

NO 13

1966/3



OLD GAFFERS ASSOCIATION

NEWSLETTER No. 1966/3

First, the usual welcome to the following new members:-

J.B.Baird Murray, 18, New Street, Maldon, Essex
Annie Laurie
J.Bateman, c/o Millers Ltd., Lautoka, Fiji.
D.J.Cade, Cubitt & West, Hindhead, Surrey.
Storm
G.Coia, 18, Scarborough Rd., London, N4
Playmate
M.W.Eve, Merlins, N.Common, Redbourn, Herts.
Privateer
G.B.Judd, 25, Bridle Rd., Purley, Surrey
Sybil of Wivenhoe
E.C.Livett, Holly Cottage, Old Rd., Frinton on Sea, Essex.
Wind Lady
B.Robinson, 12, Hertford Rd., Deswell, Welwyn, Herts.
Ariel
W.J.Tubbs, 133a, High St., Colchester, Essex
Musette (6 Metre)
C.Vickery, Belmont, Victoria Rd., Yarmouth, I.O.W.
Old Fidget
F.R.West, 242, Chertsey Rise, Bandley Hill, Stevenage, Herts.
Betty
G.Winter, 15, Blackheath Rise, Lewisham, London, S.E.13
Puffin

Most important announcement this issue is that Association Ties are again available. Dark Blue Terylene, with the Assn, Burgee at intervals, at 15/- each from Assn. Secretary. Also, please do not forget the broach pin lapel badges at 5/- each. Both prices include postage etc.

Thank you, all who have sent donations for the new typewriter - the fund is building up nicely. For those of you who have forgotten about this one; having introduced an entrance fee of 10/- for new members, we are asking all present members if they would also give 10/- this year to set up an 'office equipment' fund. First essential object of the fund is to buy a new typewriter for the Association, before this antique falls apart finally, then later our own duplicator, which should result in an improvement in these Newsletters.

One member has suggested that we compile a list of yards accustomed to dealing with gaffers, sources of supply of gear etc. This will obviously benefit all members - anyone like to take on the job of keeping the list straight? Until we get a volunteer, would all members please send me details of yards, chandlers, surveyors, etc. they can really recommend. I won't promise to keep a good orderly list, but I'll look after the gen. until someone else can take over the job.

SOLENT RACE - SEPTEMBER 10th. Details later in this issue.

Le Havre - Two owners' accounts of the weekend:-

ISIS;- Isis was almost scratched from the Rally for two reasons. Firstly a broken main boom two weeks prior, and secondly the Owner's disc (hardy annual) began to re-assert itself, probably due to the work of shaping a new boom.

However, the crew, God bless 'em! agreed to take the owner as passenger and accepted the ship's condition with very good grace. After too brief a stow we departed our mooring in Sweare Deep, passing Chichester Bar Buoy at 1928 Hrs. Ahead of us in the Nab area were many gaffers, all of which appeared to be drawing away. We were carrying full main, No.1 jib and No.1 staysail, approximately 750 square feet. Wind was N.E. 2 to 3 improving as we drew clear of the land. Navigation lights were filled, trimmed and lit, watches set, log streamed and a weatherly course of 160 (S 20 E) appeared to diverge slightly from the rest of the fleet.

By midnight we were logging 6.8 knots. Various steamers acknowledged our Aldis lamp and altered course for us during our transit of the shipping lanes with one exception, which we warily circled. Wind was by now force 4, and entries in the log became more infrequent as the increasing beam sea took its toll of the crew, who nonetheless stuck doggedly to their watches. 1.20 a.m. lowered No.1 jib; 1.30 a.m. single reefed the main. We ought to have set No.2 jib to balance the helm, but cold and wet and still travelling fast we waited for dawn.

At approximately 4 a.m. the owner, disc forgotten, took a lonely spell at the helm and as dawn hardened into daylight, there was C.Antifer fine on the port bow. The weatherly course paid off handsomely. The log was handed off Le Havre B 2 Buoy reading 86 miles from Chichester Bar Buoy, time 1105 and Isis surprising Owner and crew alike was first to arrive.

An abortive entry under power to the Petit Port brought no response but as we emerged intending to anchor in the outer harbour a launch caught us up making unmistakable 'follow me' signs. We berthed at the Le Havre Yacht Club main pontoon, giving Guiding Star who had followed us in the inside berth.

