

No 14

1966/4



OLD GAFFERS ASSOCIATION

NEWSLETTER No. 1966/4

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

- D.J.Bartlett, 5, Willoughby Close, Broxbourne, Herts.
Nightfall (crew)
- B.S.Cave, 4, The Finches, Thundersley, Essex.
- S.M.Garnham, 9, Hallett Rd., Warblington, Havant, Hants.
Isis (crew)
- W. Golding, Ebbles Thatch, Bowerchalke, Wilts.
Tenace
- D. Jackson, 370, Hoe St., Walthamstow, London E.17
Recovery II
- O. Fisher, 306, Rayleigh Rd., Eastwood, Essex.
Gullmarn
- D.E.Henry, 7, Dean Rd., Bitterne, Southampton
Alektor
- J.H.Lester, Island Pottery Studio, Freshwater, I.O.W.
Iseult
- A.J.Oxspring, Mustead Lodge, Munstead, Godalming, Surrey.
Audrey
- R.L.Pidduck, 4, Cobham Court Cottages, Cobham, Surrey
Candy
- D.R.McGilvray, 1a, Cranley Gardens, London, S.W.7
Senechal
- P.A.Smith, 73a, Westover St., Westbury on Trym, Bristol.
Theme.

SOCIAL MEETING at the Maldon Little Ship Club, The Hythe, Maldon, at 7-30 p.m. on Saturday, November 12th. Buffet Supper, 5/- a head, and as many films of races as we can get. If any of you have colour slides of Gaffers, please bring them along. Although this meeting is primarily an East Coast Area meeting, we hope to see members who live in London and normally sail in the Solent Area. If you can make it, please come along. For those with longer distances to travel, overnight accomodation can be obtained at the Blue Boar Hotel, the Swan, or the Kings Head, Maldon. Please let me know in advance if you will want a supper, so we can get some idea of the numbers to cater for.

CHRISTMAS CARDS Once again, we can get O.G.A. Christmas Cards printed for members. The cards are black on white, and contain a seasonal message. Cost 9/- per dozen, excluding envelopes. Members can have their address printed inside the cards at an extra charge of;-

- Up to 3 doz. cards - 6/-
- 3 doz. to 6 doz - 2/- per doz.
- Over 6 doz. - 12/- the lot.

The following pictures are available;-

- A The Line Drawing used for the race supper tickets
- B Ianthe II setting a square topaail in the 1964 E.C.Race.
- C Morna in the 1964 Solent Race
- D Start of the 1964 Solent Race (Betty, Jean Ann, Maresca)
- E Neried II in the 1966 E.C.Race

Minimum order from any one block - 4 dozen, so if ordering less, please give second choice.

For those worried about what to give for Christmas presents, please don't forget O.G.A. ties (terylene) at 15/- each, and enamel lapel badges (broach pin fastening) at 15/-.

IDENTIFICATION OF YACHTS The R.Y.A. has issued several appeals to all yachtsmen to identify their yachts clearly. There is a very real danger that if owners do not act voluntarily, the authorities may step in and make registration and clear identification compulsory. Quoting from an R.Y.A. notice;-

"YOU WOULD HELP THOSE WHO HELP YACHTSMEN"

When yachts are reported missing, the Royal National Lifeboat Institution, The Coastguards, and the Air Sea Rescue Services often spend hours, large sums of money and even risk lives, while the missing yacht may be safely moored in a crowded harbour - where the harbour master has been unable to identify her.

"YOU WOULD HELP YOURSELVES"

The R.Y.A. is continuously protecting you against attempts to institute the registration of yachts. This comes from all sides - from members of Parliament; from local and harbour authorities.

"DO YOU REALISE WHAT REGISTRATION WOULD MEAN ?"

Large numbers on both sides of your yacht like on fishing boats; form filling; licence fees possibly leading to taxation like motor cars once all yachts are registered.

"WHAT IS NEEDED ?"

A plain, easily read board on each side of the dog house, cabin top or similar vertical face giving the yacht's name.

