



OLD GAFFERS ASSOCIATION

NEWSLETTER No. 1969/3

First, a welcome to the following new members:-

- D.M. Baker, Beacon Hill, Latchingdon Road, Cold Norton, Essex.
Saltair
- D. Boele, 11 Nutberry Avenue, Grays, Thurrock, Essex.
Nellie
- J. Brown, 57 East Street, Chatham, Kent.
Anjak
- A.F. Collett, 23 Walsingham Road, London, E.5.
Mary CK 252
- R.F. Crich, c/o The Old Ship, Heybridge Basin, Maldon, Essex.
Jenny III
- D.S. Farthing, 21 Berners Street, Ipswich, Suffolk.
Alice and Florrie
- D.J. Green, Skelwith, Colchester Road, West Mersea, Essex.
Gracie
- G.W. Jago, 66 Bramble Croft, Erith, Kent.
Ibis
- M. Johnson, Brig Cottage, College Ope, Penryn, Cornwall.
Elizabeth Mary
- G.R. Millar, 39 High Howe Close, Bournemouth, Hants.
Aurora
- N.R. Moore, 481 Victoria Avenue, Southend, Essex.
Cygnet II
- J.C. Mulville, 14 Milton Court, Ickenham, Uxbridge, Middlesex.
Foxtrot
- D.E. Murphy, 67 Woodberry Way, Walton on Naze, Essex.
Pelagia
Surf
- D.B. Newbon, 56 Beauchamp Place, London S.W.1.
Amity
- P.B. Ormerod, Elmbank, Station Road, Epping, Essex.
Inanda
- M. Stanfield, 33 Wellington Court, Knightsbridge, London, S.W.1.
Sea Wigeon
- N. Titshall, 146 Rochford Road, Southend, Essex.
Ripple
- A.R. Yetton, Briar House, 7 Sweet Briar Avenue, South Benfleet, Essex.
Celeste

DIARY DATES

SATURDAY 16th AUGUST Rally at Gin's Farm, Beaulieu River. The Royal Southampton Yacht Club has kindly agreed that we may use the facilities of their Clubhouse at Gin's Farm, and a buffet supper will be available at 10s. 6d. per head. Please advise Michael Millar (107 Baker Street, London, W.1.) before Wednesday 6th August, so that he can let the R.S.Y.C. know how many suppers to prepare. The bar in the Clubhouse will be available for our use.

SATURDAY 6th SEPTEMBER Solent Race. Entry forms are trickling in, but please make it a flood, NOW. Please get a move on, and try to make the handicapper's task as easy as possible by completing the form accurately and completely.

SATURDAY 27th SEPTEMBER Rally at the Folly Inn, River Medina, above Cowes. We shall use the Inn's own snack bar, but it would help them if we can let them know how many to expect. Please contact Michael Millar

SATURDAY 8th NOVEMBER Party at Maldon Little Ship Club. 7.0 p.m. Buffet supper. Tickets 5s. on the night. No advance booking.

1969 EAST COAST RACE

Like the washing powder advertisements "I thought I had seen some jolly good races, then I saw the 1969 Race!" Where can one start to describe the day, and what superlatives really match such a race? Brilliant sunshine, enough wind to get everybody moving, although the bigger boats could have done with more, and not a single complaint of any description! The picture was not absolutely perfect; there were flaws discernable to the keen eye (and in some cases to the not so keen) but whilst things are done by human beings we must expect a few flaws, and I am well content that the day came far nearer perfection than I would ever have thought possible.

Goodness knows how many records were broken. The entry was the highest ever at 84; the number of boats satisfactorily timed in way above our previous best at 70; the number of declarations handed in must be a record; the fastest time for the course was slashed by over ten per cent (in fact no fewer than ten boats beat the previous fastest time - twelve if Class 3 timings are included); the percentage of the number of entrants displaying names was a record; it looked as if the percentage of the number of boats setting topsails was a record, and there are good reasons to assume that the quantity of alcohol consumed in the evening was a record (on a per head basis, never mind the total!). It all added up to an absolutely unforgettable day.

Slight moan from the Secretary - still too many late entries! For Goodness sake enter on the day (up to one hour before the start) rather than miss the race, but PLEASE try to enter early. The earlier the better. We reckon we've now got a pretty efficient system for dealing with entries, but as race day draws nearer there are so many other things need doing that even the most efficient system creaks a bit!