Festivities that followed made the passage well worth while, plus of course the well organised bonded stores. After the Dinner, the visitors to Isis provoked much mirth with their various pronunciations of the ship's name. Sunday afternoon the slave driving owner had driven the crew to desperation by preparing for the return trip; double reefs in and all snugged down. Departing the harbour entrance at 8 a.m. Monday and bearing in mind that the Sunday festivities had continued well into Monday morning, it was not long before this foresight was appreciated. The sea once clear of the lee of C.Antifer were large and regular, wind N.N.E.4 or a little above, and everyone relaxed hoping for an easy passage. However, not long after lunch the Owner, dissatisfied with logging only 5 knots had the second reef out, followed at tea time by the first. Efforts to rouse enthusiasm for the big No.1 jib were not successful and $6\frac{1}{2}$ knots was the maximum for any one hour.

The Isle of Wight came up on the horizon about this time but many hours elapsed before dusk finally identified the Nab and the Owers. Great scorn had been heaped on the owner during this period when he identified the Nab, which subsequently steamed across the horizon. Wind continued to fall off, and with the Nab abeam at 2335, sails slatting and progress just about nil the faithful old Kelvin was started and carried us into the Camber, Portsmouth Harbour, to clear Customs at 3 a.m.

A much subdued Owner greeted his family at 10 a.m. that morning and set off West down the Solent to continue his holiday. Here in the quiet peace of Yarmouth, I.O.W., deciphering the smudgy log entries, he gratefully reflects on the good organisation of the O.G.A. making the Rally such a success, and on the stout hearted crew who put up with his tantrums.

Chris Green.

ROMILDA;- The preparations for the trip were to say the least a little hectic. Firstly the Skipper was still camping at 2.30p.m. with the school's camping and sailing course at Cobnor, which meant that very little work had been done on Romilda to get her ready for the crossing. So at 3.45 the

Skipper reached home after motoring from Boshan Creek to the top of Thorney Creek in just under the half hour; a quick change into some clean clothes; a rapid dash round the shops for some last minute requirements - by this time Peter White had arrived, so a sprint round to Desmond Robinson to see if there was any more news of either cancellations or more joining us. Two more crew were waiting with Des. so the Skipper was dumped off at home whilst the rest were ferried down to the yard. All were taken out to Romilda by Tom Payne in his launch arriving on board at 5.50 and getting under way five minutes later. The harbour entrance was passed at 6.20, with all hands rushing round stowing gear and making sail.

By the time we reached the Nab at least five Old Gaffers were in sight, plus two who could not be recognised. 20.00 Nab abeam, course set /S 16 E. Wind NE-NNE 3-4. Set watches and settled down for the night's ordeal. Very few ships around, but on one count there were about thirty twinkling lights ahead - Cowes to Deauville Boozing Party? (Many lights still not complying with the Ministry of Shipping Regulations). Astern were still more lights.

The wind by about midnight increased to a good 5-6 at times. so a reef was put in, which made the helm a little easier to hold with the beam sea and the heavy rolling. About this time the dreaded mal de mer struck the crew, two completely out and one O.K. in spasms. The watches resolved themselves into one of three people taking the tiller until tired. Luckily the monotony was broken by a long sticker under fore and mizzen only very slowly overhauling us, then when the wind came a little more in our favour we started to take up on him until the tide caught us. Land was in sight at 0800, but it was 1400 before the harbour entrance was finally made. Then the fun started. At some time during the night the Starboard runner tail had wrapped itself round the prop. and had to be cut off leaving about four feet still round the shaft etc. As we entered the Petit Port, a launch appeared on our Starb'd side with Gilbert in, telling us to go to the pontoon this way, then another appeared to Port with Claud Tissier telling us to go that way, so we stopped, and that was it. The engine refused to start again, so once again Romilda had to be towed into a berth. This was nothing new to our French hosts, who in fact think it remarkable if something doesn't happen. Anyway we were soon out of this predicament with the two launches towing the old girl to the pontoon, and a lot of good natured leg pulling by all and sundry. Once alongside all hands were busy hanging out sodden gear, bedding and clothes to ~~dry~~. Claud Tissier seems to be everywhere seeing to our wants or the J.O.G. people. We were very sorry to hear that his son Yann was confined to bed with 'flu. After a clean up and a late lunch at the Club, Romilda's crew became normal again.