Please remember that the yacht's name under a flared bow or tucked away under the counter helps no one when urgent identification from some distance may be vitally important."

This does not seem much to ask of owners, and I hope next year every member of the O.G.A. will have his boat clearly named - after all, I'm quite sure none of you are ashamed of your boats.

To help press home the point, in future years the Liferaft Hire Company Silver Cup for Seamanship in our East Coast Race will be awarded only to boats whose name is clearly displayed.

By displaying the name of your boat clearly, you will also be helping the harassed Officer of the Day on race days. Those of us who spend our day on a committee boat, turning down offers of a sail to do so, only do it because we are genuinely interested in seeing that you get as good a race as can possibly be managed. Please help us a little bit by making it clear which of the many entrants your boat is. Also, if you retire from the race, please let us know about it, and don't creep up the far side of the river as if ashamed of yourself - there is no disgrace in having to retire, and as I have already said, your committee members are really interested in every single entrant.

One further Committee moan arising from this year's races - please get your entry in as early as possible. The O.O.D. has a hard enough time on race day as it is, without sitting up most of the night before calculating handicaps for late entrants. If you are genuinely doubtful whether you will be able to get to the race, then let the Committee have the details of your boat in good time, as a provisional entrant, and confirm the entry and send the fee when you are certain that you can come.

We do not like to turn down any entrant, but as our events get bigger, so the work involved gets more, and if we consistently get large numbers of late entries, we might have to enforce a closing date for entries. Please do help us to help you on race days.

LIST OF BOATYARDS RECOMMENDED FOR GAFFERS This list is being kept by G.E.Hann, Stakes Mere, Oak Hill, Bursledon, Hants. Please send him the name of any yards you can recommend, addresses of good chandlers etc. Gear for gaffers is getting scarcer and more expensive, and there are not so many skilled shipwrights about, so a good list can be of real value to members when cruising.

1966 SOLENT AREA RACE This event continued the trend of rising entries, with a final total of 45, of which 40 crossed the starting line. Chris Green made a beautiful start in Isis, crossing the line about a second after the gun should have gone. Unfortunately, the gun had jammed, and although the flag came down on time, the gun was late and Chris was fooled into giving up his perfect position ahead of and to windward of the fleet and restarting. Melmore, Trammel, Hypatia and Betty also made excellent starts, Betty travelling very fast indeed. Despite the narrow line, which had caused the Officer of the Day, Alec Rangabe, quite a lot of worry, the start was free of nasty incidents, and the fleet were soon off on their way to Solent Banks, spreading out all over the place.

The Association are indebted to Ian Fairfield for the loan of his twin screw motor yacht Gwenna as Committee Boat for the day. We were not able to follow the fleet right down to Solent Banks, and after chasing around for half an hour or so to see who was present, we had to leave the race, returning just in time to see the leader coming up towards the finish.

From owners accounts, it was a hard beat down to the turning mark, but pleasant sailing on a nice sunny day with a good breeze. Several boats were unable to beat the tide to Solent Banks, and retired rather than risk missing the party in the evening.

The first boat to finish was A.A.Muirhead's big ketch Melmore, the largest boat there, who came storming up to the finishing line to complete the course in four hours three minutes. Next came Isis, just over half an hour behind Melmore, with J.B.Pot's Falmouth Quay Punt Ladybelle hard on her heels. Moya and Betty followed in quick succession, then came a bit of a breather for the spotters, after which the boats came in steadily until by the time limit at 6 p.m., 23 boats had been timed in and a further nine had either reported their retirement or sailed up the far side of the river. Freya II made a fine sight as she ran up to the finish setting a water sail and three headsails, and in complete contrast, Amelia Jane appeared to have had trouble aloft as she limped up with topsail flapping, only one headsail set, and what appeared to be a rolled up jib hanging in disorder.

