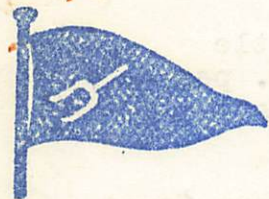


NO 24

1968/4



OLD GAFFERS ASSOCIATION

NEWSLETTER No. 1968/4

First, a welcome to the following new members:-

- R. Belliard, 35 - Cesson Sevigne, France.
Croix de Viot
- Mons. Briand, 35 - St. Aubin du Cormier, France.
Saint-Laumeuc
- W.J. Coulson, 59 Kingshill Avenue, Kenton, Middlesex.
Rosena
- J.A.G. Culpan, 55 Crondale Avenue, Kingsbury, N.W.9.
Cydea
- J. Chouamier, Rue des Rimaings, 35 - Cancale, France.
Paimpolaise
- F.R. Dayes, c/o Midland Bank Ltd., Dartmouth, Devon.
Raider
- P.E. Divers, S.Y. Wingoos, c/o G.P.O., Hamble, Hants.
Wingoos
- N. Downie, 60a West Stockwell Street, Colchester, Essex.
Sea Nymph
- D. Ettling, 155 Grand Avenue, Surbiton, Surrey.
Paguera
- Miss P. Foster, 78 Palace Court, Bayswater, London, W.2.
- F.J. Gallaway, 142 Priory Road, St. Denys, Southampton.
Lloyd George
- Mons. Gautier, Rue St. Sauveur, 22 - Dinan, France.
Duguesclin
- F. Gicquel, 23, Quai Solidor, 35 - St. Servan, France.
Lokki
- Mrs. J. Godsmark, Downstream, Tow Path, Shepperton, Middx.
Margery II
- I.D.G. Graham, Sherburne House, Eartham, Chichester, Sussex.
Gold Mist
- D. Grohmann, 44 Ockford Road, Godalming, Surrey.
Mary Niven
- Mons. Jardin, 16 rue Ste. Anne, 35 - St. Malo, France.
Alnair
- J. Moss, Moither End, Reading Road, Finchampstead, Berks.
Avocet
- P. Mouton, B.P. 153, 35 - St. Malo, France
Anatife
- H.R. Poulton, Clovelly, Vicarage Lane, Stubbington, Fareham,
Hants. Firefly
- J. Renault, Chauvigné (35) France.
Surcouf
- J.E. Renaut, 41 Brd. Gouazon, St. Servan - 35, France.
Malamoque
- Mons. Richard, 3 rue du Glourieux, 35 - St. Servan, France.
Grondin
- D.J. Roper, 19a Broad Street, Alresford, Hants.
Mayfly
- D.A. Snoad, Duckling, Emsworth Yacht Harbour, Thorney Road,
Emsworth, Hants. Duckling
- C.M. Waddington, Wicormarine, Portchester, Hants.
Saari
- K. Weeks, Yacht Jean II, Emsworth Yacht Harbour, Emsworth,
Hants. Jean II

Apologies for the late appearance of this Newsletter, and delays in correspondence, due to much needed re-decoration of our kitchen, which necessitated dismantling the "office" and consequent mislaying of most papers, notes, etc!

2.

WINTER MEETINGS Saturday, November 9th at the Maldon Little Ship Club - 7.0 p.m. for 7.30. Usual buffet supper at 5s. per head (pay on the night) and it is hoped to have some films available.

Saturday, January 11th at the Cruising Association, Chiltern Court, Baker Street, London N.W.1. Annual General Meeting, which can be expected to be more social than business, possibly some films - full details in the next Newsletter.

CORRESPONDENCE As the new postal rates will hit us very hard, I am proposing to send out non-urgent letters to members, replies to letters to me, etc., with the Newsletters, the envelopes for which are run off well in advance.

QUAY PUNT TO MALTA

I spent three weeks completing Twilight's fitting out and then left Upnor at the start of her 2,340 mile journey to Malta on 23rd April bound down channel as a preliminary to the main voyage. I went by easy stages, Harty Ferry, Calais, Boulogne, Newhaven, Wootton Creek to Yarmouth, Isle of Wight, all single-handed except Newhaven to Wootton for which my wife was with me.