A word must be said here about Gerard and his staff in supplying the wants of all the crews. I gather they were on duty from eight in the morning until well past midnight each night. I know that on Sunday the last of the tipplers left at 1230 a.m., then the Club had to be made ready for the next day.

The Sunday started with an invitation to our Hosts to join us on Romilda for beer. Also, French Old Gaffers were invited to join us. It is gratifying to see so many French Gaffers joining us, and to find that they do not want to become a separate unit, but to remain with us.

All Romilda's crew enjoyed the Dinner and the following drinking session, even if they did lose count of the drinks!

It was 1600 on the Monday before Romilda was ready to depart, by which time the wind was NNE-ENE 4-5, which made it very difficult to lay a course that would have taken us to the western end of the Isle of Wight. We took a green one on board right up to the boom, which did not please us at all, then a jib sheet blew out, the bilge pump refused to go, and at 6 o'clock the weather forecast threatened 5-7. All this was too much for us, so it was about turn and into Le Havre again.

When we reached the Basin d Commerce we were told that it was a very wise move as several local boats had experienced the same treatment as us. So the rest of the crew who had to return to work caught the Ferry, whilst the Skipper stayed on for a few more days in the hopes of raising a crew.

Fred Hillier.

Secretary's comment - How Chris expected anyone to pronounce anything at the party on Isis beats me! A doctor would have had trouble finding the blood in our alcohol streams! Fred has asked me to include a word of thanks to Des. Robinson for his efforts in arranging the Duty Free stores. The firm of Henri Ryst had a Customs Officer on duty so that we could all get our stoos on the Sunday morning. I know all who were there will join in this thanks to Des, for a great effort.

EAST COAST RACE

Unfortunately, this year's East Coast Race was marred by accidents. Pembeth and Fanny were in collision soon after the start, and both had to retire from the race damaged, but it is believed that the damage is mainly to spars, rigging, etc. Later on Band of Hope was hit by a motor barge out for the day to see the race, leaving the bowsprit minus bowsprit and with a broken stem and other damage round the bows. The third collision was just before the finish when Clythie, close hauled on starboard was rammed by a Stella on Port. Luckily Clythie was heeled well over so the Stella's rounded stem rode up on to her cabin top causing only minor damage, and allowing Clythie to take first prize in Class One. Having dealt with the darker aspects of the day, to continue with the more pleasant side.

Once again our Vice President Capt. Dick Banyard lent the Association one of his motor barges, the Mary Birch, for the day, so some forty spectators were able to watch the race, and we had a fine committee boat for the finish. As in past years, Bill Lenderyou started the race from his motor yacht Success, and at the signal a record number of 43 boats tore off down river in a good fresh NW wind. The best start was made by Puddleduck - a newcomer to the Association, and a most intriguing boat - 24ft. long, and 12ft. beam, clinker built shoal draft centreboarder, she had all present guessing. Her owner Felix Gotto has explained that he had her built to get a roomy, stable boat in which his invalid wife could enjoy sailing, and the lines are those of an American Cat boat called Ring Dove, designed by C.D.Mower, and published by Rudder in 1903. Mr. Gotto blew the lines up from 20ft. to 24ft. and had her built by C. & A. Craft of Ipswich in 1964. She carries a headsail, but Mr. Gotto says he thinks the cat rig would be just as handy. Puddleduck is up for sale, and I hope the new owner will enter her again.

Puddleduck was closely followed by Taffy, Bertha and Reynerswale, the latter going very fast indeed. Then as the rest of the fleet came up to the line it was impossible to sort out who was who. Mary Birch let the fleet pass down the river, then set off to try and overtake them and see the leaders round the turn at the Wallet, but it took us far longer than we anticipated to find a way through such a large fleet, so we had to be content with waiting at the Knoll for the leaders on their way back.

The wind eased a little after the start, and several of the larger boats were finding far too little wind out at the Wallett, but on the whole it was a good day for the race - the rain held off - the only dry day in a fortnight, and there was enough wind for all to get round the course in reasonable time.

Neried II, John Day's 30ft yawl, designed by G.U.Laws and built by Kings of Burnham in 1913 found the weather just to her liking, and soon built up a commanding lead, with only Bertha offering any serious challenge. Wild Duck did very well, until they realised they had forgotten about rounding the Knoll on the

way back - the little trip back there cost them several places, and almost certainly lost them a prize. Polly found a nice little hole in the wind just as she was rounding the Wallet and drifted gently into the buoy - a pity as she was also quite well placed.

