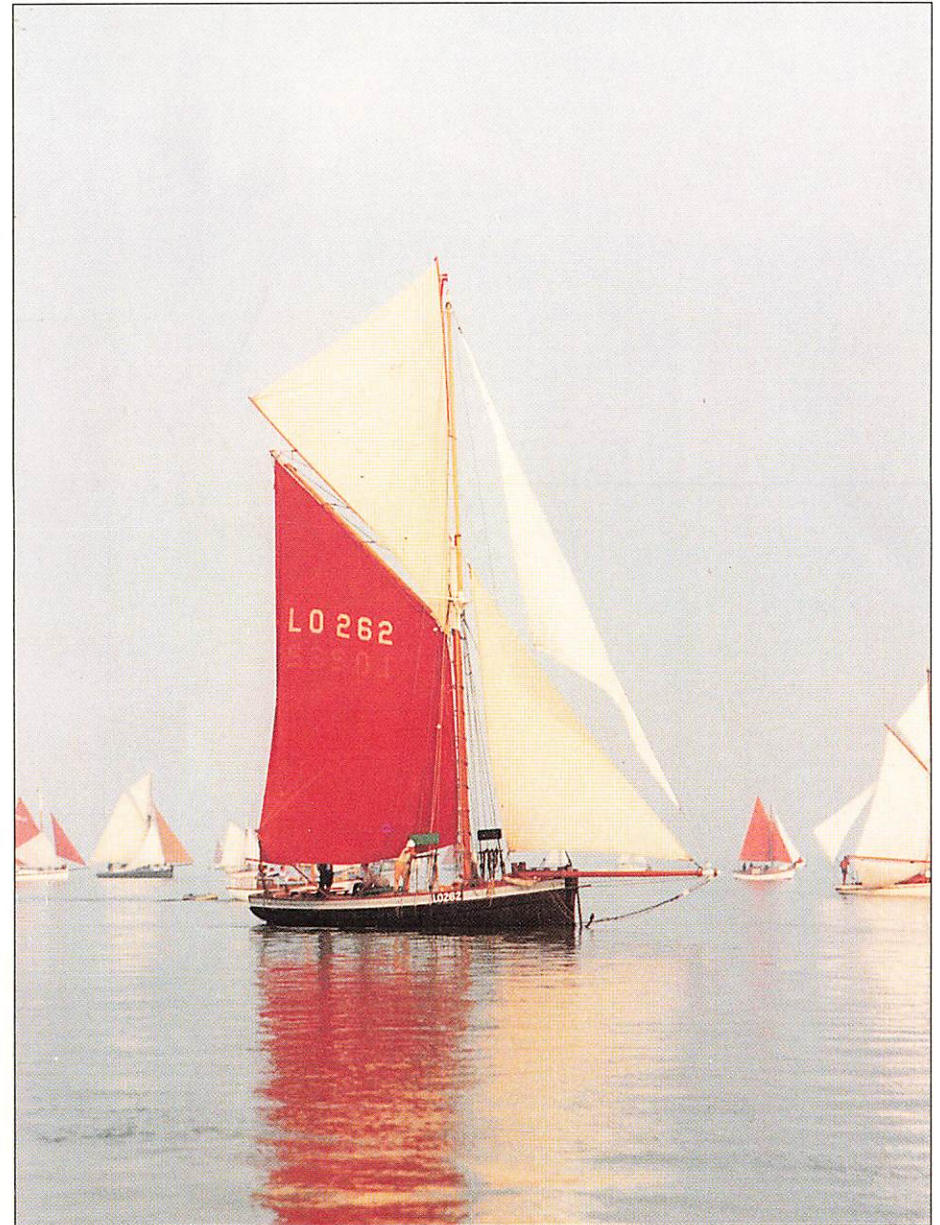


Gaffers Log

SUMMER 1993
THE OFFICIAL NEWSLETTER OF THE OLD GAFFERS ASSOCIATION



Cousta boat *Ranger* in action, Sydney Harbour
Picture by Sam Bayliss



Bawley *Helen & Violet* lazes in the East Coast sun Picture by Alan Hidden

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Frank. D. Marchant, P.O. Box 111,
Claremont 6010, Western Australia

There are no Area Secs. for the following areas:

North East:

North Wales

Channel Islands:

The following abbreviations are used throughout the newsletter to denote O.G.A. areas:

NE - North East	SOL - Solent	DB - Dublin Bay	FR - France
EC - East Coast	SW - South West	NW - North West	GER - Germany
MNK - Medway	CWL - Cornwall	MB - Morecambe Bay,	USA - U.S.A.
& North Kent	BC - Bristol Channel	CLY - Clyde	CAN - Canada
CP - Cinque Ports	WAL - North Wales	NI - Northern Ireland	WA - Western Australia

Advertisements

BOATS FOR SALE

MEMORY

Memory 19ft LOD, GRP gaff cutter, (cabin version) extensively renovated, road trailer, Seagull, anchor, fenders, £4,250, ashore Hayling Island, 0730 825631 (evenings except 1-16 Aug)

FELIX 16ft David Moss Gaff Catboat - Unique - Cold moulded mahogany, 200sq ft sail, Mariner 4HP O/B, all over/camping tent cover. Plenty of space, beautifully built, excellent condition. Sails well. Lying Blackwater. £3,850. Tel: Robin Ford 0494 727768 Evenings 071 924 2244 Daytime

LOWLY WORM 31ft Essex Smack/Yacht. Owner built 1984. Cruised extensively in Europe. Ferro hull professionally supervised. Decks and joinery timber. Gaff cutter rig. Sails J. Lawrence. Re-engined 1992 Perkins Perama 29HP diesel. VHF, Decca, solid fuel stove, oil lamps, fully equipped for cruising. Many spares. 5 berths. £18,500 Lying Maylandsea. Tel: (0865) 57736

GEAR FOR SALE

SAILS - almost new, Jeckells tan gaff main, head 2.85m, luff 3.1m, foot 3.45m, leech 5.76m. Jib luff 5.15m, leech 4.25m, foot 2.4m. £125. Tel. D M Seaton 0730 825631 evenings (Petersfield)