I intended to stay in Yarmouth for about a week but this turned out to be nearly three because the second night there a large MFV type yacht drove his bows into me amidships. Twilight stood up to the blow extremely well, even to the extent of transmitting some damage to the yacht on the other side of her, but it did entail a new length of shearstrake, toe rail and outer deck plank. Fortunately the Yar Boatyard was able to undertake repairs almost right away, and Twilight was fit once again by 25th May when my crew of one for the next part of the trip joined me.

We left Yarmouth on the morning of the 26th in the face of a not too promising weather forecast hoping to make Weymouth before it deteriorated too much. We just managed it in time to save reefing.

Once I had got to Yarmouth it was always my intention to take the opportunity of pushing on direct to Gibraltar as soon as a fair period of weather, particularly easterlies, was looming up, but in the meantime continue working down channel by easy stages.

On Monday 27th May the forecast looked as though the required change in the weather was in the offing so we left that evening. In fact it went absolutely flat calm for 24 hours, and as I did not want to start the main trip with half empty tanks we put into Salcombe for one night and then set off from there the following morning at 0900 hours.

We had a reasonably good crossing of the Bay with a certain amount of calm, but one quite hard blow off Ushant, fortunately North East so we bowled along under headsails and mizzen. Off Finisterre we picked up the Portuguese Trades and from there until Cape St. Vincent roared along, usually under headsails and mizzen only but sometimes a double reefed main, until just before reaching the Cape when we began to get back to full sail.

After rounding the Cape we had 36 hours of calm or zephyrs only and did some motoring, but gradually a pleasant South-Westerly sprang up and with the big genoa set we covered the last 100 miles to Gibraltar in grand style!

Gibraltar was entered at 1500 hours on Sunday 9th June, just over eleven days and over 1,000 miles out from Salcombe.

My crew had to leave me at Gibraltar, so for the remaining part of the trip, some 980 miles, I was to be singlehanded again.

Having replenished stores of food, water and petrol, I set off again five days later on the Friday morning. The first day's sail produced a pleasant fair wind, but the following 36 hours were a complete calm, and I put into Almeria at the South-East corner of Spain to top up. As it was Sunday afternoon I had to stay overnight in order to change money at the bank and did not leave again until the following evening.

I had a pleasant sail out to Cape Gata, but shortly after passing it the wind gradually strengthened until by morning it was blowing a full gale, fortunately from the West, so I had the whole length of the Mediterranean to leeward of me. During the gale's weaker moments I ran before it under storm jib, but most of the time I let Twilight lie ahull which she did very comfortably, and only received two large dollops in the self-draining cockpit.

The gale eased up in the early hours of the following day and I got under way again and started to close the Algerian coast near Algiers. I had almost continuous headwinds for the next 500 miles until I had turned the northern tip of Africa off Tunisia.

This was very trying and I found it difficult to average more than about 40 miles a day. I began to feel that I would never see the end of the voyage. However, at long last the prevailing Westerlies took charge and the last 200 miles were completed in fine style.

Twilight entered Valletta Grand Harbour at 1800 hours on 4th July, seventeen days out from Almeria. Both ship and I were in fine fettle, and after a quick clearance of customs I was anchored off my own house in Dockyard Creek by 1900 hours on an, as usual, lovely peaceful and colourful Maltese evening.

It was a pleasant end to a very fascinating trip, although I do not think I would like to do it again.

As a result of this trip I am more convinced than ever that a gaff-rigged yawl of the quay punt type is the finest type of cruiser you could wish for whether with a crew or single-handed. Twilight looked after me perfectly all the time. I never missed a proper meal, and only on one day, the gale, did I not manage to have a proper wash and shave.

B. G. Bloomer.

1968 SOLENT RACE

In a year of breaking records, the Solent Race has certainly set a whole lot of new records - the entry, the turn out on the day and the number of finishers were all well up, but it probably also established a record for the slowest start of any Old Gaffers Race.