From the Mary Birch the race was at all times a sight to be remembered, with gaff sails to be seen in almost every direction. The finish was a particularly pleasant sight, as the ebb tide delayed the leaders allowing the middle of the fleet to close up until the whole of the way down the channel the Colne was full of gaffers beating backwards and forwards. The beat up the last leg gave the committee boat the chance to be an easy first at the finishing line - not like last year when we beat Bertha only by seconds after the hardest race of the day!

Neried II crossed first, having taken 279mins, 30 secs, with Bertha four minutes behind her. A look down river showed that there were no boats near enough to the line to have a hope of catching Neried II on corrected time, so the allocation of the two main prizes was settled immediately.

It was another ten minutes before Bird of Dawning came in, and then twenty four before Clythie crossed, but after Clythie the fleet came in quickly, keeping the team of three spotters, timekeeper and clerk on their toes. Reynerswale finished sixth - the first time a Dutch barge has managed to achieve a good position in our races, but her handicap put her well back on corrected time.

The beat up the Colne against the ebb encouraged owners to stand on for as long as possible, and at least two boats found exactly where the edge of the channel lies. Shoal draft boats were at a distinct advantage here, and the two who put in a long board over the Bench Head flats found it most helpful.

Easily the most beautiful sight at the finish was Arthur Hall's 47ft. ketch Cutlass, tacking up with three headsails, topsail, main and mizzen all drawing well. Arthur complained that he would have liked far more wind - certainly Cutlass hardly seemed to heel at all, and after the start, most of Class 1 seemed to suffer from a lack of drive.

For the first time, every boat was identified positively before she crossed the line. Several owners had obviously not realised that our finishing line is angled to encourage boats to cross near the Committee boat. Quite a number of boats sailed along on port tack parallel to the line for some time, when a good luff could have put them over - in fact one boat was timed in as she swung the corner of her transom over the line! Geoff Wardell in John dory managed the best finish, crossing the line about a boat's length away from the side of the Mary Birch.

Identification of finishers was helped by those owners who have heeded the R.Y.A. appeals to display clearly the name of their boat. Neried II and Cutlass sported elegant canvas storm dodgers; Fanny and Sea Mynx had their names clearly painted on the superstructure, and Twilight had hers on the sides of the dinghy stowed on deck. It is hoped that more owners will follow these examples.

After the race the mate of the Mary Birch, and M.W.T. Bailey, owner of Band of Hope, ran an outboard dinghy service ferrying crews ashore. Mr. Bailey must have been feeling very sad having had Band of Hope knocked out of the race and rather badly damaged so soon after her major refit, but he did not allow his disappointment to show, and the cheerful service he provided was appreciated by all.

Despite having no fewer than four mathematicians on the job of working out the results, the prizegiving had to be delayed for half an hour, and even then final placings were known only to the first three in each class. If any members living in London and normally sailing in the Solent could come along and help next year we would all be most grateful, as the working out of corrected times is getting quite a major task now.

Prizes awarded were;-

East Coast Old Gaffers Trophy	Neried II	(John Day)
Tom Bolton Memorial Cup	Bertha	(Ron Bishop)
Liferaft Hire Co. Seaman's Cup	Cutlass	(Arthur Hall)
First Prize, Class One	Clythie	(Peter Davis)
Second " " "	Kate	(Russell Pitt)
Third " " "	Taffy	(W.J. Bibby)
First " " Two	Bird of Dawning	(W. James)
Second " " "	Bold Hamster	(P.J. Bollen)
Third " " "	Vivette	(N.J. Mitchell)
First " " Three	Annie Laurie	(J.B. Baird Murray)

Bertha and Kate won the same prizes as they did last year. Neried and Vivette have each won a prize each of the 3 years they have raced. All other prize winners are newcomers to the prize list.

Final placings were;- (Placings over line in brackets - corrected times to nearest minute only. Kate and Star were equal to a tenth of a second.

