



1968/1

OLD GAFFERS ASSOCIATION

NEWSLETTER No. 1968/1

First, a welcome to the following new members:-

Senor A. de Ceuga, c/o La Formica Espanola, Galdacano, Bilbao.

G.A.L. Davies, 6 Belmont Drive, Failand, Bristol 8.

Rippling Wave

E.G. Eglinton, Celtic Hide, Celtic Way, Bleadon, Weston Super Mare
Somerset. Vera B

S. Foyster, 225 Kiln Road, Thundersley, Benfleet, Essex.

J.B. Gill, Rossall School, Fleetwood, Lancashire.

Ploughboy

L.G. Hitchins, 104 Fambridge Road, Maldon, Essex.

Undine

T.R. Jennings, 104 Drakefell Road, London, S.E.14.

Topaz

R.A. Kyffin, Hafdy, Borth-y-Gest, Portmadoc, Caernarvonshire.
Severn

M. A. Lebeau, Tour Mazagran No. 6, 97 - 4 Saint Denis,
Ile de la Reunion.

B.G. Lee, Yt. Rothion, Cobbs Quay, Hamworthy, Poole, Dorset.
Rothion

F.J. Nagle, Justa Cottage, Walton Lane, Shepperton, Middlesex.
Tango

H.P. Piggott, 535 Daws Heath Road, Hadleigh, Essex.

Aries

R.J. Pemble, 31 Milner Road, Gillingham, Kent.

Dolphin

W.M. Pillings, L.T.B. Hostel, The Grove, Watford, Herts.

Phoebe

Miss V.A. Pratts, 215 West 13th Street, New York City, N.Y.10011,
U.S.A.

D. Stainthorp, 484 Watford Way, Mill Hill, London, N.W.7.

Prawner

W. Thon, Port Clyde, Maine, U.S.A.

Echo

SUBSCRIPTIONS Would all members who do not pay their Subs. by Bankers Order please note that 1968 Subs are now overdue. Please pay up. I regret that time (and the cost of postage) does not permit the sending of individual reminders.

BOAT REGISTER A great 'Thankyou' to all those members who have returned their Boat Register forms - in particular the member overseas who returned his virtually by return of post. Would those who have not yet returned forms please not forget all about them. One member took the opportunity whilst completing his form of making a full inventory of all the bits and pieces of his rigging - a most useful document to have, but one giving a total of parts which staggered him!

RACE DATES EAST COAST Saturday, July 20th

SOLENT Saturday, September 7th

Entry forms will be sent out with the next Newsletter.

H.M. COASTGUARD Later in this issue is an article on H.M. Coastguard which should be of interest to all who intend to go cruising, written by one of our members who is a Reporting Officer.

1968 ANNUAL GENERAL MEETING

The Annual General Meeting was held at the Cruising Association Rooms, Chiltern Court, Baker Street on January 13th, with 20 members present. The President, Captain John Clarke, opened the meeting, and congratulated those present on arriving despite the very bad weather.

It was agreed that the minutes as written in Newsletter 1967/1 could be taken as read and confirmed. There were no matters arising. The President asked that his letter in Newsletter 1967/5 be taken as his opening address. The Secretary's report (draft follows) was read. Arising from this the non appearance of a report on the 1967 Solent Race was queried, and the difficulties which had delayed presentation of the report were resolved. The new Technical Boat Register was discussed, and it was pointed out that this was supplementary to other existing registers, and members help was being requested on a voluntary basis for what it is hoped will ultimately benefit members.

The Treasurer gave brief details of income and expenditure, and said that expenditure for the year had exceeded income by about £20, leaving a balance of about £60. As the year's expenses had included buying the new typewriter - a non-recurring expense - the overall financial outlook was very good. During the year, about £92 had been saved on labour charges on duplicating, so the electric duplicator bought in 1966 can now be said to have paid for itself.