CLASSIC OUTBOARD - Seagull 90 (5 1/2 hp) EFNR (that's Forward, Neutral & Reverse), short shaft, electronic ignition, new plastic tank, recoil starter, carrying handles, outsize pivot fitted (i.e. no shakes), handbook, overhauled, excellent nick, PERFECT runner, I'm asking around £300. Peter 0962 865708 (Winchester). Remember, you can't put a modern outboard on a gaffer!! Here's your chance to acquire a classic

ASSOCIATION STOCK LIST

	Size	U.K.	OVERSEAS
Burgees	18"	£ 9.75	£ 10.25
	24"	£ 11.50	£ 11.75
	30"	£ 14.00	£ 14.50
Membership Flags	12"	£ 9.75	£ 10.25
	15"	£ 11.50	£ 11.75
	18"	£ 14.00	£ 14.50
Ties (Multi-Motif)		£ 5.00	£ 5.50
Brooches		£ 3.00	£ 3.50
Up Badges	Small	£ 5.50	£ 6.00
	Large	£ 6.00	£ 6.50
Sweatshirts		£ 13.50	£ 14.00
Polo Shirts		£ 12.50	£ 13.00

Both available in Navy, White, Red, Green, and Grey. Sizes S, M, L, XL, XXL Embroidered boat name on sweatshirt or polo shirt (allow up to four weeks for delivery) £2.00 extra.

Special Orders Please ask about delivery time and price for other sizes and colours.

Prices include postage and packing - surface mail for overseas.

Please send orders, with cheque or postal order, payable to Old Gaffers Association (overseas members can pay by Eurocheque or by a draft on a London Bank) and if possible, a self-addresses label to:-

Mark Taylor, 5 Hawthorn Close, Colden Common,
Winchester, Hants SO23 1TW Tel: 0962 715042

Orders will not be despatched until payment has been received.

NOTE: Stocks of some items are currently held by -

Peter Broad (0373) 823050 - Solent Area and Brian Hammett (0277) 821481 - East Coast Area.

All advertisements are published in good faith and, subject to editing, as received from contributors but we cannot guarantee or accept any responsibility for their accuracy of description.

New Service for Gaffers and Others

A computerised database to help the sailing fraternity to buy and sell their craft was launched earlier this year on Valentine's Day to be precise.

SAIL-LINE, a dating agency for boats, was conceived by Geoff Kirby after spending months scouring the ads in magazines and touring chandlers and sailing club notice boards in search of a suitable boat for himself.

Boats for sale are recorded on the database and details of suitable craft are sent to prospective purchasers according to their requirements, says Kirby.

This service is free of charge to purchasers with a registration fee to sellers of £20 per craft for a three month period. Sellers and purchasers negotiate direct and there are no commission charges.

Both buyers and sellers can find out more about the service by calling the 24 h hotline on 0839 111 455. Calls are charged at 36p per minute off peak, 48p at other times.

CHLOE

Chloe was possibly built in 1937 in Scotland as one of a "Coronation" class. After several changes she was professionally rebuilt in 1986: new decks, cockpit, cabin and rig. She had a full survey in 1992 which confirmed that she is still in first-class condition.

LOA 22ft (+ bowsprit), LWL 16ft, beam 6ft, draft 3ft.

Construction: pitch pine on oak frames with simulated laid deck (iroko on ply) and mahogany cabin-top and cockpit.

Cosy accommodation for two with cooking locker/chart table (paraffin stove and washing-up bowl) and oilskin locker. No engine or electric to go wrong and her hull form and generous sail area make her easily manoeuvrable even in light winds.

Chloe has won several prizes at SW Area Old Gaffer events and has often been called "the prettiest boat in the harbour" (Salcombe harbour, where she is currently lying).

The owner has bought a larger (and even older) gaffer and so reluctantly offers her for sale at £8,000.

Contact Peter Cook on (0272) 560327 or (0272) 568155 (business with answering machine when not available).



Chloe

HUNTER MINSTREL 23 - 1986 (lying ashore Totnes, Devon) LOA 22ft 8in, LWL 19ft 1in, Beam 7ft 4in, Draft 1ft 2in - 3ft 6in.

Trailer/sailer, gunter rig, bilge and drop keels, lifting rudder, 2/3 berth, head and oilie compartment, 2 burner stove, storm jib, anchor, warps, log, etc.

5hp Mariner outboard, excellent trailer with spare wheel.

"A lively go-anywhere Old Gaffer" £9,500 S & D Connell - 06477 252 (Devon)

SPRAY where are you? 28ft cutter built 1910 Dingle, Co. Kerry for the Earl of Dumphries, advertised in Newsletter 1992/1. Last known lying ashore near Ware, Hertfordshire. Please contact John Mellor 0445 731 541.

Old Gaffers Association



PRESERVING AND PROMOTING GAFF RIG

HERE we go again. Another chew on the editorial cud, to some extent, I am going to regurgitate and swill around a couple of points raised in the last edition of Gaffer's Log.

A young regular writer is still needed although there is a contribution from Solent area junior member Robert Baggett. Well done Robert.

But I would like someone out there to drop me a note expressing an interest in doing something regular - history, offbeat, off the wall or whatever. So come on all you budding Joshua Slocums and Ann Davisons, even if you only sail a Mirror, Heron, Gull or whatever kind of anything-but-bermudan boatlet.

And back to the subject of photographs or even doodles, we're blessed this time with a goodish smattering of area reports but new pix are like hen's teeth.

John Mellor and the archive came to the rescue but that's not good enough. Seriously, folks ... all those shutters clicking away at every gathering. Surely someone wants to share a pic or three with the rest of us. You'll get them back ... honest ... eventually. COLOUR IS FINE.

Now a change of subject. I don't get afloat much these days though I was aboard the Macduff pilot boat a few weeks ago taking portraits of the latest and possibly last big wooden fishing vessel of 70-plus feet to be built in Scotland.

But I do get around some ports and was down in North Wales exhuming a few ghosts from my past. It's a shocking admission, but the last time I was in Conwy was 12/13 years ago and then only under stress of weather.

What an odd sensation it is returning to the place where you cut your sailing teeth - to whit my parents couldn't keep me away from the water. I was ready for some disappointments ... and they happened, but I was also overjoyed to see that more attention had been paid to the old gaff-rigged boats on the Conwy than during my formative years.