First place on corrected time was once again taken by David Lord's Saga, but after having won for the second time in succession last year, David had asked for his handicap to be 'loaded'. On corrected time, Saga was less than one and a half minutes ahead of Melmore, and well over an hour ahead of the next boat in her class, so the Channel Plate for the first boat less than fifty years old was awarded to Melmore, and first prize in Class 2, under 50 to Saga. Second and third prizes in the Class went to Terence FitzPatrick's Itchen Ferry Chiriya, and Dr.P.Clements' Maurice Griffiths designed Gairloch, with less than half a minute between them. Only one Class one boat under fifty years old finished (other than Melmore) - Mr.H.Betts Welsh built yawl Chance.

First of the over fifties was Ladybelle, winning the Channel Cup, and making Mr.J.B.Pot Commodore of the Solent Area for the next year. Isis took first prize in Class One, with J.L.Moxey's prawner type yacht Moya second, and Brigadier J.B.Glennie's ketch Guiding Star third. Mike Richardson won Class Two with Betty, with Michael Millar's Itchen Ferry Quiver second and Keith Hudson's East Coast built cutter Freya II third.

Whilst on the jetty awaiting the arrival of the Committee Boat, a Folkboat sailed up, not attracting much attention until the French Ensign was noticed, and the smiling faces of Yves Parent, Michael Eraly and Suzanne Parent. They had come over from Le Havre to see the race and attend the supper and Prizegiving at the R.A.F.Y.C. at Hamble in the evening. It was very pleasant indeed to see them again, and the evening party was a great success.

RESULTS OF THE 1966 SOLENT AREA RACE.

BOAT	T(H)CF	Cl. & Age	Finishing Time	Pos. over Line	Corr. Time	Final Posn.	Prizes Won.
Ardea	.874	2 0	17 09 21	18	348.7	13	
Poseidon	.834	2 0	17 55 40	23	372	18	
Melmore	1.037	1 U	14 33 00	1	252	2	Channel Plate
Trammel	.848	2 U	Ret.				
Ladybelle	.926	2 0	15 06 17	3	255.8	3	Channel Cup
Rosabel	.865	2 U	Ret.				
Mary Saunders	.815	2 0					
Wendy May	.896	2 U	Ret.				
Boreas	.862	2 U					
Gairloch	.958	2 U	16 05 41	10	321.6	11	3rd Cl2 Un.50
Kernyas	.805	2 U	Ret.				
Isis	.965	1 0	15 05 21	2	259.9	4	1st Cl1 Ov.50
Candy	.815	2 U	Ret.				
Old Fidget	.895	2 0					
Tartar Maid	.925	2 0	Ret.				
Saga	.872	2 U	15 17 20	6	250.6	1	1st Cl2 Un.50
Chiriya	.905	2 U	16 24 56	12	321.2	10	2nd Cl2 Un.50
Sybil of W/hoe	1.030	1 0	Ret.				
Betty	.939	2 0	15 08 07	5	261.2	5	1st Cl2 Ov.50
Quiver	.864	2 0	15 35 48	8	264.2	6	2nd Cl2 Ov.50
Peggy-H	.945	1 0	17 41 22	20	408	21	
Amelia Jane	.941	2 U	16 56 09	17	363.4	17	
Freya II	.952	2 0	15 31 24	7	286.9	8	3rd Cl2 Ov.50
Mina	.910	2 U					
Jean Ann	.834	2 U					
Iseult	1.045	1 0	16 39 12	14	385.8	19	
Sundown	.855	2 0					
Mayfly	.965	1 0	Ret.				
Romilda	.976	1 0	16 40 26	15	361.5	16	
Skipjack	.867	2 0					
Senechal	.901	2 0	16 02 41	9	299.6	9	
Penguin	.957	2 U	16 35 37	13	348.9	14	
Alektor	.935	1 0	Ret.				
Moya	1.010	1 0	15 07 31	4	280.3	7	2nd Cl1 Ov.50
Nancy Grey	.962	1 U					
Sea Wigeon	.855	2 0	16 49 03	16	324.1	12	
Sea Breeze	.896	2 0	Ret.				
Chance	1.012	1 U	17 25 16	19	420.3	23	1st Cl1 Un.50
Hypatia	.945	1 0	17 50 16	21	416	22	
Diana	.844	2 U					
Guiding Star	1.005	1 0	16 17 44	11	349.8	15	3rd Cl1 Ov.50
Piskie	.837	2 U					
Patsy	.902	2 U	17 53 56	22	400	20	
Foam	.972	2 0					