The question of Life Membership was discussed, but as this could raise difficulties of setting up trust funds etc., it was agreed this should be shelved for five years. Insurances were queried, and the Secretary stated that at the moment our insurance covered third party risks etc. (including catering liabilities) at one social meeting, the typewriter and duplicator insured at cost price, and all Association Race Trophies. The Trophies are insured at a value which would enable us to buy other trophies rather than at their true value as some of our trophies are irreplaceable works of art, and therefore very difficult to value for insurance purposes. The reports were adopted.

The next item was the election of a new President following John Clarke's resignation. As there was only the one nomination Alec Rangabe was elected to the vacancy, and took over the chairmanship of the meeting from the retiring President. Having thanked the meeting for his election, and thanked the retiring President, the new President continued the meeting with a proposal from the Committee that the position of Elder Gaffer should be created, and that John Clarke should be elected an Elder Gaffer. On the acceptance of this proposal, Michael Millar presented John Clarke with the Elder Gaffers flag - a rectangular, gold edged blue flag with the O.G.A. pitchfork emblem in white.

Following the thanks to the retiring President, Mr. Edmond proposed a vote of thanks to the Treasurer and Secretary.

It was agreed that the Association should sponsor one race each year in each area, but that no formal limit should be placed on rallies, area committees organising these as dictated by demand, and that two weekends should be left clear between any events. All events are to be advertised in the Newsletter, with the maximum possible advance warning. The races this year are as already announced, and there will be a rally at Le Havre at Whitsun.

It was asked if the Newsletter publication dates could be regularised. The Secretary reported that this was already the case, but the dates must have a little flexibility. The first issue is due out in early April, containing the report of the Annual General Meeting and final details of the Whitsun rally, etc., Number 2 in June carries a report of the Whitsun event and

details of the East Coast Race; Number 3 in early August reports the East Coast Race and gives details of the Solent Race; Number 4 at the end of September contains the report of the Solent Race and details of the winter function; whilst Number 5 at the end of November reports on winter meetings held and gives the agenda etc. for the Annual General Meeting.

The President raised the matter of whether members setting out on a cruise were aware of the existence of H.M.Coastguard's Passage Report Form, and the services of the Coastguards. The President said he had spent a most interesting and informative hour on the Coastguards' stand at the Boat Show. Ian Edmond agreed to write an account of the Coastguard services for the Newsletter.

There being no other business, the meeting then adjourned to more important fluid matters, and those whose journeys home permitted later enjoyed a convivial meal. An encouraging number of those present aired their intention of entering "the other area" race this year.

SECRETARY'S REPORT FOR 1967

Before giving the report proper, I would like to thank all those who have sent me letters or cards to which I have not been able to reply. The year's postage bill of over £16 shows the level to which correspondence has grown.

Looking back on 1967, it is difficult to pick out any main theme - we have had our success, but we have also had our failings. Let us hope we can learn from the latter.

Membership has risen to just about the 300 mark, still with just over half on the East Coast, a third on the Solent, and the remainder scattered over the globe. At last we appear to have achieved a foothold in the United States, and an American Old Gaffers Race does not seem impossible. From the trend in membership this year, it appears that if we do put on another race, it might be inland on the Fens, where one of our members runs a boatyard, and is gradually interesting others in the O.G.A.

This year has seen the launching of the new technical boat register, financed by the proceeds from the sale of gear donated to the Association by a member who has had to sell his gaffer for health reasons. We can now feel that we are really doing something to preserve a real record of the boats we sail, and I hope all members will co-operate on this venture.

The now customary five Newsletters were issued - somehow! I would like to thank all who have contributed, and appeal to those who have not yet sent in anything to try and let us have some information about their boat, their home cruising ground, fitting out experiences etc. We are a widespread Association, and whilst meetings such as this must have their place, ultimately it is the Newsletter which keeps us all together.

Afloat, 1967 had its highlights but also its depths. Thanks to the magnificent co-operation of Stone Sailing Club the East Coast Race was an outstanding success, and easily our best event so far. The weather was kind, and 51 of the 56 entrants were safely timed in, and all retirements were accounted for. Stone Sailing Club really exerted themselves on our behalf, and in fact it was a trifle embarrassing to find how much they outnumbered our people actually running the race. However, although small, the O.G.A. team pulled their weight magnificently.