For one thing, local marine contractor Tony Price was in the throes of virtually completely rebuilding the big Lancashire nobby *Snipe* - new frames, masses of new planking, restored counter rail and so-on.

And he had donated *What-O*, a purpose built auxiliary nobby be worked on for many years, to some trust or another for restoration.

Moreover, there were at least three more out on the mooring trots, Well done! whoever their owners are.

But Deganwy Dock, my all time favourite mud hole was virtually deserted ... with hardly a bone of anything decrepit left to muse over, let alone something modern.

A few miles along the North Wales coast from Conwy is Penrhyn Dock ... another much liked mud hole. I gritted my teeth as I approached as it had been even longer since I last called there.

It was grreat ... plenty of wrecks and lots of restoration going on including the magnificent rebuild of a big Bristol Channel pilot cutter (name forgotten) by Whiston resident Dennis Crompton. She was nicely snuggled in the ooze alongside Dennis's other pride ... the former Norwegian motor fishing cutter Elinor.

And lying against one of the outer walls of the dock that once boasted a big fleet of trading ketches and schooners dedicated to the Welsh Slate trade was the

restored Brixham trawler?

Thank goodness the marina moguls haven't got their hand on every mud hole yet. Perhaps the recession isn't such a bad thing after all. At least old timers can still snooze in comfort in some parts of Britain.

Not that I'm agin marinas entirely. Far from it, but there's something rather appealing about watching the tide sneak up over the ooze and feeling the old girl (boat I hasten to add) stir beneath you. And in any case mud is good for "prolonging" the life of weary caulking!

Jay Cresswell Hon. Ed.

(P.S. Reports, articles, for sale items etc. must be with me by the end of September for the next Gaffer's Log).

Welcome Aboard

Area	Name and Address	Boat Name
BC	R A Kennedy, Pill End, 78 Pill Road, Hook, Haverfordwest, Pembrokeshire, SA62	CARRAN SONA
BC	R K Lucas, 2 Syerscote Lane, Wigginton, Tamworth, Staffs, B79 9DX	FREYA II
CP	I Shearer, Mill Farm Cottage, Winchelsea, East Sussex, TN36 4HH	PINTAIL OF WINCHELSEA
CLY	G Berguis, Firbank, Kilmorey Road, Lochgilphead, Argyll, PA531 8SZ, Scotland	
CLY	D C Rhind, 359 Pilton Avenue, Edinburgh, EH5 2LD, Scotland	TERN
CW	M T Bolton, Lower Trelask, Lampretton, Liskeard, Cornwall, PL14 6RR	RORY TREMAINE
DB	M Benthams, 2 Kilfenora Drive, Raheny, Dublin 13, Eire	AN REALT TUAIG
DB	S Whiston, 51 Mount Prospect Grove, Clontarf, Dublin 3	
EC	W Baker, 54 Firs Road, West Mersea, Colchester, Essex, CO5 8SP	PEWIT
EC	G K Brewster, Pembeth of Clyde, Ferry Quay, Woodbridge, Suffolk, IP12 1BW	PEMBETH OF CLYDE
EC	B J Burnett-Hitchcock, Three Chimneys, Cousley Wood, Wadhurst, East Sussex, TN5 6QU	WOBBLY JANE
EC	T W Coney, 20 Eversley Crescent, Ruislip, Middlesex, HA4 6DD	
EC	L Crich, M B Dolfijn, c/o The Jolly Sailor, Heybridge Basin, Maldon, Essex, CM9 7RS	
EC	T D Green, 8 Borrowdale Avenue, Ipswich, IP4 2TN, Suffolk	WIND SON
EC	M Greenslade, 8 Rose Farm Cottages, Shotley, Ipswich, IP9 1PH, Suffolk	OLIVIA MARY
EC	P A Harrison, Pond Cottage, Waldegraves Lane, West Mersea, Colchester, Essex, CO5 8SE	BLUFF
EC	C A Heavyside, 12 Totham Hill Green, Great Totham, Maldon, Essex, CM9 8DX,	GOLD MIST
EC	R Kalberer, Old Farmhouse, Osea Island, Maldon, Essex, CM9 8UH	JOANNA
EC	S Marsh, Hill Croft, Mersea Road, Abberton, Colchester, Essex, CO5 7LE	WITCH
EC	R A Meason, Kiln Cottage, Church Lane, Marks Tey, Colchester, Essex, CO6 1LW	
EC	M Newport, 17 Hulton Close, Boreham, Chelmsford, Essex, CM3 3BU	SWALLOW
EC	H W Nobbs, 54 Colne Road, Brightlingsea, Colchester, Essex, CO7 0DU	ZENITH



Hon. Secretary's Note

THE membership of the Association, fully paid up, is now 970 of whom some 324 are family members. Astonishingly, there are still a number of prominent 'ex-members' whom, even by direct mailing I seem unable to recover - there are still 240 of these out there.

This is lost revenue and lost boats to the OGA. If anyone would like a list of those in their area (with full addresses and phone numbers) so that they could make personal contact (expenses refunded by OGA) this would be doing the Association a great service.

I have always found that such people are delighted to be called back into the fold and consider, and say, that such an effort is gratefully received. So please do make the offer. I fancy a local call could recover many of these members.

This office has a copy of the Proceedings Of The Common European Maritime Heritage Congress which was held in Amsterdam late last year. It makes fascinating reading. One of the main conclusions is that the most effective way such heritage is recovered, maintained and preserved, is by private owners.

The OGA gets a considerable puff in the exposition of the UK situation by Stephen Riley of the National Maritime Museum, as does restoration of the secretarial yacht (nothing like friends in high places!).

The UK does very well compared to most countries when it comes to individual enthusiasm and commitment, as well as possessing a considerable maritime heritage of all types whose preservation has been going on for long enough to have continuity with the original tradition.

But we do a great deal less well when it comes to considerations of Government or official attitude to preservation of "movable historic artifacts". We have something to learn from other countries here.

