over the side fairly frequently to clear the prop.

8. Wood End,
Hart Bank,
63, St. John Road,
Hedge End,
Southampton



PAID

272