Unfortunately, the Solent Race broke the up to then steady trend of rising entries and better races. Entries were well down on last year, and once again fickle winds caused a large

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number of retirements. The race also revealed weaknesses in our organisation of such events - weaknesses which will have to be dealt with if we are to continue to retain the goodwill of all entrants. A highlight of the day was the Association's farewell to the R.W.S. Queen Mary as she steamed down Southampton Water on her last regular voyage to America, just after the start of the race. Maresca up anchored, and with our President at the helm and the crew lining the rail, our signal was hoisted and courteously acknowledged.

After the successful rallies held in 1966, the 1967 events were a very poor show indeed. The dates may have had something to do with this, but more likely it should be regarded as evidence that our "piratical individualists" mostly prefer to organise their own cruises. Which, to judge by my correspondence they most certainly did. The number who visited Holland and Belgium should effectively dispel any illusions that those who normally sail in the Solent area will cruise only Southwards.

Winter parties were once again well attended, and we owe a great debt to those clubs who annually offer us the hospitality of their premises. In particular, John Leather's talk on Old Gaffers was another noteworthy highlight of our career.

One disappointment this year was to find that it will not be possible for us to hold the suggested grand rally in Dover Harbour. The harbour authorities are dead against this (not without good reason), and unfortunately, there is no other port nearly so well placed to attract a really large number of our members from each of the main areas.

One encouraging trend noticed this year has been the increase in the number of boats displaying their names clearly. It is simply not good enough to assume that "Everybody knows my old tub". Far from it. The identification is needed for officials who can not possibly be expected to recognise every boat they see, and the R.Y.A. have given us clear warnings that failure to make our own boats readily identifiable could lead to compulsory registration, complete with fees, standard sized numbers to be carried by all boats, and other similar evils familiar to motorists.

Another noteworthy happening this year was the arrangement between a skipper normally sailing on the Solent and an East Coast skipper to sail on each other's boats in the annual races. It is regrettable that this should have been noteworthy. We are one Association, and the necessary introductions for more such arrangements can easily be made; and the visits offer an excellent opportunity to enjoy a sail on a different type of boat, and to learn something of another sailing area - and both our race venues are in areas well worth visiting by those who do not normally sail there. I should be only too pleased to put any members interested in touch with other owners.

Also, the Race Committees would be delighted to receive offers of help with spotting, timekeeping and calculating results from members whose boats are in other areas. None of these chores are very onerous, but somebody has to do them, and they do provide a grandstand view of the race.

Having touched briefly on most of the main features of 1967, what of the future? With our own duplicator, as the Treasurer will tell you, the financial outlook is rosy, and we should be able to look forward to a year of steady expansion and even better events than those we have so far achieved. Membership should still climb, and I hope we can look forward to more overseas members, with opportunities to learn more of boats very different from our traditional British types. We are no longer a small, struggling body. Members cruising abroad and the yachting magazines have spread our name around the world, and we now have a certain reputation to maintain. With the help and co-operation of all members, we should be able to make 1968 a record year in every respect.

J.A. Scarlett.

SOLENT RACE The 1967 Solent Race, sailed on Saturday, September 16th, attracted 36 entrants, of whom 31 turned up on the day. As we have come to expect the fleet was widely varied and very beautiful. Sizes ranged from A.A. Muirhead's stately ketch Melmore and R.W. Francis' graceful Gaivotta down to John Richardson's beautiful little yawl Viking - a wonderful job of restoration by its young owner. Another very nice looking newcomer was A.C. Hobbs varnished teak hulled Chough, whose near-immaculate varnish was clear evidence of loving care and attention.