The sight from the bridge at Stone just before the start was really beyond adequate verbal description. Mention of one or two outstanding details will have to suffice; - the lovely lofty topsail of Stormy Petrel towering above a forest of smaller rigs; Hypatia's beautiful clipper bowed hull sliding through the water so gracefully; the larger hull of Cutlass; a wonderful kaleidoscope of all shades of red, brown, tan, buff and white sails, and blue hulls, grey hulls, varnished hulls, black hulls, white, yellow, green (no red!) all crossing and re-crossing. Not quite such a nice part of the picture was the dozen or so boats below the line at the gun. However this was not unexpected in the light easterly wind. It was nice to see how soon those over the line managed to get back again and start properly.

The best start was made by Sea Pig, with Boy Martin hard on her heels, then after that it was absolutely impossible to pick out individuals. At least forty boats all made an excellent start by any standards, and about the first sixty had no reason to be ashamed of their start. The general standard of seamanship was wonderful to watch. With so many boats tacking in such confined waters, some nasty incident seemed highly likely, but all went smoothly. A slight windshift when the leaders were off Bradwell apparently put several boats at an unexpected disadvantage, but otherwise the race appears to be remarkable for the way in which boats appeared to get into cliques early on and stay there. From the times on the declaration forms the only boat that seems to have changed her position in the race substantially is Gracie, who pulled up quite smartly after the Wallet to end up third over the line. Duet, Surf, A.D.C., Boy Martin and Betty II seem to have been well to the fore most of the way round, followed by a group of proven fliers such as Nereid, Fanny, Hypatia, Golden Plover, Bird of Dawning and a newcomer, Eve, a very pretty Luke designed boat. Theodora worked her way up through this group to finish fourth.

It is interesting to note that the leaders included two of the largest boats in the race and two of the smallest - presumably representing dignity and impudence!

Continued on page 4.