Your Secretary has mailed all those who took part - from Finland to Greece - to warn them of possible legislative problems with the EC Directive in their own countries. I included copies of the new Gaffers Log and a request that the OGA be considered an essential part of the proposed new European Federation of Associations and Owners of Historical Craft which was the main outcome of the Congress.

This way the OGA can bring its experience with its Boat Archive and its very wide knowledge and skills of traditional boat types to a wider audience while helping to influence and gain from legislation aimed at recognising and supporting maritime heritage throughout Europe.

Corresponding with members I am constantly reminded of the huge body of knowledge and skill that resides amongst us, probably the largest such pool in the world as it is spread amongst so many and preserved and used with such enthusiasm and concern for authenticity.

This should not hide under a bush. Being part of a wider European audience as I have suggested could provide many opportunities for members to extend their knowledge and the fun they get from our activity while helping influence legislation and regulation to the good of us all.

Mike Burn Hon. Sec.

The Common European Maritime Heritage Congress

Copies of The Proceedings can be obtained from H Dessens, Nederland Sheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam, The Netherlands.

I would suggest including adequate postage for 300gms European rate as a courtesy to the Museum which has done this so far from internal funds.



SOUTH WEST

South-West Area Race July 3

WITH half an hour to go until the start of the race the wind off Dartmouth was so fresh that on *Sea Widgeon* we were considering putting a reef in the main. But when the starting gun went at 11.00 am the wind had eased appreciably and continued to do so throughout the day until it faded away completely leaving the race fleet wallowing on a sun-dappled sea.

The pattern of the race soon developed as local boats *Joanne*, *Ripple* and *Wender* shot ahead with *Tee Jay* and *George Glasson*, visitors from the Solent and Falmouth respectively, in hot pursuit.

These boats remained as the leading group throughout the race sharing the lead between them. *Ripple* went out for the race 'tooled-up' with gigantic water-pistols with which they intimidated their opposition.

We didn't have a good start in *Sea Widgeon* but were soon having our own battle with *Elizabeth-M*, *Samani* and *Reynardine*. The wind was fresher the further out to sea we sailed but coming closer to land on the triangular course brought gently slatting sails and sent the crews onto the foredeck to try and find some shade.

We caught up with *Naiad* and *Bethany* on one such leg and included them in our rear-guard group.

Middle-of-the-race boats *Airy Mouse*, *Maid Marion*, and Paul Highway's recently restored 33-foot cutter *Muriel* who was being put through her paces in her first OGA race by Pete Nash and John Holden the owners of the yard responsible for her restoration.

A visitor up from Plymouth, the 39ft ketch *Guiding Star* went well for a heavy boat considering the lack of wind but she eventually retired, started her engine and began her homeward journey.

Our thanks to her for coming,

and also to *Tee Jay* and *George Glasson* who both travelled a fair distance to join in our race.

The finishing time for the race was 4.30 pm and *Widgeon* was only moving because of the tide with her. *Little Juniper* sailed single-handed by her young owner had caught up well and was not far from us at the finishing time.

Only three boats finished the course in time. *Joanne* crossed the line first with Di Nash in command (thus giving her the dubious honour of being South-west area commodore for a year), followed by *Ripple*. *Wender* crossed the line with two minutes to go. These three boats shared the prizes at the post-race supper & there were also awards to *Tee Jay* & *Juniper* for effort.

SW Race Entrants

Airy Mouse, *Bethany*, *Elizabeth-M*, *Eve*, *George Glasson*, *Guiding Star*, *Joanne*, *Juniper*, *Maid Marion*, *Muriel*, *Naiad*, *Reynardine*, *Ripple*, *Samani*, *Sea Widgeon*, *Tee Jay*, *Wender*



Ripple

Area	Name and Address	Boat Name
EC	C Pask, Chequers Barn, Streetly End, Horseheath, Cambridge, CB1 6RP	
EC	B Patrick, 80 Rickstones Road, Witham, Essex, CM8 2ND	CELTIC WITCH
EC	J Pettit, The Grey House, Chapel Road, Tolleshunt D'Arcy, Maldon, Essex, CM9 8TL	BERRY MAY
EC	J D Reed, Norsey Road, Billericay, Essex, CM11 1BU	
EC	F Schofield, Lodge Farm, The Street, Barney, Fakenham, Norfolk, NR21 0NB	LORNA DOONE; CORBIE
EC	J Squirrell, 38 Lone Barn Road, Sprowston, Norwich, Norfolk, NR7 8HZ	PENGLIN
EC	I C Standingford, 42 Nightingale Square, London, SW12 8QL	
EC	B Taylor, 48 Highfield Avenue, Dovercourt, Essex, CO12 4DR	
EC	T L Taylor, 'Fulwood', Chapel Road, Fingringhoe, Essex, CO5 7AU	SIXPINCER
EC	The Norfolk Wherry Trust, 14 Mount Pleasant, Norwich, Norfolk, NR2 2DG	ALBION
EC	R Thorling, 15 Hyde Vale, Greenwich, London, SE10 8QQ	JOYCE
EC	S Tozer, Stapleforde Farm, Alphamstone, Bures, Suffolk, CO8 5DT	LA RETRAITE
EC	R & J Walker, Bridgemarsh Marine, Bridgemarsh Lane, Althorne, Essex, CM3 6DQ	NOORDERZON
EC	M Wells, 22 Devonshire Road, Southminster, Essex, CM0 7AW	CURLEW
EC	R Wigley, 80 Coast Road, West Mersea, Colchester, Essex, CO5 8LS	LINNETT
EC	J Hendy, 69 Kingsdown Avenue, London, W13 9PS	PIONEER
EC	T J Nunn, 'Braeside', 114 Swiss Avenue, Chelmsford, Essex, CM1 2AF	SEVERN
MB	F Winstanley, North Bank House, 128 Pleckgate Road, Blackburn, Lancs, BB1 8PN	FREJALA SOPHIE
WAL	D Richardson, Plas Penhelig, Aberdovey, Gwynedd, LL35 0NA	
NI	R A Brennen, Grianan, 35 Boneybefore, Kilroot, Carrickfergus, Co Antrim	TAYNISH
NI	D McCarter, 25 Ballynahinch St, Hillsborough, Co Down, BT26 6AW,	GILHOOLEY
NI	A McGahey, Flat 2 116 Fitzroy Avenue, Belfast, BT7 1HW	
NI	F McKenna, 25 Sheridan Drive, Bangor, Co Down, BT20 5NQ	
NI	G Rodgers, 33b Carnbrae Park, Belfast, BT8	
USA	S Costello, 9005 Cynthia Street, 203 Los Angeles, California, CA 90069, USA	
NL	J P Janse, Vest 120 Gouda, 20701 Holland	EL PINTOR
AUS	J Riha, c/o Dragonweyr Forge, Christmas Creek Road, M/S 98 Beaudesert, Queensland 4285, Australia	
	H Vandersmissen, Hilvertsweg 275, 1214 J G Hilversum, The Netherlands	PRIDE OF THE FLEET
SOL	M Collins, 58 Newtown Road, Warsash, Hants, SO3 9GB	SVARTE STINA
SOL	F G Fisher, 29 Sarum Avenue, West Moors, Ferndown, Dorset, BH22 0ND	
SOL	R Hathaway, Pylewell Cottage, Swanmore Road Droxford, Southampton, Hants, SO3 1PT	ELEANOR MARY
SOL	B Henderson, Shepherd's Barn, Chiltley Lane, Liphook, Hants, GU30 7HJ	PUFFIN BAC
SOL	S Richards, 1 Dukes Head Cottages, Lower Woodside Lymington, Hants, SO41 9AJ	MINION
SOL	C P Scott-Francis, 10a Putney High Street, London, SW15 1SL	
SOL	C R H Temple, 8 Alma Place, Yarmouth, Isle of Wight, PO41	
SOL	P H White, 7 Lea Court Lea Road, Sandown, Isle of Wight, PO36	SMALL HOPES
SW	M P de Berger, Catwell Cottage, Catwell, Williton, Taunton, Somerset, TA4 4PF	RADIANCE