This year we had as Committee Boat the new Maresca, skippered by our President, John Clarke, with possibly the Strongest team ever to help run a Solent Race. With J.B. Pot, temporarily gafferless, acting as Officer of the Day, aided by his son; and Gerry Hann recovering from a foot injury and hence unable to sail Maid Marion, not to mention John's two charming crew members, Alec Rangabe and I had a pleasant feeling that for once coping with the results would not be the customary protracted struggle to get some figures out in time for the prizegiving.

The weather was kind to us, a gentle, fine, slightly misty day, with not really enough wind for racing, but certainly just the kind of day to really enjoy being afloat, and for those of us on the Committee boat a chance to appreciate the fine array of light weather sails set by the fleet.

The race started promptly at 10.30 without any hitches, and immediately after the gun Melmore crossed the line, hotly pursued by Iseult, Viking, Betty, Trammel and Romilda. Behind Romilda the main body of the fleet crossed too quickly to identify the boats. The tail end of the fleet was rather spread out, and it was twelve minutes after the gun that the last starter crossed the line.

As the fleet vanished into the mist, a familiar sound was heard from up Southampton Water, and the Queen Mary loomed up out of the mist on her last regular voyage to New York. We just had comfortable time to recover Maresca's anchor and motor out to intercept her to signal 'Adieu' (The only signal we could make as we couldn't find the substitutes!) on behalf of the O.G.A., then it was off to see how the race was going.

We met the fleet by the South Bramble, to find the big yawl Gaivotta already well ahead, with Melmore lying second, then Betty Quiver, Trammel and Saga. As a change from the Solent Banks Course, Course A, round the Bramble, back to the start at Coronation, then round West Ryde Middle and Spanker, finishing at Coronation again. The leaders made good time round the first leg, and Maresca followed them round to keep note of the order round Coronation. Gaivotta was by this time well ahead, but Saga had pulled up to second place, ahead of Betty, Melmore, Quiver and Trammel, the latter displaying a beautifully smooth, clean bottom as she heeled. Then came the oldest boat in the race, S. Wood's 94 years old 'Sea Breeze'. As well as being the oldest boat in the race, she is probably the only boat ever to have been cut right through horizontally and increased in size by the insertion of an extra section. Isis, Viking, Jean Ann and Chiriya followed on, all keeping very close into the Titchfield shore out of the tide, with Peggy-H making excellent speed up the Calshot shore - which turned out to be a sad mistake as Ron Crick found when he came to cross the ebb tide to round the mark, as Peggy-H was swept way back down the channel, losing some ten or more places. As the afternoon continued and the tide increased it became harder for the boats to beat up even in the shallows, and the 23rd boat round the mark, Storm, noted the time as 1540, decided it would be impossible to complete the second round within the time limit and struck her colours and retired, as did Mayfly, Iseult, Guide Me and Kernyas. One boat, Sea wigeon, did not manage to complete the first round.

Gaivotta had kept up her fine speed, and it was not long after Kernyas reached the Coronation Buoy on her first round before Gaivotta was coming in to finish, having taken 6 hours, 15 minutes and 34 seconds to complete the course. It was very

nearly half an hour before Betty followed her over the line, followed six minutes later by Trammel - a performance which showed that whether or not Cleanliness is next to Godliness, clean bottoms make for faster boats! Then came a close procession of Quiver, Saga and Isis, with the diminutive Viking ten minutes behind the dignified Isis. The fourteenth boat home, Rosabel, just scraped in by the 1800 hours time limit, but as there were several others in sight the Officer of the Day decided to allow the half hour extension, and a further 6 boats managed to creep up in the dying wind, with Romilda and Patsy just making it. The closing of the time limit forced Mina, Skipjack and Kathleen to retire.

The evening party at the R.A.F.Y.C. followed the now familiar pattern, a welcome addition to the familiar faces being that of Maurice Bailey, who with his son had deserted the Essex marshes for the day to sail with Keith Hudson aboard Freya II.