We had had to accept a date with unsuitable tides, and it was generally recognised that a decent breeze would be needed if there was to be much of a race. As it was, we had a nice fine, sunny day but hardly any wind at all - a very light South-Easterly breeze. The Committee boat Concarra, very kindly provided by Malcolm Lennie and with a strong team of helpers

on board was on station in good time, and all aboard were able to enjoy the splendid sight of 47 gaffers milling about round the Coronation Buoy. Late entries were all dealt with; Course A was selected; sundry photographers were warned to clear the line, and promptly at 10.30 the starting gun was fired. But there was none of the usual rush of boats over the line. Several boats were fighting wind and tide inshore of the Committee boat, and ultimately David Lord managed to creep round under Concarra's stern with his Feltham built 4 tonner Saga, usually a regular prize winner, and then luffed to cross the line. However, far from getting over the line, Saga went slowly back up towards Southampton with the tide, tacking by Coronation Buoy to edge back inshore again having lost quite a distance in the trip out and back. Betty, Gairloch and Trammel followed Saga's track, but with no better luck until W.G. Tucker managed to squeeze Trammel over the line - eight minutes after the gun. Saga and Gairloch followed, edging very, very slowly down river against the strong tide.

Quiver, Michael Millar's Itchen Ferry with the enormous bowsprit, and Sea Breeze, the oldest boat in the race, crept out under Concarra's stern, followed by Paguerra, all fighting for every inch of progress.

It was a glorious fight as seen from the Committee Boat - everything happened in very slow motion! The next happening was Betty's crossing of the line - 15 minutes after the gun - must have been Mike Richardson's worst start ever! Then Sea Breeze edged over, followed by Paguerra, Northseaman P and Quiver.

Patsy, Saari, Mari and Mary Niven next came out from under Concarra's stern, with Amelia Jane a bit later. Mari and Saari managed to get away, but Mary Niven had to pass back under Concarra's stern, putting about smartly to avoid Daisy Bell who was creeping out. Amelia Jane cleared the line, followed by Wingoes as Rosabel and Iseult slipped past Concarra's stern, then Mary Niven got away, followed by Iseult, and Storm and Viking came out into deeper water for their attempt at the line.

That was 14 boats across in the first half hour of the race! Iona and Patsy were the next two to arrive in the starting area, followed by Poseidon, who made a good start behind Viking, followed by Iona, Storm, Whimbrel and Patsy. Romilda showed up next, with Mina and Sea Widgeon, then Sybil of Wivenhoe and Marishka.

The battle against the tide continued, until some 32 boats had got away in the first hour, leaving mainly the bigger boats fighting hard. The 80 foot Brixham Trawler Terminist made a fine sight as she tacked backwards and forwards across the river, sometimes gaining an inch or two, more often losing until the tide eased a bit and she was able to get down to the line 110 minutes after the gun - but even then she was not the last boat over! The Ocean Youth Club yawl Billy Bray was following Terminist, but had the misfortune to tear her jib on the stay-sail hanks whilst coming about, which set her even further behind.

From comments overheard in the evening, the battle against the tide at the start was not the only keen fight in the race. David Ettling's Paguerra - a new boat about which I hope we shall hear more as Mr. Ettling finished building her himself, and I gather the gaff rig is his own design - and Mike Richardson's Betty managed to judge correctly the exact points at which to turn out into the run of tide and swept up to the finishing line just before half past two, just as the tide began to turn - against all those still out! Not surprisingly the course had been shortened to only the first round - East Bramble; South Bramble, Spanker and Deck.

Stories of an argument between Mike Richardson and Alec Rangabe as to whether the East Bramble Buoy had been repainted that year or whether they could cut it that much finer are exaggerations, but the navigation was almost up to that level!

Northseaman P tried to tack a shade early, and ended up by well and truly ramming the East Bramble, but otherwise there were no incidents reported. Manana retired with broken rigging, cause unknown, and Terminist retired early to be certain of getting back to her mooring on the Hamble on the last of the ebb.