81 Maldon Road,
Burnham-on-Crouch,
Essex. CM0 8NP

Dear Jay,

The meeting at Stone on July 17 this year was probably the first time that some of our members have had a chance to see an authentic Cape Cod Catboat this side of the Atlantic and I thought it might be of interest to our readers to give some of the background to our obtaining the same. *Seahorse of Newport (USA)* was constructed according to various bills of sale by Manley Crosby in 1906 possibly in Osterville Cape Cod and was built as a working boat, for lobsters etc. which abound in the area.

The design is very close to that shown in Howard Chapelles' American Sailing Craft page 55.

We found *Seahorse* lying uncared for at West Mersea last year and that Hugh Potter that last owner had died back in the States.

He purchased the Cat in the early 1980's and after doing a fair amount of work on this and that had the vessel sent over from Boston in a container to Harwich as he was lecturing at Essex University and we further gather that it was his intention to use the Cat locally and on the Broads and even take it further afield depending how he found things, sadly this did not work out for him.

Seahorse measures about 24 ft less the plank bowsprit and with nearly 11 ft of beam and draught of about 3 ft and with 5ft 6in with the centreboard down. The sail area is some 450 square feet. Hugh Potter had a two cylinder Thornycroft diesel installed which drives *Seahorse* at about five knots in smooth water.

We keep the Cat in Bradwell Marina which is very handy for all the Blackwater ports and further afield.

Sailing *Seahorse* is very pleasant indeed and it is surprising how balanced the hull is but of course downwind in a blow one has to be fairly sharp on the helm, like dinghies we find it best to tack downwind when the wind is directly astern, though dipping the gaff as always helps.

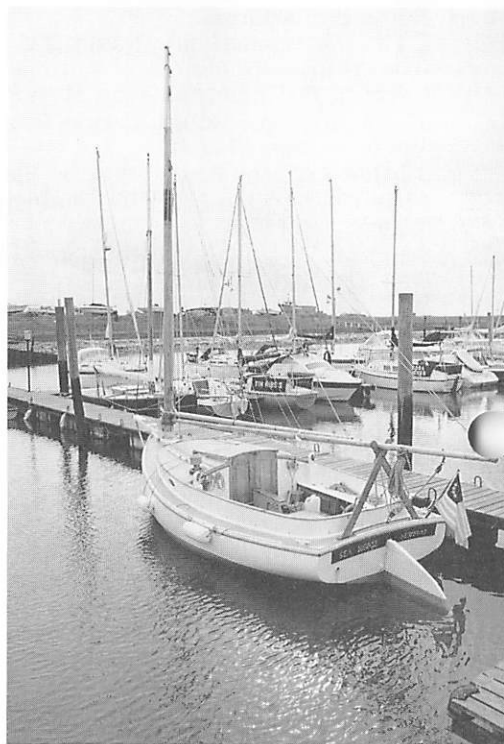
The meeting at Stone was the first rally we have attended with this vessel as we have said and in fact the race or rally was the longest days sail we have had so far due to fitting out etc.

I don't suppose we will use *Seahorse* for much other than day sailing in reasonable conditions.

Someone suggested at the prize giving that there should be a prize for the first US Catboat home which we agree with.

Any reader interested to have a look at *Seahorse* which really is in very original condition regarding layout is welcome too and the odd days sail might be arranged.

Alan Hill



The Catboat *Seahorse* in Bradwell Marina

the only boat to get there. (Well done *Quetzal*). Everyone seemed to enjoy themselves.

It was very quiet on Sunday morning, especially junior Baggett. Much visiting of others boats took place and coffee and other beverages doled out. Finally as the tide rose the boats started to leave slowly.

At the bottom of the Creek, some of the boats indulged in a little liquid exercising at the RVYC. *Young Albert* and *Tar Baby* arriving a day late joined in. The crews off *Lone Wolf*, *Tee Jay*, *Delphina* and of course *Young Albert* all went for a swim. The final parting of the ways took place in the early afternoon when we gave a very sad farewell to them all. We hope to see a bigger turn out next year.

Participating Vessels.