RESULTS

Final Position	T(H)CF	Class	Posn. over Line	Finishing Time	Corrected Time
1 Trammel	.853	2 U	3	17 20 06	5 49 49
2 Viking	.825	2 0	7	17 36 33	5 51 54
3 Chough	.778	2 U	17	18 08 57	5 57 04
4 Quiver	.864	2 0	4	17 24 20	5 57 59
5 Saga	.872	2 U	5	17 25 00	6 1 43
6 Poseidon	.834	2 0	10	17 53 55	6 10 14
7 Jean Ann	.825	2 U	9	17 49 52	6 12 53
8 Piskie	.837	2 0	15	18 00 57	6 17 27
9 Betty	.939	2 0	2	17 14 31	6 19 40
10 Sea Breeze	.902	2 0	8	17 38 51	6 26 46
11 Rosabel	.862	2 U	14	17 59 46	6 27 40
12 Gaivotta	1.039	1 U	1	16 45 34	6 30 13
13 Ardea	.874	2 0	16	18 07 03	6 39 27
14 Marishka	.905	2 0	12	17 54 25	6 42 11
15 Isis	.965	1 0	6	17 26 55	6 42 20
16 Chiriya	.905	2 U	13	17 58 55	6 46 17
17 Patsy	.897	2 0	20	18 24 57	7 06 02
18 Freya II	.963	2 0	18	18 14 28	7 27 26
19 Melmore	1.035	1 U	11	17 53 56	7 39 27
20 Romilda	.976	1 0	19	18 23 03	7 41 41

The Channel Cup was won by Viking, and the Channel Plate by Trammel.

First and Second Prizes in Class 1 went to Isis and Romilda for the 'Over 50's' and to Gaivotta and Melmore for the 'Under 50's'. Prizes for the Under 50's in Class 2 went to Chough, Saga and Jean Ann, and for the 'Over 50's' to Quiver, Poseidon, Piskie and Betty.

The Committee had to consider a minor rule infringement by Piskie, and decided that whilst they could not ignore the matter it did not merit disqualification, so Piskie was awarded third prize equal with Betty.

SOLENT AREA SECRETARY At the recent Solent Area Meeting, Des. Robinson for domestic reasons resigned as Secretary and his place has been taken by Michael Millar. Members wishing to contact Michael should address letters to: M.D. Millar, Esq., 107 Baker St., London, W.1., and NOT to The Secretary, The Area Secretary, etc.

THE OLD GAFFERS ASSOCIATIONINCOME AND EXPENDITURE ACCOUNTFor the year ended 31st December, 1967

R.Y.A. Subscription	3	3	0	Subscriptions	140	0	0
Hire of Room A.G.M.	8	8	0	Entry Fees	27	0	0
Stamps, Stationery and Telephone	76	5	8	Donations	13	7	7
Christmas Cards	9	15	4	Profit on Badges and Ties	11	6	6
Sundry Expenses	17	3	3	Sale of East Coast Race Folders	5	0	0
Depreciation	46	9	0	Advertisements	1	4	6
<u>SURPLUS FOR THE YEAR</u>	<u>36</u>	<u>14</u>	<u>4</u>				
	£197	18	7		£197	18	7

BALANCE SHEET31st December, 1967

<u>GENERAL FUND -</u>				Cash in Hand	2	15	2
Balance 1st January, 1967	175	4	9	Cash at Bank	63	9	10
Surplus for year	36	14	4	Sundry Debtor	3	16	0
	211	19	1	Stock of Stationery	20	15	1
Sundry Creditor	7	7	0	Stock of Badges	22	10	0
Loan - East Coast Race 25 0 0				Roneo Duplicator - Cost 96 0 0			
Less: Repayments 11 0 0	14	0	0	Depreciation to date 41 0 0	55	0	0
				Typewriter - Cost 86 9 0			
				Depreciation to date 21 9 0	65	0	0
	£233	6	1		£233	6	1

We have examined the above Balance Sheet and Income and Expenditure Account and certify that they are in accordance with the records and other information submitted to us by The Old Gaffers Association. The local assets of the East Coast and Solent Races are not included.

ENSOR, SON & GOULT
Chartered Accountants.

Ipswich,
7th February, 1968.