0 in the age column indicates over 50 yrs. old - U under 50
Corrected times are in minutes. Isis has been given an allowance
for her re-start.

And now the race as seen by a competitor.

A day to remember must be the conclusion of all who went down toward the Solent Banks in a Gaffer this year. Starting fine, sunny and calm, the weather caused us aboard Chiriya to motor-sail across from Cowes to join the increasing throng at the Coronation Buoy. A regular stream of craft of all shapes, sizes and sail combinations joined in the game of flag identification to find out where we were bound in the breeze coming up nicely from the West.

We moved further up the ebbing tide to make preparations in the vicinity of the Hamble Spit - with such concentration on sail setting that all hands to fend off the nevigation mark were required. It seems that another Yarmouth based boat would have done better to join us embracing the buoy rather than the Spit - where she remained for some time !

The minutes before the start, in retrospect, seem to have been spent playing with sails, waving to friends, and taking photographs of boats taking photographs of boats taking.....!

Our crew consisted of owner, mate (who helped retrieve Chiriya some 8 years ago from her banishment to the distant East Coast) and photographer/deck hand. With the mate at the helm trying to keep the boat going despite the sail juggling owner and camera sighting crew we were poorly organised when the gun went.

So, at 10 30 we were well back from the line and further handicapped by a vain attempt at setting a large reaching foresail. Eventually, reason prevailed and we set off to make up time from our position about half way back in the fleet.

With the wind now up to about Force 3 South Westerly we bounced along to the first mark and then settled down in company with Romilda, Hypatia and a larger white yawl. Our quartet were to become quite familiar during the two hours of tacking until we separated. Short legs inside the Brambles took us to North Thorn and the main channel crossing. Fetching along smartly on Port tack clear of all other gaffers to Starboard and what do we find in our lee? Friend Thoreson's car ferry making fifteen knots and five blasts on his siren. I say we can just about get across his bows. Mate Eric says yes, - and they will cut clean through the doghouse. So I heeded the heavy print in the sailing instructions and put up the helm and we would round up close under the stern of the Viking. We did! Thirty feet from the passengers gazing down at her wake! The bowsprit, stem and foredeck went down through the stern wave - and came up again, just, leaving me seeing huge walls of orange paint all the way on the next leg from Bourne Gap to Egypt Point.

Over on the Island shore we recognised the increased wind force by changing down one size of jib, thus letting Romilda sail by and get away a little until the more efficient headsails got us going again. Across to East Lepe and back to the Island again and we were at slack tide, 12 30. The leaders had managed to carry the ebb most of the way down to the windward mark and were now to get a bonus, for we laggards had the flood starting against us and four miles of beating ahead.

In Chiriya we went across to the North shore and stayed there, tacking into one fathom and out again no more than a quarter mile. We lost all our friends, Romilda carrying on over towards the Island and Hypatia and others dropping back badly as the wind freshened. But new company was found - no names noted unfortunately with little more than time for a wave in passing. The cross tacking craft were noted as 'the boat with the blue mainsail', 'those three in the 20ft. clinker boat' etc. This little clinker chap hung on very well up along the shoreline but I doubt if they managed to fetch across to the buoy ahead. (Blue mainsail - Penguin, Clinker chap - Jean Ann. J.A.S.)

Next we were surprised to find Romilda back with us after a long port tack from the South. This tack was always the winner and she must have gained in carrying it for a long period while we lost ground on starboard. And so on up to Sowley Boom. We watched closely while one boat, still with a topsail up (not really ideal topsail weather, I feel - some looked more like flags than sails!) fetched away across the stronger tide only to miss the buoy by some half mile and started the long task of beating up again over off Newtown.