Foam (not really left since the last rally) - *Speedwell* - *Sally J* - *Quetzal* (successfully returned from Guernsey) - *Small Hopes* (new face Peter White) - *Goblin* - *Emily Alice* (new face John Garlic) - *Tee Jay* - *Lone Wolf* - *Delphina* - *Paguera* - *Tiki Sunrise* (It's that cat again) - *Irene Kent* (no gaff but Sax on board) - *Buttercup* - *Dolphin of Leith* - *Planet* - *Anthea* - *Black Duck* (with crew from America off *Venture*) - *Chal* (new faces Colin and Glad Lister) - *Norn* (new faces Vaughn, Linda and son Tom) - *Beagle* - *Onward of Ito* - *Little Apple* - *Speedwell KY1* (new face Charlie Coxwell) - *Jenny Wren* - *Freda* - *Windflower* (youngest crew member Amy, 3 months) - *Merganser* - *Poppy* - *Ro-an-mor* - *Three Brothers* - *Demelza* - *Pisces of Womack* - *Daisy* - *Chell* (new face Andy Lindley) and (*Storm*) - skipper only David Cade must have walked across the Solent. A day late: *Young Albert* - *Tar Baby* Residents: *Doratheia* - *Victoria* - *Avril Mae* - *Kingfisher* - *Odd Times III* - *Catherine J* (ashore) - *Orca* - *Morwenna* (last but not least)

East Head Rally - Chichester Harbour 24/25th July

THE forecast for the weekend was not particularly good, SW 4 becoming NW 5 to 6 Sunday with showers. A number of Solent boats had already departed on summer cruises. However, about 15 boats arrived during the Saturday and took over the anchorage. Those coming from the Solent had a fast trip.

The afternoon was spent in the usual friendly way with crews visiting each other's boats for suitable refreshment. Unfortunately as evening approached so did the rain. Tony came to the rescue by offering *Pisces of Womack* as a social venue. Wine bottles and beer cans rapidly became empty as the clearance in the weather gradually approached.

Hunger overtook people's reluctance to get wet. Soon barbecues appeared on the beach and the party got underway. Despite the wet everyone enjoyed themselves, good food, plenty of drink and excellent company.

Crews went back to the boats for coffee and a night cap. It was not a warm evening. Some took up Guy's offer of hospitality. Not only were the refreshments good but *Beagle's* heater was much appreciated.

Gradually the anchorage became quiet, at least until the tide turned at about 5 in the morning. The wind, now blowing strongly from the NW, was kicking up an unpleasant chop over the tide. *Lone Wolf* was anchored out further than the rest. Once I had satisfied myself she had not moved I went back to sleep.

Later I was to find out that some were not so lucky although no harm was done. Surfacing about 8 am I found a number had left, most had gone up to Itchenor.

I now had the prospect of Sailing *Lone Wolf* back to Bursledon. It was the first time I had taken the boat out without my husband Dick. Fortunately, I had a strong crew in the form of Graham and Trish. (They had taken *Tee Jay* down to the rally in the Rance and had left her there).

The wind was Westerly 5 to 6 with some very strong gusts in the squalls. We left before the turn of the tide to avoid the worst of wind over tide effects, so it took us three hours to get to the forts.

Once through the forts we had the tide with us so we made better progress. However, the wind was getting some north in it so we were still turning directly into the wind.

In fact it followed us all the way round so we found we had to tack up into Southampton water to the Hamble. Although somewhat wet the old boat went very well and she took another three hours from the forts to her mooring.

SOLENT AREA

mostly by Pat Dawson

Guernsey Rally - Spring Bank Holiday

FOR most the weather changes the venue. Some members were glad that they were still fitting out and had therefore a good excuse for not going, for conditions were diabolical. A good number made the effort to go, but as the weather deteriorated during Friday most did not leave the Solent.

Onward of Ito, Delphina, Jenny Wren and Lady Mira in deciding that Yarmouth was far enough, decided to reorganise the Solent Calendar, by starting the season with a Yarmouth rally rather than finishing with it.

Tee Jay was braver, leaving Lymington on Friday evening. They made excellent progress until, 17 miles south of the Needles they heard the 00.33 forecast. It gave severe SW gales so they turned back to Yarmouth.

So all thought that nobody had reached Guernsey. However Arthur in *Quetzal* sailing the Friday morning, had weathered the gale, arrived safely and wondered where everyone else was. He therefore wins the Guernsey Can, the passage race cup.

Up the Creek - Wootton Creek Rally 19/20th June

This report is written by one of the Solent's junior members Robert Baggett.

THE weekend started off with outbreaks of rain, but as the weekend went along the weather brightened up. *Quetzal* and *Sally J* sat in the creek awaiting the arrival of the other boats. Adam, Sam and I spent the morning waiting for the visiting boats and piloting them up the creek to be greeted by "The Daves" (all gaffers in Wootton are called Dave). It was good to see all our friends, and we were pleased to meet new faces.

One of the boats donated a whole lamb for the evening's barbecue at Dave

Rendell's. This duly arrived by dinghy, escorted by Hilton, his children, Dave Baggett (Dad) and our Hon Sec Mark. Each boat was hailed as it passed by and was given a gift of bulbs of garlic. In return the lamb was paid homage to by the gift of cans of beer. Where the beer went after that I just don't know, but certain gaffers were a little worse off at the end of the evening.

As the tide began to drop, a raft of dinghies was arranged by myself and others. The raft went from a huddle of boats to the shore so people could walk from the boats to the shore. It was fairly successful, although some still got their feet wet.



Onward of Ito

The evening festivities went with a swing with a little help from a barrel of beer, the lamb and musical accompaniment from local musicians and gaffer people. *Quetzal* was awarded her prize from the Guernsey Rally being

Foxgrove End,
32 Foxgrove Lane,
Felixstowe,
Suffolk. IP11 7JZ

THAT PITCHFORK!!

Dear Editor,

It is both interesting and helpful that Mr Clarke has now disclosed in the new Gaffers Log how the pitchfork came into the OGA. That was however a long time ago, before anyone had any idea the OGA would develop into a world-wide sailing organisation. Times do however change, and with due respect for the views held over 35 years ago, they should now perhaps be considered inappropriate today.

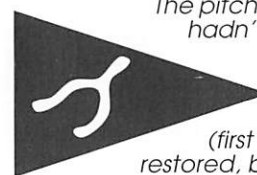
I would like to see the three names mentioned by Mr Clarke clearly recorded as the Founder Members of the OGA. It is certainly due to them, although unfortunately two of them are no longer with us. It is in the nature of an honour and I should know. I still cherish the fact that over 60 years ago I helped to found The Little Ship Club and The Narrow Seas Club, both still flourishing today.