EAST COAST RACESTATEMENT OF AFFAIRS AT 31st DECEMBER 1967

General Fund

Balance at 31st January 1967	30	7	4
<u>Add</u> Net Surplus for the year	32	0	11
Balance at 31st December 1967	62	8	3

Represented by:-

Cash in Bank	5	16	3
Cash in Hand	9	2	8
	14	18	11
Prizes in Hand	47	9	4
	62	8	3

RECEIPTS AND EXPENDITURE ACCOUNTINCOME

Entry Fees	55	0	0
Subscriptions	13	0	0
<u>Less</u> Subs. paid into Main Funds	11	0	0
	2	0	0
Donations	4	6	0
Net Receipts from November Party	7	10	0
Part repayment of loan from Main Funds	11	0	0
	79	16	0

LESS EXPENDITURE

Cost of Programmes and Postage	14	9	6
<u>Less</u> Sale of Programmes	1	16	0
	12	13	6
Posters and Postages	8	8	11
Cost of Suppers	91	15	10
<u>Less</u> Sale of Tickets	78	5	0
	13	10	10
Prizes for Race	13	1	10
Trophies for stock	47	9	4
<u>Less</u> Stock in Hand	47	9	4
	47	15	1
Net Surplus for the year	32	0	11

Certified to be in accordance with the vouchers and records produced and as supplemented by the information and explanations given to me.

5 Norfolk Close,
Maldon, Essex.

W. J. Stichbury
Certified Accountant.

SOLENT AREAINCOME AND EXPENDITURE ACCOUNTYear to 31st December, 1967.INCOME

Balance brought forward			46 12 11
Solent Race, Burgees, Suppers, Race entries, donations		117 11 0	
Emsworth S.C. Club Profit	8 6 0		
<u>Less: Expenses</u>	<u>2 1 4</u>		
		<u>6 4 8</u>	
			<u>123 15 8</u>
			<u>170 7 9</u>

EXPENDITURE

Subscriptions	2 12 0		
Stationery, Postage, Telephone, Sundries	16 18 4		
Solent Race, Printing and Posters	15 6 0		
Prizes	18 5 3		
R.A.F.Y.C. Hamble & Donations	60 0 0		
Refund on Tickets	14 6		
Start Boat	<u>5 0 0</u>		
		118 16 1	
Bank Balance		<u>51 11 8</u>	
			<u>170 7 9</u>

I have examined the above account which is in accordance with the papers and receipts produced to me.

P. J. White
Chartered Accountant.

CHARTER

OFFERED for temporary use by any O.G.A. member and friends, to help meet annual expenses, CHIRIYA is for charter:

1. as holiday accommodation, moored in Yarmouth I.O.W. Some sailing with the owner. Or:
2. for weekend cruising (or racing) with owner/skipper to advise on handling and courses if desired. Or:
3. for full charter within the Solent (Hurst to Spithead Forts) for one or two weeks or weekends in July or August.

CHIRIYA is a well-maintained 6 ton auxiliary gaff cutter - comfortable with a complete inventory - came 2nd in the Solent Race of 1966. Good sailing and enjoyable boating, for 3 or 4 persons, are available at very low cost. Full details from:

T. FitzPatrick, Elmscott, Tennyson Road, Yarmouth, I.O.W.
Tel. Yarmouth 215.

HER MAJESTY'S COASTGUARD

It does not seem to be generally appreciated that, just as the Police are the normal recourse for the civilian in difficulty, and the A.A. and R.A.C. exist to aid the motorist, the Coastguards will perform a parallel service both for the Yachtsman as well as the professional seaman. Whilst their main function is the co-ordination of search and rescue operations for ships and craft in distress at sea, they will, on request, "keep an eye" on yachts and small craft making coastal passages, and watch for the safe arrival of those arriving from distant ports.