Gairloch was third boat home, 27 minutes behind the leader, but it was a further 34 minutes before the fourth boat, Firefly, turned up. Then the finishers came in at closer intervals; - Trammel, Amelia Jane, and Saga, eighteen seconds apart, then gaps of a few minutes until Quiver turned up, sixteenth over the line and just over two hours after the leaders. Then there was a half hour break before Sea Breeze finished, with closer intervals again until half past five when Sombria finished.

Romilda and Little Jennifer had been trying to cheat the ebb in the shallows, only to find the shallows shallower than they should have been! The time limit of 6 o'clock drew near, and the finishing team aboard Concarra were watching for the last finisher, to whom would go the new trophy, the Laggard's Ladle. Nothing could have been more appropriate, as P.A. Smith's little sloop Dawdler came in with just ten minutes to spare, and no other boats near! Future generations may well wonder just how such a perfectly named boat won the trophy in its first year!

Considered purely as a race, the day may not have been quite what had been hoped for, but from comments in the evening, and the excellent spirit prevailing at the party at the R.A.F. Yacht Club at Hamble in the evening, it certainly seemed that all concerned had thoroughly enjoyed themselves.

Admiring the boats in Port Hamble before the party, the big French ketch Avrion, owned by a friend of one of our French members was spotted, and enquiries brought the information that not only was her owner aboard, but he had Nick Dekker, O.G.A. member and owner of the largest gaffer in the Association, with him. The presence of Messieurs Cassou, Dekker and another member of Avrion's crew at the latter end of the party considerably enlivened the evening, and Nick's accounts of his schooner Artemis, 118 feet on the waterline and with a 40 foot bowsprit made all who heard him eager to see her under sail.

SAD POSTSCRIPT - Would whoever acquired the large Committee burgee from the wall at the R.A.F.Y.C. in the evening please return it to 70b Fambridge Road, Maldon. We don't want to have to make another one for flying at "official functions".

SEE NEXT PAGE FOR TABLE OF RESULTS.

APPEAL Please could we have some accounts by entrants of their experiences in the races. I don't mind editing, typing, printing and folding the Newsletters, but I'm not keen on writing most of it as well!!

FOR SALE ABACA, Humber yawl, 25.8 x 6.8 x 2.5. ex centreboard. Clinker, oak on oak, with teak and mahogany deckwork. Built Brightlingsea, 1921. Stuart 8 h.p. Three berths. Blake toilet. Gas cooker. Pulpit and guardrails. There are many extras, inc. spare sails. 20 lb. C.Q.R. and 15 lb. fisherman. All standing and running rigging is in excellent order, much of it being virtually new. The boat is ready for immediate use and is being offered for sale only because it is too small for growing family. Price £400. Barber, Red Lyons, Latchingdon, Chelmsford. Tel. Latchingdon 588.

RESULTS OF THE 1968 SOLENT OLD GAFFERS RACE

The Channel Cup		Betty
Class I	The Le Havre Plate	Mari
	2nd	Saari
	3rd	Peggy H
Class 2A	The Emsworth Plate	Firefly
	2nd	Viking
	3rd	Patsy
Class 2B	The Channel Plate	Paguera
	2nd	Gairloch
	3rd	Trammel
The Laggard's Ladle		Dawdler