Heartened by this demonstration we carried on for three extra legs beyond the Boom and were interested to note that Romilda, 'blue mainsail' and others, losing patience I feel, tried their luck across the tide finding reward for their hastiness in continued work up to Hamstead.

Eventually we were satisfied with our wind and came round on a broad reach for the Solent Banks. We passed the buoy, a bowsprit to port, hauled our wind for a short 100 yard leg, came about and fetched the mark on the port tack and the windward work was over. Time; 15 10 - four hours and forty

minutes of hard graft, and don't forget my lead line heaving !

Having rounded the mark we set our large foresail or spinnaker and off we went at a good six knots, rolling and yawing our way back to Calshot, with a chance now to catch up on food and drink which were largely overlooked in the outward passage. The 75 minute return trip passed quickly, with the only incident of note occurring at the dog's-hind-leg across the deep water channel. We gybed nicely at the Bourne Gap Buoy leaving the spinnaker idle behind the main. On gybing back at the next mark the foresail refilled with a thump and its boom cracked smartly in two - still, it was only an old bit of 2 x 2. Around Calshott Pillar and it was all over - for this year.

Family duties recalled us to the Island so we went off under easier canvas bound for Fishbourne, passing en route a number of our earlier cross tackers making up to the line. Romilda indicated a desire to put a few turns in someone's neck - whose could that be ? Perhaps the comments of other crews echoed the same sentiments regarding the choice of course. However, it was a good days sailing (we had eight hours without stop) and proved the fitness of boat and crew - but would it not have been more pleasant to have had a little more reaching, say in the East Solent ?

T. FitzPatrick.

FOR SALE:-

Headsail - 6 oz. Terylene; Luff 20'; Leach 14'; Foot 7'8".
Made by Cranfield and Carter - very little used. £7 10.
E.G.Dixon, 22, Fairview Gardens, Leigh on Sea, Essex.

Aux. Boeier, De Dobber. 37' x 10' x 2'. Iron built by De Vries Lentsch in 1903. Oak leeboards and rudder. Bottom replated 1960. 20 H.P. Ailsa Craig diesel fitted 1962. Balanced mast. Sail area 550 sq.ft. 2 double, 3 single berths. Headroom 6ft - 5ft9 in galley decreasing forward. £1,800
R.S.Wood, 8, The Haven, Alverstoke, Gosport, Hants.

Dilkusha. 3½ ton Itchen Ferry. 19' x 7'6" x 3'. Inch pitch pine planking on grown oak, with lead keel. Teak cabin top and cockpit, About 50 years old - but completely refitted. New transom and short lengths of planking; burnt off inside and out and recaulked 1965; decks recanvassed, new rail; new stainless steel keelbolts; new mast and Ulstrom running rigging (1966). Mainsail, staysail and jib (cotton); new terylene jib ('66) Wykeham-Martin roller gear. Excellent two berth (Dunlopillo) cabin; 2 burner primus; bogey stove, water tanks, oil lamps; compass, table, hanging locker, C.R. and kedge. Cockpit and overall cover. Seagull 4 H.P. outboard. 7'6" clinker dinghy. Absolutely complete. Fast, comfortable boat. Six years with present owner who has bought larger gaffer. Lying Farnbridge. Price £485
Frank Driscoll, 73, Warwick Gardens, London W.14 EMPress 8512

EAST COAST RACE - 1967 This will be held on Saturday, July 15th. Course etc. as this year. High water is about 7 o'clock so start will probably be at 10 0 a.m.

Please do not forget that the 'Office Equipment Fund' is still open. New members are having to pay a ten shilling entrance fee, and we hope all existing members will contribute 10/- .

Apologies for the lateness of this Newsletter and the slightly reduced size. We ran into production troubles, now resolved.

Published by the Old Gaffers Association,
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