Just as with the Police much of their success is dependent on information they receive, or which can be readily available to them. Plainly they cannot, from the few places where a permanent watch is kept, see all that is going on in the small harbours, creeks, and estuaries. For this they rely on a vast network of volunteer helpers, with a specialised knowledge of their own local waters, and often with a clear view of lengths of coastline. These people, called Coastguard Reporting Officers, are ready to assist by:

- (a) Having local information, or knowing where they can get it quickly.
- (b) Providing transport if necessary.
- (c) Advising on other local people to contact in particular circumstances.
- (d) Acting as messengers, or even dispatch riders.

These officers will also know who has got a suitable boat afloat to go and "have a look", or render assistance in case of need. If you think you might be able to help in any or all of these ways - and you think nobody else is already doing the job in your area - then you could offer your services to the nearest Coastguard Station.

On the other side of the coin if you see or know of vessels in trouble remember that the Coastguard is a 999 service, and it is important to ask for them, rather than the Police for difficulties on the water.

A copy of C.G.66, the Passage report form, can be obtained from the Coastguard. This is the form the Coastguard will need to complete if you telephone your intentions. It is to be hoped that passage making yachts will in the not too distant future be able to complete these forms with the assistance of some parallel foreign services when returning from more distant cruises.

An important point about the C.G.66 - if you change your mind or are forced to alter your itinerary every effort should be made to let the Coastguard Service know of the change. If you can signal a passing vessel which has a transmitter (assuming you are not so fitted) then they will often pass on your message on request. Most Coastguard stations maintain listening watch on 2182 Kcs in bad weather, and some, like Walton on the Naze and Deal maintain 24 hour watch on this distress frequency. It should be noted, however, that Coastguard stations are not normally permitted to answer calls from yachts on 2182 Kcs unless the message is concerned with the safety of life.

Normally the first action on a "Search and Rescue" operation is made by the Coastguard, who is in close touch with the Lifeboat Service and Air Sea Rescue Services. In cases of dangerous grounding within reach of rocket apparatus they have mobile units able to rush the necessary equipment to the scene. A number of the Volunteer Rescue Companies have similar units capable of dealing with small craft or swimmers in difficulty, equipped with line throwing pistols and buoyant lines.

From all this it will be seen that the organisation is a good deal more comprehensive than is generally realised. In the long run successful rescue depends on the ability and

knowledge not only of the rescuer, but also of the crew being aided. Can your yacht's name be clearly read through powerful binoculars at, say, 2-3 miles, whether you are showing your starboard or port side to the watcher? If not, can you improve the chances of identification? Do you know the accepted signals, by day and by night for, for example, "It is dangerous to bring your dinghy in here, go further to my left"? Do you know the signal made by a Coastguard trying to put a rocket line aboard your vessel? If not, pictorial charts of these and other recognised signals are available to your club on application to your nearest district H.Q. Station. (Most of these are also in Reed's Almanac, but the coloured charts have a greater visual impact).

Few people expect to get into real difficulty in small craft, but far too few of them know what to do if they are overtaken by circumstances beyond their control. The information they need is readily available from the nearest Coastguard and, like the rest of the service, is free.

So for Goodness sake FIND OUT - just in case.

Note for the East Coast - Walton on the Naze Station is now FRINTON 5518, but is not yet on S.T.D.

I.S.H. Edmond.

ADVERTISEMENTS

CREW Would any members proposing to enter the East Coast Race who would be willing to take as crew or passengers members of the Stone Sailing Club (who will again be our hosts for the day) or other O.G.A. members please contact me as soon as possible - I have several people who would like to crew. J.A.S.

CREW Any members interested in crewing on the 20 ton cutter Banba IV, cruising from Sark to the U.S.A. and back should contact the owner, Mr. M. Robson, La Chaumiere, Sark, C.I. Berths are vacant for any 10 days coasting from the Channel Islands to the Canaries, June to October; Canaries to Trinidad, Florida to Boston, or Boston home, late summer 1969.

FOR SALE Rosalind - 13 ton Falmouth Quay Punt designed by Harley Mead and built by W.E. Thomas of Falmouth in 1920. 5 Berths; Pine on oak. £1,500. Apply: Dr. L.I. Seton Campbell, Manor Cottage, Seend, Melksham, Wilts.