1	257	(1)	Neried II	J.K. Day
2	277	(3)	Bird of Dawning	W. James
3	277	(17)	Annie Laurie	J.B. Baird Murray
4	286	(15)	Bold Hamster	P.J. Bollen
5	287	(7)	Vivette	N.J. Mitchell
6	288	(12)	Sea Mynx	A.R. Millett
7	291	(2)	Bertha	R. Bishop
8	294	(16)	Wind Lady	E.C. Livett
9	295	(10)	Puddleduck	F. Gotto
10	296	(9)	Sea Pig	T. Titheridge
11	304	(27)	Shoal Waters	A.C. Stock
12	305	(23)	Tidebird	A.H. Purnell
13	306	(4)	Clythie	P.G. Davis
14	313	(32)	The Saith	G. Dunn
15	317	(22)	New Dawn	G.R. Lord
16	322	(5)	Kate	R.B. Pitt
17	322	(18)	Star	Dr. M.P. Miller
18	324	(11)	Mary	T.C. Polden
19	327	(24)	John Dory	G. Wardell
20	327	(13)	Taffy	W.J. Bibby
21	331	(19)	Twilight	Col. B.G. Bloomer
22	333	(8)	Wild Duck	C.G. Hull
23	334	(20)	Dorcis	R. Briggs
24	336	(25)	Ariel	B. Robinson
25	338	(29)	Faith	F. Macey
26	341	(6)	Reynerswale	Col. S.J. Marks
27	344	(14)	Henriette	D. Grant
28	350	(30)	Young Alert	Dr. A.G. MacKenzie
29	358	(33)	Henrietta	P.F. Dan
30	358	(26)	Where be Tu	M. Seel
31	373	(21)	Cutlass	A.W. Hall
32	380	(31)	Gullnarn	O. Fisher
33	384	(34)	Sunbeam	F.J. Kenny
34	386	(28)	Playmate	G. Coia
35	388	(36)	Puffin	G. Winter
36	421	(35)	Sea Fever	R.N. Simper

Retired;- Band of Hope, Fanny of Cowes, Pembeth, Polly, Pi Pilgrim, Privateer, Reedbird
Late at start, not racing - Nell, Stormy Petrel
Non starters;- Alan, Leila, Lora

It is regretted that at the time of printing no photographs of the event suitable for reproduction are available. Prints of black and white photographs, quarter plate size, would be very much appreciated for the next issue.

There are still a few copies left of the souvenir programme, at 3/- each. These programmes carry details of all entrants except Puddleduck, who entered on the line.

SOLENT RACE - SATURDAY, SEPTEMBER 10th.

10.0 a.m. at Coronation Buoy ENTRY FEE £1 5 0

Suppers at R.A.F.Y.C., Hamble, 12/6 each.

Please note new prices

PRIZES Channel Cup for first boat over fifty years old on corrected time

Channel Plate for first boat under fifty years old on corrected time

Class 1, 28ft. L.W.L. and over - 3 prizes for boats over 50 years old, and 3 for boats under 50

Class 2, Under 28ft. L.W.L. - 3 prizes for boats over 50 years old, and 3 for boats under 50.

Entries to be in by August 31st. Late entries accepted at 35/-

Entries to W.D.Robinson, Afzelia, 8, The Rookery, Emsworth, Hants.

Souvenir programmes available at 3/- each.

Does anyone know of any boat owner who would be willing to act as start boat for this event? If so, please notify Des. Robinson as soon as possible.

It will help the committee if owners ensure that their boat's name is CLEARLY displayed. Please also hand in declaration forms after the event, and would boats retiring or unable to get to the start please make every effort to inform the committee as soon as possible.

Rally for 1967 - Ostend has been suggested as a venue to give East Coast members a fairly easy sail abroad. Comments please.

FOR SALE

Puddleduck - 24ft. x 12ft. x 2 ft. Wooden centreboard, weighted with lead. Insid ballast iron. Clinker built, mahogany on oak. Lowering mast in tabernacle. Bobstay undoes and bowsprit lifts to act as supporting lever when lowering mast. 2 Berths, flushing toilet in separate compartment. Good inventory of gear and 6' dinghy. Built 1964 - design based on American Cat boat - Fast, handy and very stable. £800 o.n.o. F.Gotto, The Forge, Woolverstone, Ipswich, Suffolk.