FINAL POSN.			CLASS	CORR. TIME	POSN OVER LINE	FIN. TIME
1	Paguera	D. Ettling	2B	3 33 14	1	14 24 52
2	Betty	M.C. Richardson	2A	3 37 41	2	14 26 37
3	Gairloch	P.W. Clements	2B	4 06 27	3	14 51 55
4	Trammel	W. Tucker	2B	4 18 20	5	15 27 37
5	Firefly	H.R. Poulton	2A	4 19 45	4	15 25 10
6	Saga	D. & M. Lord	2B	4 25 01	7	15 33 55
7	Viking	J. Richardson	2A	4 30 10	12	15 54 19
8	Daisy Bell	R. Platt	2B	4 32 03	14	16 01 47
9	Rosabel	J.A. Stephenson	2B	4 34 57	11	15 51 35
10	Jean Ann	P.A. Clarke	2B	4 40 10	15	16 09 37
11	Amelia Jane	A. Grimble	2B	4 45 42	6	15 33 37
12	Patsy	P.J. Jefferson	2A	4 47 21	10	15 50 23
13	Wingoes	P.E. Divers	2B	4 57 26	8	15 40 28
14	Mari	M. Pick	1B	4 58 36	9	15 41 23
15	Quiver	M.D. Millar	2A	5 08 04	16	16 27 24
16	Saari	C.M. Waddington	1B	5 18 24	13	16 01 19
17	Mary Niven	T.J. Grohmann	2B	5 32 33	18	16 59 24
18	Poseidon	B.W. Allen	2A	5 35 10	19	17 06 37
19	Sea Breeze	S. Wood	2A	5 50 26	17	16 58 03
20	Dawdler	P.A. Smith	2B	6 06 09	26	17 50 04
21	Iona	R.E. Griffiths	2A	6 12 23	23	17 22 22
22	Marishka	T.N. MacKean	2A	6 12 53	22	17 22 01
23	Storm	D.J. Cade	2A	6 15 50	24	17 23 00
24	Mina	F.H. Parsons	2B	6 19 54	21	17 12 27
25	Peggy H	R. Crick	1A	6 28 10	20	17 08 06
26	Sombria	P.J. Clampett	1A	6 35 25	25	17 30 13
27	Freya II	K.E. Hudson	2A	7 25 52	27	18 13 00

N.B. Freya II timed herself in after the time limit.

RETIRED

Avocet, Billy Bray, Fair Judgement, Iseult, Little Jennifer, Manana, Mariner A, Mayfly, Northseaman P., Peggy, Piskie, Romilda, Sarah Two, Sea Wigeon, Skipjack, Spray, Sybil of Wivenhoe, Terminist, Victoria, Whimbrel.

NON-STARTERS

Appleberry, Chiriya, Chough, Equinox, Fanny of Cowes, Ferryman, Kernyas, Kathleen, Sandpiper, Senechal, Tessa.

FOR SALE VASTI - Gaff rigged auxiliary sloop, 20 feet, 2 berth, built by previous owner in Canada, registered Port of London 1960. View Heybridge, Price £300.
R.R. Allen, "Danbury View", Peverel Avenue, Hatfield Peverel, Chelmsford, Essex. Tel. Hatfield Peverel 763.

AUTUMN MEETINGS

Unfortunately, it turned out that both East Coast and Solent Areas had functions on the same day, as the local film group who had filmed the 1967 East Coast Race arranged a showing at Stone Sailing Club, to which the Old Gaffers Association were invited, on the same day as the Folly Inn Rally. The weather was far from suitable for sailing, but a pleasant crowd motored to Stone for the evening to see the film, which it is hoped to be able to show at the Annual General Meeting.

Funnily enough, whilst those at Stone were enjoying shots of J.M. Dines' Whitstable yawl Katrine, Mr. Dines had taken his Brixham trawler Terminist to the Folly Inn, in company with the Maldon based smack Kathleen and "A.N. Other" (I'd be interested to hear from him!) where to gather from Mr. Dines' letter they enjoyed themselves despite the wind and rain.

FOR SALE

KERNYAS 2 $\frac{1}{2}$ -ton Blackwater Sloop, by Dan Webb & Feeseey, 1965, (first gaff-rigged version for 25 years). Registered. Tan terylene sails, running rigging, Wykeham-Martin gear, mast in tabernacle, easily lowered single-handed. Full-length, full-width cabin, 2 berths, separate toilet, gimballed stove, chart-table, fitted cockpit tent-cover. Seagull "100+" with clutch, 2 anchors, various extras. 7'6" Yachting World sailing pram. Mooring available on Hamble River. Only reason for sale - buying larger boat. £1,000 o.n.o.
A.J. Yeatman, Riverside Yard, Bursledon, Hants.