Our burgee, with a correct representation of gaff jaws, has appeared on the front page of every Newsletter that has been published. So why has it not appeared on our actual burgees (see photograph page 21 of the 1992/2 issue). Is it significant that no where in the new Gaffers Log does any burgee appear, unless it is on the little gaff cutter at the foot of every page, but too small for my magnifying glass to pick up.

I certainly feel the majority of our members would prefer our burgee to have the proper gaff jaws on it, even though they will not trouble to write and say so.

So may I ask the Committee to get moving and do something about it, including correcting its description in the Rules.

T.M. Felgate.



The pitchfork debate keeps on rearing its head and your Ed. for one hadn't noticed the difference between the Newsletter and burgee interpretations of gaff jaws. Perhaps Mr Felgate has a point?

As for the OGA emblem missing from that last newsletter (first Gaffer's Log), that was simply an oversight and it has been restored, but to the editorial page

Jay Cresswell

45 Dovedale Avenue,
Long Eaton,
Notts. HG10 3HP

Dear Jay,

I wonder if any of your readers could help me. I take great interest in the study of boat rigs through the years.

A while ago I came across a drawing showing a rig which featured a separate topmast, the peak halyard rove through blocks attached to it.

Can anyone shed light regarding the type of boat which covered this rig and how did the main sail halyards work if the topmast were sent down or indeed broke.

John Forrest

23 Dunton Road,
Stewkley,
Leighton Buzzard,
Beds. LU7 0HY.

GAFFERS LOG

Dear Jay,

The new layout and presentation of the OGA Newsletter - the 'Gaffers Log' - is a tour de force. Congratulations to you and Duncan Spencer on the facelift you have wrought. Like many others I expect, I feel inspired to contribute a piece - a short piece - or a photo. I am reassured by your appeal to the amateur.

My Crabber 'Mistress Puff' has been laid up for the past couple of years for family reasons (not quite the battle with wives and bank managers of which you wrote, more a surfeit of grannies and what they bring to late middle age), but we have been able to borrow my Brother's Excalibur to keep sailing. Hardly a gaffer I would admit but we were able to get to Brest in her to join in some of the fun of the fair in that amazing event.

Possible retirement next year should bring me back into gaff rig. I have such happy memories of the rallies I have attended for the sailing skills of other owners of the beautiful craft in the Association which I cannot hope to emulate.

Do we have a journalist among the OGA Membership who could be persuaded to write a column? (I am a not-quite-so-faceless bureaucrat, something reviled in your columns and in the accompanying appeal to oppose the suspected Euro-moves in respect of boat construction, but I suggest you need one or two on board to help you understand the breed. We tend to write in passionless prose, weighing the pros and cons, rather like some bits of the RYA Journal, hardly the stuff for the Gaffers Log).

Ingram Murray

Ingram - yes please. Start writing now! Ed.

82 Longstomps Avenue,
Chelmsford,
Essex. CM2 9LB

Dear Editor,

Last month we held the 30th East Coast race. As one of the few owners who was also at the first with the same boat *Shoal Waters* I have certainly seen some changes. Gaff rig is once again featured at boat shows but have we lost our way? Our activities increasingly revolve around racing but only against other gaff rig boats. The fact remains that for racing, the modern bermudan rig with a big headsail wins hands down, particularly over a foul tide.

The virtue of gaff rig is that it gives extra, easily handles sail area for the cruising man who can work his tides. Unfortunately my proposal back in the early fifties that, "anyone caught actually trying to win should be automatically disqualified" never caught on.

By adopting the early RORC handicap system we encouraged people to set large headsails and cut their mainsails. We do nothing to encourage topsails of which Frank B Cooke wrote, "Men cursed them and swore they would have done with them; then went to the sailmakers and ordered larger ones; topsails the glory of gaff rig!"

In my view topsails should be ignored when handicapping, the mainsail should be measured but let's kill that damned foretriangle and substitute the measurement of the largest headsail used. We all know that a sloop is more efficient (hic) than a cutter but the latter is easier to work which is what really matters. This would check the deterioration in the breed and encourage the best, easy to handle, cruising rig.

To date *Shoal Waters* with her easy topsail cutter rig has cruised 51,500 nautical miles since launching in 1963. After a challenge in *Yachting World*, in 1977 she covered 3000 miles of weekend and holiday cruising in the Thames estuary, never failing to reach her mooring each Sunday or at the end of each longer break in spite of having no engine. I don't say she cannot be beaten by a similar sized bermudan craft but I've not heard of anyone doing so and do not expect to.

That is what gaff rig is really about.

Charles Stock



MEDWAY & NORTH KENT

The OGA 1993 North Kent Race

by Geof Reed

WITH the forecast of a South-westerly, 5-6, the decision was taken to delay the start to the more charitable 8.30 so that boats would not have to wait for water to get up Faversham Creek.

Prior to the start, wind speed was less than predicted and the crews who had already put in reefs were wondering if their caution was to be justified.

Simon Brown, singlehanded and gineless in *Blue Hawk* demonstrated his and the boat's agility by drifting in and out of the trots whilst making last minute sail adjustments. Other boats engaged in pre-match tussles whilst jockeying for a favourable position at the line, although it was to be Tony Bensted and crew, resplendent in matching wet weather gear, in *Plum*, who were to be the first over.

Others adopted a more measured approach and the waft of Glyn Roberts "fry-up" attracted Stuart Bernthal in *Sea Horse*. Amidst all this activity Yvonne Mitchell, whose calm assurance belied her last minute appointment as Officer of the Day, who with Trevor Ryan in *Jemma Louise* delivered final instructions, advice and late crew members.

The race itself was very enjoyable and without major incident. The tide and a dead run made passage down the Medway swift. The pattern of the race was quickly established with *Emmanuel*, *City* and *Bonita* battling it out for the lead.

During the reach in front of Sheppy some chose to keep well out but others, including Jeremy Nesham in *Kate* hugged the coast and he was to eventually finish second smack overall.