Alan. Aux. ketch 32ft x 30.5ft. x 11.5 ft x 5ft. Built by Harvey of Littlehampton in 1909, pitch pine on oak. Straight stem, canoe stern; originally clinker doubled just after launching to carvel. Mercedes Benz OM36 diesel. Wheel steering. 12" bulwarks. 6 berths, full inventory. Only 3 owners. Always had paid hand until 1960. Easily handled. Won 1st Prize, Class 1 in 1965 E.C.Race. Complete with full cruising gear. £3950 Mrs. Goldie, Woodrolfe Farm, Tollesbury, Essex. View by Appt.

Spring Flower 9 ton cutter, ex Mevigassey lugger, 31ft x 10ft x 4'6. Built Roberts of Mevigassey 1903, pitch pine on oak grown frames. Iron fastened, internal ballast, 4 berths, small coal stove, calor cooking. B.M.C.Navigator new 1961. New spars. mainsail, headsail, and extensive overhaul 1965. All internal joinery etc renewed over last 3 years. Some work still to be done, e.g. fuel & water tanks fitted etc. Owner bought larger gaffer and no time to complete. Lying Poole. Offers over £1,000

R.M.Lane, Cobbs Quay Ltd., Hamworthy, Poole, Dorset.

Morecanbe Bay Prawner, 27ft overall, built about 1918. As originally rigged, less topsail. Deck needs attention, but hull sound. 2 Cyl. Stuart; Danforth & cable and fisherman anchors; main, 2 staysails, 2 jibs. Boat lined throughout. Inside clear. 7'6" pram. Lying on mooring Lymington. £500 o.n.o. Major M.Madden, 16, Euston Rd., Hordle, Lymington, Hants.

NOTES FROM FRANCE

Here are the names of people who would be pleased to help Old Gaffers cruising in France (in addition, of course, to Mr. Claud Tissier at the Societe des Regates du Havre).

Mr. Jacques Blanken, 28, Rue Jean Jacques Rousseau, S Audierne

Mr. Jean Claud Grossin, 8, Rue Gambette, S.Audierne,
Finisterre.

They are the owners of a converted fishing boat and a beautiful little cutter.

Mr. Joel Charpentier, 10, Rue de Pont St. Michel, Gingamp,
North West Brittany.

Mr. Mouton, owner of the cutter Amatife at St. Malo.

and Particularly Mr. Kerrest, owner of an old Pilot Cutter built in the thirties. Mr. Kerrest is the Maire of Landvennec, a village on the Rade de Brest, which is an interesting cruising area in Brittany.

Mr. Kerrest very kindly tells me that every Old Gaffer being in the Rade de Brest can go to Landevennec, hire a mooring and ask for his help and service if they need something.

Mr. Kerrest knows shipyards and all facilities for gaffers.

ARTEMIS About other French Old Gaffers, a very interesting one is the biggest Old Gaffer in France. Her name is Artemis. She was built in 1903 in Marstal, Denmark, completely in oak and rigged as a three masted schooner.

Till last year she was trading in the Baltic under a gaff ketch rig and with a small 100 H.P. diesel engine. The ship is 100 feet overall, and displaces 300 tons. She recently had a very good survey from Veritas.

Her new owner is Nick Dekker, an antiquary. He bought Artemis last winter and she sailed from Kiel Canal (Germany) to Cowes with a crew of three last December.

Accommodation has been made in the holds for antiques and curiosities, and Groves and Gutteridge of Cowes have laid a beautiful mahogany floor below.

Nick Dekker intends to rig his boat as a three masted schooner as she was before. Now he is moored in the River Seine and at the end of the season he intends to sail to Spain. Nick is a member of the O.G.A. and all members are invited to visit Artemis on her next visit to England. News will be given about this.

Yves Parent

IDENTIFICATION OF YACHTS. The R.Y.A. have issued appeals to all yachtsmen to see that their boats are CLEARLY named, and we have been given due warning that unless yachtsmen voluntarily move to make their craft identifiable we may expect compulsory registration, with no choice in the matter of how we identify our boats. The R.Y.A. ask all owners to see the name of a boat is displayed on each side, and say "The letters should be as large as is aesthetically possible and on a vertical face, such as the cabin side, the dog house or the cockpit coaming." I presume they think it too obvious to say, but the letters should be in a colour that can be seen clearly against the background. I have seen at least one boat with unedged dull gold letters on varnished mahogany - readable at a distance of about a foot !

Surely all members of the O.G.A. are sufficiently proud of their grand old ladies to be pleased to allow others to know which boat it is that is making such a beautiful picture.