RESULTS OF THE 1969 EAST COAST OLD GAFFERS RACE

FINAL POSN.	Classes 1 and 2		CORR. TIME	POSN. OVER LINE	(Start 11 30 00) FIN. TIME			CLASS
1	Fanny of Cowes	D.T.Cook	4 59 59	7	17	18	58	20
2	Eve	E.W.Tritton	5 01 43	6	17	18	01	20
3	Badger	J.M.Welch	5 10 37	13	17	42	20	2
4	Betty II	S.G.Bishop	5 19 10	15	17	11	09	2
5	Golden Plover	G.B.Ling	5 24 43	12	17	39	01	20
6	Four Sisters	R.H.P.Young	5 25 12	30	18	17	33	2
7	Nereid II	J.K.Day	5 30 59	8	17	29	16	20
8	Gracie	D.J.Green	5 37 18	3	17	09	07	10
9	Deva	J.R.Wainwright	5 37 44	20	18	00	16	20
10	Wind Lady	E.C.Livett	5 40 00	25	18	10	03	2
11	Foam	V.J.Fuller	5 41 06	15	17	49	28	2
12	Betty	F.R.West	5 42 49	10	17	32	20	10
13	Tidebird	A.H.Purnell	5 43 11	32	18	21	10	2
14	Hypatia	A.Smith	5 44 31	9	17	30	34	10
15	Duet	O.Y.C.	5 44 51	1	16	39	07	10
16	Gosling	J.J.Barber	5 46 19	48	18	54	19	2
17	Sea Pig	T.Titheridge	5 48 49	19	17	55	01	2
18	Bandera	S.Smith	5 49 18	37	18	28	10	2
19	Bird of Dawning	N.James	5 50 54	11	17	34	44	2
20	Reginald the Dane	R.R.Peters	5 52 37	28	18	13	05	2
21	Bold Hamster	P.J.Bollen	5 53 12	42	18	33	28	2
22	A.D.C.	D.Gowing	5 53 45	2	16	51	03	10
23	Shoal Waters	A.C.Stock	5 54 28	38	18	28	47	2
24	Saltair	D.Baker	5 59 29	39	18	28	49	20
25	Jubilee	C.G.Evans	5 59 41	24	18	07	05	2
26	Semper Fidelis	D.N.Scurry	6 08 01	41	18	33	18	2
27	Maud	C.Stebbens	6 12 27	17	17	52	59	10
28	Katie	T.N.Balfour	6 13 31	23	18	04	16	20
29	Sara	J.W.Wright	6 14 48	55	19	11	46	20
30	Dorcis	R.Briggs	6 15 00	40	18	29	28	20
31	Bonita	A.G.Scoones	6 19 14	22	18	03	58	10
32	Spartan	A.T.Goodbourn	6 23 40	45	18	45	21	20
33	Lianthe	M.W.C.Austin	6 24 04	49	18	54	38	2
34	Sea Minx	B.R.Woods	6 24 35	46	18	52	45	2
35	Cygnnet II	N. Moore	6 24 55	54	19	11	45	2
36	Calva	F.Mulville	6 25 02	29	18	14	50	1
37	Clythie	P.G.Davies	6 27 32	27	18	12	25	10
38	Inanda	P.Ormerod	6 28 03	51	18	56	29	2
39	Star	M.P.Miller	6 29 22	43	18	36	19	20
40	Iolanthe	G.Bolt	6 29 22	51	19	26	32	2
41	Doy	B.Wells	6 30 22	14	17	49	25	10
42	Anjak	J.Brown	6 33 28	34	18	22	52	2
43	Theodora	O.Y.C.	6 36 47	4	17	10	12	10
44	John Dory	G.Wardell	6 38 16	50	18	55	26	2
45	Amity	P.Crofts	6 40 00	26	18	12	49	10
46	Victory	R.Hardy	6 40 00	21	18	03	01	10
47	Stormy Petrel	R.E.Norris	6 40 54	16	17	50	25	10
48	Mary	A.E.Collett	6 43 56	35	18	26	44	20
49	Cutlass	A.Hall	6 45 20	18	17	54	20	10
50	Marita	J.B.Mason	6 45 47	31	18	17	33	10
51	Oriette	C.F.Green	6 46 54	33	18	21	50	1
52	Ethelinda	M.R.Andrews	6 52 02	58	19	28	03	2
53	Ibis	G.W.Jago	6 54 31	44	18	40	01	10
54	Nellie	D.Boele	7 01 02	52	19	00	30	20
55	Plover	D.Bilham	7 01 40	61	19	55	00	2
56	Nightfall	A.Braithwaite	7 02 20	47	18	53	58	20
57	Celeste	A.R.Yetton	7 03 38	56	19	14	35	2
58	Henrietta	P.F.Dan	7 10 37	59	19	29	54	2
59	Band of Hope	M.W.T.Bailey	7 12 51	36	18	27	11	10
60	Rose of Paglesham	C.Hughes	7 25 18	63	20	09	08	2
61	Sea Fever	R.N.Simper	7 32 55	60	19	45	59	1
62	Phantom	W.J.Quill	7 34 00	53	19	04	17	10
63	Sea Nymph	N.Downie	7 40 00	62	20	09	30	2
64	Jenny III	R.Crick	9 04 26	64	20	11	00	10

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Class 3

1 Boy Martin	P.J.Willetts	4 31 46	1 17 11 08
2 Surf	D.E.Murphy	4 49 00	2 17 12 43
3 Annie Laurie	Mrs.Baird-Murray	5 12 22	3 17 59 55
4 Appleberry	L.H.A.Weigall	5 27 39	4 18 16 11
5 Mary of Maldon	C.R.Williamson	5 38 40	5 18 20 07
6 Red Red Rose	I.Logan	6 08 54	6 19 25 43

Retired, or Non Starters

Aaron, Alice and Florrie, Emma Goody, Faith, Foxtrot, Katrine, Kianda, Lady Ripple, Para Handy, Privateer, Rainbow, Ripple, Saari, Storm.

PRIZEWINNERS

East Coast Old Gaffers Trophy	Fanny of Cowes
Tom Bolton Memorial Cup	A.D.C.
Sheave Trophy	Duet
Dulcibella Trophy	Henrietta
Stone Trophy	Badger
Liferaft Hire Company Cup for Seamanship	Sea Pig
Cup for Trying	Sea Fever
Zetland Trophy	Boy Martin

<u>Class Prizes</u>	1st Class 1	Gracie
	1st Class 2	Eve
	2nd Class 1	Betty
	2nd Class 2	Betty II
	3rd Class 1	Hypatia
	3rd Class 2	Golden Plover

East Coast Race (continued from page 2)

The finish went well, and somehow or other we seem to have identified all the boats correctly. In many cases the plea for clear names has worked very well, but we on the bridge were disappointed to see many smaller boats on which a name could be seen, but even through the telescope it could not be read! That line at Stone is quite long, and the clubhouse is set quite well back, so to be read easily, names need to be at least the size of normal sail numbers. As this is obviously impossible for many boats, the committee will have to permit a removable name board to be displayed at the finish, or some other alternative. However, many owners commented afterwards on how much nicer it was to be able to read the names of the other boats round them, so the rule about names is obviously of some benefit.