GAFF CUTTER 20' x 7'6" x 4'3". Pine on Oak, Laid painted pine decks. Cockpit, Cabin sides, Covering board Teak. Lead keel. Pole mast in metal tabernacle. Running, standing rigging blocks etc. good condition. Heavy and light mainsails, roller reefing. Austin Thetis Marine engine with gear box. 2 anchors & chain. Baby Blake in forepeak. 3 burner Calor Gas stove with bottle. Water Tanks beneath cockpit benches. Bunk mattresses. Compass, boat hooks, quant, various warps, Awning & winter covers. Spare magneto & petrol pump. Lying Twickenham. £500 o.n.o. P. Knapp, 14 Bell Lane, Twickenham, Middlesex.

SOPHIE 10 ton Falmouth Quay Punt. Built 1892 by W.E. Thomas. 32' x 10' x 6'. Pitch pine on oak. One double, 2 single berths. Saloon 10' x 10', 6' headroom, solid fuel stove. Calor gas cooking. 10' cockpit. Bermudan cutter rig, but suitable for conversion to gaff rig by the enthusiast. 10 HP Morris Vedette auxiliary. £1,350. Lying Emsworth. Phone Emsworth 3434.

ARDEA Well maintained 25 ft. 1910 gaff sloop, pine on oak, teak trim, full suit of sails, Coventry-Victor Auxiliary. 3 - 4 berth, Baby Blake, gimble double cooker, new rigging & keel bolts over last 2 years. £600. W.D. Robinson, "Afzelia", The Rookery, Emsworth, Hants. Tel. Emsworth 3817.

1967 LLOYDS Register. Mint condition. Half price (£2 10s.) My name on cover.

J.A. Scarlett.

FOR SALE. Eiderduck, 9 ton gaff cutter 30'x 25'x 9'x 4'. Iron keel with some inside ballast. Designed by John Howard and built by Cook and Woodward, Maldon 1900. Larch on oak, copper fastened. Parsons Prawn 10-24 H.P. engine, electric start - reconditioned 1965. New manganese bronze propeller shaft 1967. New galv. steel floors amidships 1967. CQR and 30 fthms. $\frac{3}{8}$ " chain, fisherman kedge. Main sail 360 sq.ft. 4 years old, cutch tanned 1967 (Egyptian cotton); Roller reefing. Staysail, terylene, 2 years old - good. Jib, Cotton, 4 years old - good. Storm jib little used - good. No. 2 Staysail flax, 50%. Standing rigging - heavy galv. wire, good forestay new 1965. Bobstay - stainless wire, new 1966. Blake W.C. 8' ply dinghy tailored to fit cabin top. 2 large bronze sheet winches. Mast, Oregon pine, in tabernacle, is easily lowered with own gear. Gaff strop wires and tufnol bushes, also lower runner wires, new 1967. Running rigging mostly manila and some terylene, in good condition. In present ownership 16 years - during this time the following work has been done:-

New keel bolts 1955 - 57; new beam shelf, side deck beams and covering boards in teak, keruing and iroko. 20' each side amidships, 1955 - 56; new transom $1\frac{3}{4}$ " English oak, 1954.

This is the boat which has been modelled for our East Coast Old Gaffers Trophy. Apply:

C. H. Rayner, Tide Cottage, Watchhouse Road, Pill, Bristol.

WANTED: Helpers with East Coast and Solent Races. No experience needed.

APOLOGIES for the lateness of this issue. Illness and an excess of work have held up the proceedings. Contributions for the next issue welcomed.

J. A. S.

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VISIT TO LE HAVRE AT WHITSUN.

Will all owners wishing to attend the Rally at Le Havre please complete this slip and send it to:

F. W. Hillier, 17 Queen St., Emsworth, Hants.

I intend/hope to attend the Whitsun Rally at Le Havre on June 1st. My total complement will be bodies. Please send me details of time table, navigational notes, etc.

NAME NAME OF BOAT

ADDRESS

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TELEPHONE NUMBER