RECOVERY II 2 T.M. Gunter cutter. 16'6" x 5'7" x 1'9". Bilge keels. Clinker hull, built up carvel topsides. Working sail area 107 sq.ft. 2 berths, hanging locker, gimballed stove, pumped fresh water supply. Full inventory. 1968 Seagull "100+" clutch model outboard. Excellent sea boat - excels in heavy weather. Cruised Channel and North Sea last 3 years. Already fitted out for winter sailing, but prolonged overseas business has enforced sale. Lying Canvey, half tide mooring available at Leigh-on-Sea if required. Nationally advertised price might be lowered a little for an Old Gaffer.
Jackson, 4 Leopold Road, Walthamstow, E.17. Tel: 01-520-1349.

FRENCH OLD GAFFERS

The French Old Gaffers have been very active this season. At St. Malo there have been several races, the results of which are as follows:

27th & 28th July COUPE DE LA MARINE EN BOIS, won by GIRL JOYCE.

23rd & 25th August COUPE DES OLD GAFFERS DE
LA COTE D'EMERAUDE, won by ANATIFE.

31st August COUPE TRANSAT won by LOKKI.

1st September COUPE DES CAP HORNIERS won by JOE III.

M. Jardin has just set out on a year's voyage to the Antilles in his boat "Alnair".

CATALOGUE OF GAFFERS

FIREFLY Owned by J.A. Clay of Wickham Bishops. Built of teak by Brookes of Lowestoft in 1922 to a design by Albert Strange. The original owner, having sold her once, bought her back again then she was bought by the present owner's family in 1934. She was originally fitted with a single headsail and a Norfolk Broads type tabernacle with counterweight on the heel of the mast. The present owner's family changed the tabernacle to a Dutch type with smaller hatch and no counterweight and fitted two headsails for sea work.

NIGHTFALL Owned by A.E. Braithwaite, J. McCutcheon, D. Gray and D. Bartlett of Hertfordshire. Built by Frederick Miller at Oulton Broad in 1911 to a design by H.H. Lidstone, to a fairly high price for an owner and his wife to cruise the Broads as well as coastal cruising. She was kept in immaculate condition by the owner for 20 years until he was no longer able to use her in 1931. She was then bought by Maurice Griffiths who wrote about her in Ten Small Yachts and Magic of the Swatchways. She changed hands twice prior to the war, belonging to a Dr. Gordon Greville and Major Shackel respectively, and she was used by Major Shackel up to the end of the war. She was then bought by a yard and refitted internally as a speculation, and sold to a Mr. May. The present owners found her lying at Maldon and by chance she was up for sale but not yet advertised. Purchased in 1961, she had some £500 spent on her in a major refit. A very comfortable cruising boat, built and maintained to a very high standard indeed. Originally named Nartilus.

VIVETTE Owned by N.J. Mitchell of Heybridge. Built in 1895 by Goldsmith of Grays for his sons as the Thetis. Name changed to Vivette later. Bought in about 1910 by Keble Chatterton, R.N., who wrote various voyaging books including "Down Channel in Vivette" and "Through Holland in Vivette". During 1939 - 45 war tended to become derelict, but was brought into good order by the hard work of a Mr. Frank May, her previous owner. Came first in Class 2 in 1965.

WENDY-MARY Owned by Mr. A.C.W. Frost of Orpington. Despite having the oldest type of rig of any boat in the race, Wendy-Mary was built in 1951 by Mr. Alfred Philcox of Hastings, now aged 87. She was built from timber left over from a series of vessels built on the lines of the Hastings beach luggers for the Colonial Office. Wendy-Mary was used for fishing for a short while, and the present owner acquired an almost new commercial boat when the fisherman sold his fleet to enter a more lucrative business. Deck space was extended and bunks etc. installed, but otherwise she is as built. The main sail is a dipping lug, and the mizzen a standing lug with topsail.