As usual we had the invaluable help of an absolutely first class bridge team from Stone Sailing Club, and down in the lounge some excellent mathematicians, so the working of the results went like well oiled machinery. (I think some of the workers got pretty well oiled later!!)

Thirstlet Spit claimed yet another victim this year, when just before the start John Dines' big yawl Katrine slid to a halt. The spectator launch Viking Saga made valiant efforts to pull her off, but the tide was falling too fast and Katrine's crew came ashore for the day.

After lunch the committee received a telephone call to say that the mother of a crew member on John Dory had been taken seriously ill in London and could her son get there as quickly as possible. With the fleet well out of sight below Bradwell, beating across the mouth of the estuary, this was a fairly tall order. Nevertheless Ron Burke, Commodore of Stone Sailing Club, had the high speed rescue boat fueled up and sent out. As

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removing John Dory's crew would have left owner Geoff Wardell with only two children as crew and could have forced his retirement from the race, an ad hoc meeting of the sailing committee agreed to waive Rule 56 and send out a replacement crew. And how handy. At a nearby table Katrine's crew were recovering their usual spirits over a lunch time drink, so a volunteer was soon found. It is a singular co-incidence that he was available because Katrine was on Thirstlet Spit, where John Dory spent last year's race day!

In a surprisingly short time the launch called the bridge on the radio to say the exchange of crews had been effected and they were on their way back. No praise can be too high for the polished efficiency of the Stone Club's launch service. (Latest news was that the crew's mother was recovering after an emergency operation, so all appears to have ended well).

The launch operator deserves further praise though. In the early evening Percy Douglas had to give him very firm orders to take a break from running the ferry service and go and get a meal!

We were lucky to see Theodora racing. Whilst she was on the hard at Brightlingsea on the Thursday before the race she fell over, damaging rails and chainplates and breaking four timberheads. Friday was far too hot for hard work, but nevertheless the Ocean Youth Club members got her repaired in time. Maud was another "quick repair job", as she had broken both boom and bowsprit the weekend before. Star and Clythie were both fitted out in incredibly short times to turn up and enter on the line.

The results of the race have not yet been fully analysed, but it is noticeable that the times for this year's race are much faster than for the other two years we have used this course. Duet's elapsed time of five hours, nine minutes and seven seconds is 46 minutes better than the previous best time for the course.

The supper and informal party in the evening was as outstanding as the day had been. All O.G.A. functions attract a wonderful crowd of some of the nicest people ashore or afloat, but this appeared to be an almost solidly packed mass of happy, smiling, bronzed faces. The prizegiving started on time. After the usual secretarial waffle, main purpose of which was to lead up to the date of next year's race, July 25th, the prizes were distributed by Mrs. Burke, wife of the S.S.C. Commodore. Replying to the formal O.G.A. thanks for hospitality for the day, Ron Burke said he had been making enquiries as to what were the qualifications for an Old Gaffer. The suggestion that one was a beard, preferably untrimmed, did not seem to tie in with some of the mini-skirted or bikini-clad crew he had observed, so he was more inclined to accept the suggestion that the main qualification was the ability to consume a gallon of beer without foundering, capsizing, or springing a leak!

No special prizes for outstanding performance have been awarded. This is not because there were no outstanding performances, but because almost everybody seems to have done well! On deeper analysis of the results, something might turn up to cause the committee to consider some award, but so far it looks to have been a jolly good race all round.

One point which is obvious is that we need a special class for Dutchmen. Jenny III did very well, but the different proportions of Dutchmen make them rate most unfairly against other craft.

There seems to be a myth abroad that these wonderful race days are all my doing. They are not. What makes our race days the superlative occasions they undoubtedly are is the presence of so many wonderful boats and their crews. The success of Race Day is due to each and every one of you, and I do thank all of you for coming along and making such a success. Especial thanks to those who entered earliest!

Continued on next page.

Also, I now enjoy (and that really is the right word) the help of a magnificent team. Messrs. Douglas, Burke and Crispin of S.S.C., with all their bar stewards, launch operators and other helpers make our visits to Stone very pleasant indeed, and from the O.G.A., it is marvellous to be able to hand over every detail of the supper organisation to Jimmy Baird-Murray; to have the help of Ian and Peggy Edmond with the paperwork, Tom Cook with the calculations, and Len Warren on whatever job needs doing. This year I also had the pleasure of Michael Millar's company and help all round, and D. S. Farthing and his crew and Sheila Wardell to help with the calculations. My sincere thanks to all of you, and to the many others who helped with smaller details of the work.

For an outside opinion on O.G.A. members, here is the letter I received from Percy Douglas after the race:

"Dear John,

"Thank you very much indeed for your kind words, but frankly without the really first rate organisation of your assistants and of your good self, and the extremely high level of your Association's 'Camaraderie' this event would be just another event; but it is one we really look forward to and, in fact, very many more repeats.

"The only suggestion I have to make is that I feel everyone would be helped by a much more rigorous rule of identification. However, everything went well and we do thank you for helping put variety into the life of our club."

KITCHENER NEEDS YOU

When our old bogey stove finally collapsed into a pile of rust and broken fire-bricks, we decided to replace it with a stove that included an oven. The old stove had done a grand job, providing many a good fug in the cabin, and drying the occasional wet shirt round the chimney. But there was no doubt that a diet of fried food palled a bit towards the end of the summer cruise. An oven would open up new vistas of culinary delights - roast chicken, baked potatoes, milk puddings, shades of Cordon Bleu!

With taste-buds a-quiver, we started our quest for a suitable replacement, instinctively rejecting any vitreous enamel, chromium plate, or stainless steel as looking out of place on our Old Gaffer. Choosing old-fashioned cast-iron narrowed the field drastically, and an intensive search of chandlers' catalogues brought to light a bare half dozen models. The most interesting one, triangular, wrought-iron legs, pure Victoriana, had mentally been installed up in the bows before a footnote classified it as a "discontinued line". A hexagonal model, complete with lashing ring-bolts and a back-boiler (hot baths too!) was too high. The others were too large for the space available and, with great reluctance, we looked at gleaming enamel cookers, run on this new-fangled bottled gas. But our hearts were not in it, you cannot see pictures in a gas fire.

Eventually lucky eyes saw an advertisement for a miniature kitchener stove, the kind that Grandma used to have, with a small square grate and an oven alongside. It arrived all unbolted, in pieces, packed in straw, in a wooden crate. Many slithery trips across the saltings to the mud-berth were made before all the lumps of iron were stacked up on the cabin floor.

Then we realised that a boat was like a jig-saw puzzle - change the shape of one piece and you have to change the shape of another half-dozen pieces before it fits. In our case, fitting a new stove meant shifting the galley, and that meant cutting down a bulkhead and moving it to the next deck beam aft. But the steps down through the hatch to the cabin were on the

bulkhead, so they had to be re-sited, and we might as well build some more storage shelves The work list grew, as the cold autumn mist seeped in.

Getting our priorities right, we exchanged the pile of iron for a pile of splintered wood and the stove, black and gleaming, was soon taking the chill off.

During that winter, as reconstruction continued apace, we came to realise that owning a kitchener brought a new dimension to life. It was like adopting a wayward child, it had its own distinct personality, foibles and prejudices.

Packed in the wooden crate was an imposing array of implements, a poker, hob-lifter, riddler bar, draw bar, and we soon added a hook bar and shovel. Grandmother would have handled them with easy dexterity; but our first efforts were clumsy, to say the least. Reading the brochure, we found that we had to contend with two hobs, a warming plate, a direct draught damper (for rapid kindling) an oven bottom panel, a tilting bottom grate, a soot door, a flue divider, drop down front bars, and an ash drawer. During our first overtures with the stove, as we carefully added small coal to the crackling kindling, feverishly pushed and pulled dampers in and out, and divided flues, we felt like Reginald Dixon playing his Wurlitzer organ, although we did not have to use our feet, except to scramble out of the hatch as smoke oozed out of the oven door and filled the cabin. We noted the address of the nearest Spiritualist meeting so that, if all else failed, we could contact Granny.

Slowly, we developed a series of techniques to cope with varying conditions. On cold misty days, a lighted newspaper up through the soot door warms the chimney for quick kindling. With a westerly wind and an ebb tide on the mooring an anti-downdraught cowl is needed on the chimney. Over Force 3 the damper must be fully opened to minimise the risk of blow-back, the permutations are endless.

During our apprenticeship we made all the possible mistakes, such as riddling too hard so that the whole glowing fire falls into the ash can, or poking too hard so that the front bars drop down and the embers pour out on to the cabin floor. The top of the stove offers a complete heat spectrum, from lukewarm, through "ouch", to spit-sizzler, and it took a lot of burnt soup and stewed tea to plot the zones.

Sweeping the chimney came easily - it was the washing down afterwards that took time.

With smokeless zones and central heating becoming more popular, the supply of suitable coal is precarious. Your authentic Kitchen Nuts must be diligently searched for, and a good supply laid in while stocks last.

Young assistants in hardware shops do not know what you are talking about when you ask for stove polish. An old man will shuffle off to the storeroom and gleefully return with the last tube of "Zebrite". In desperation, we experimented with various concoctions and found that graphite mixed with blackboard paint is the most effective. The editorial staff of a sympathetic yachting monthly magazine wrecked their office gas ring whilst carrying out similar research for us. Finally, our pleas were heard through the grapevine and Old Gaffer "William" unearthed two long-forgotten tins of "Zebo". They are quite possibly the last of the dynasty, and are handled with due respect.

In common with all other yachting coal-stove owners, when the time comes to go ashore, all dampers and doors are closed down and the stove is left to its own devices. We row away with many a backward glance for the first wisp of smoke, and in riverside taverns tend to sit by a window to watch for the red glow in the sky.

Lately, an uneasy feeling has started to nag. With sacks of coal hogging the cabin floor, the food locker full of polish, rags and kindling, and a pair of socks drying in the oven, there is a possibility that there will not be room or time for roasting chickens.

Anyone for burnt toast?

L. J. Warren.

L. D. JOHNS of the brigantine DUENNA writes:-

I have a feeling that most people's addiction to gaff rig is based on a romantic (or a perverse) delight in the archaic, which of course, are perfectly valid reasons. Nevertheless, I think there is a great deal of scope for development and variation in the rig without necessarily departing from its traditional form. As an example, I have discarded my main boom and find the result sheer delight. Snatching and banging in light winds has gone, gybes are completely painless and reefing is child's play. The addition of vang to the gaff vastly improves the set of the sail with the wind free. Nothing either new or radical in that (vide bawleys and barges) but very few people seem to have tried it.

There must be a vast amount of ideas and experiment knocking around among your members. Might I suggest asking them to send in accounts of anything they might have done with a view to building up a source of reference? An analysis of the results should prove fascinating. The Association is probably in a unique position for this. I'd be most interested in your comments.

ADVERTISEMENT "GOLD MIST", Auxiliary Gaff Cutter. 5 tons T.M. Built William King 1933, designed H. Smith. Pitch Pine planking, Pine deck canvassed, Teak transom, Oak floors, Elm frames, Mahogany superstructure. Copper fastenings. 1½ ton lead keel. 24 ft. LOA, 22 ft. LWL. Beam 7.5 ft., draft 4.5 ft., headroom 5 ft. 8 in. 6 ft. G.R.P. Dinghy. 10 H.P. Morris Vedette engine (complete makers overhaul 1969). Very comprehensive inventory of cruising equipment. Records show a high standard of maintenance throughout the life of the vessel. Lying Chichester. £1,500. Apply: Lieut. Cdr. I.D.G. Graham, A.M.R.I.N.A., M.I.Mar.E., Sherburne House, Eartham, Nr. Chichester, Sussex. Tel. Slindon 329.

REMINDER An encouraging number of members have completed the boat register forms, but there are still many who have not. The recent sad losses of two fine craft (of which we did not have full details) have meant more little bits of maritime history gone for ever. Please do not forget about these forms.

OTHER RACES July 26th also saw the St. Malo Old Gaffers Race, and the end of the Friendship Sloop week in Maine. I have not yet heard the results of these, but I hope they were as successful as the East Coast Race.

FINALLY, a very sincere thank you to all who have written following the East Coast Race. It is very nice to feel that there are still people about who are not ashamed to express their appreciation. Let's hope next year will be even better!