Tim Beckett in *Blue Jacket*, despite their combination of youth and experience as demonstrated by the three generations aboard, touched on the Spile and in doing so suffered damage to a spinnaker pole. It was clearly only a momentary setback as he was to finish first in Class II on corrected time.

The turn into the Swale proved to be

more spiteful though most boats decided to carry their canvas. Stuart Bernthal's tacking ability was clearly demonstrated although his knowledge of local sandbanks was not.

I believe all boats completed the course and congratulations to the young crew of *Joyce*, Hanna being one, who obviously enjoyed their first time out. Apologies to Cindy Park and the other Class III boats for not having more information on their race.

The prize giving in The Anchor was a lively occasion. A short Victorian play by 'The Bowspirit Players' set the mood, for jeers and applause; and applause it was when *Bonita* was announced first in Class I on corrected time. The evening continued in time honoured fashion with the excellent band "Smack Alley". And when they made their own presentation to Lena Reekie as the person who had worked the hardest in order to ensure that the event was the success it undoubtedly was, there was not a dissenting voice.

Thanks should go to ID Quay for providing the mooring facilities for guests.

RESULTS

Smacks & Bawleys Winter's Cup	Unity Tony Winter
1st Home Mowlem Cup	Unity Tony Winter
Tyrrell & Young Trophy	Kate Jeremy Nesham
Joseph George Trophy	Alice and Florrie Tony Judd
Class I - Gaffers over 28ft Mannerling Mug	Seahorse Stuart Bernthal
George Beckett Cup	Mary G W Waugh
Class II - Gaffers under 28ft Smack Alley Trophy	Linnaea Lena Reekie
Beckett Rankine	Blue Jacket Tim Beckett
Young Albert Trophy	Blue Jacket Tim Beckett
Start Book	Plum Tony Bensted
Class III - Small Open Boats Lilly James Cup	Bumble Toby Broad



Small Gaffers

UNDOUBTEDLY, the prettiest sight on the East Anglian coast on July 3 was when we held our EC OGA Rally for Open Boats of 20ft and under off West Mersea.

In the morning gathered in the Mersea Quarters were 22 gaff-rigged boats which varied from the newly built, the completely restored to aged (built c. 1890) restored in parts.

They raced a course which started in the River Blackwater zigzagging along the Mersea shore then across to the Bradwell side through some lumpy water. They then returned via the Nass Beacon to the Creeks for some smoother sailing.

The under 12ft officially finished as they all passed the start boat *Gem*, whilst the Over 12ft continued up Salcott Channel to round a mark that was actually there this year!

After emerging again, there was a quick (or not so quick against the strong ebb) trip in the direction of Tollesbury then they were allowed to finish and head for the Shed on Packing Marsh Island for lunch.

One of the last to finish the long course as *Susan* crewed by John Huggett and a chap called Wainwright. The fact that she was supposed to have finished with the other under 12 footers seemed to have escaped them. Full marks for determination, also to the *Anna Louise* who had a real battle with the ebb.

A BYO lunch was enjoyed at the Packing Shed. This gave those taking part the added bonus of being able to view from close quarters one of the largest nesting colonies of Little Tern in England.

This was followed by a short pursuit race in Thornfleet and the Salcot Channel when sails and/or oars, even feet should it have been necessary, may be used.

The day was rounded off with a prizegiving, supper and social at the West Mersea Yacht Club. The "Mersea Waterfront Mafia" were put in their place by Offshore racing wizard Paul Harrison in *Bluff* in the morning, with John Huggett's

Susan once again cleaning up comfortably in the Under 12ft section. Maldon Man (Arthur Keeble) once again showed his prowess with oars, although sail was added this year, and led the way home in the Pursuit Race.

Our thanks go to Arthur Keeble for bringing *Gem* (start boat), the Rawlinsons (start party), the support boats, the Packing Shed Trust, WMSC, Ernie, and of course all the competitors for turning up or I would have had a very dull day.

Results:

Over 12ft - 1. *Bluff* (P Harrison) 2. *Kestrel* (T Smith) 3. *Winnie* (S.A. Swift)

Under 12ft - 1. *Susan* (J Huggett) 2. *Walnut* (H Bridges) 3. *Dabchick* (C Stroud)

Pursuit - 1. *Meg* (A Keeble) 2. *Coluna* (C Lambert) 3. *Dabchick* (H Bridges)



Bonita

ECOGA Small Gaffers - Participating Craft
Over 12ft *Bluff*, *Kestrel*, *Winnie*, *Eden*, *Peewit*, *Phoebe*, *Ellen*, *Albert Ha*, *Linnet*, *Boy George*, *Hush*, *Wild Goose*, *Genestra*, *Kate*, *Anna Louise*, *Natterjack*.

Under 12ft *Susan*, *Walnut*, *Dabchick*, *Coluna*, *Meg*

'Old Gaffers Have It Taped'

A RICH miscellany of folk music, blending song and dance has been cassette taped by some of Ulster's accomplished folk musicians.

Produced by Donaghadee musician George Holmes at the Colm Sands studio in Rostrevor, the cassette - a mixture of wistful and foot-tapping - is the outcome of a generous gesture of goodwill by the musicians and singers towards the Old Gaffers Association.

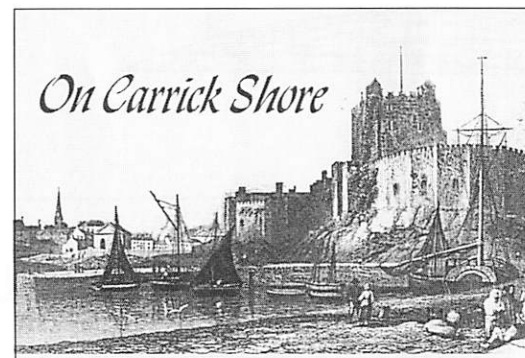
Alan Aston, vice president of the Northern Ireland OGA expressing his gratitude to the musicians at a gathering in the Seaside Tavern, Holywood said "We are indebted to many people who made this production possible especially those performers who donated their time, effort and skill".

The cassette which incorporates a number of previously unrecorded melodies is entitled 'On Carrick Shore' and its release coincided with the gathering of traditional boats at Carrickfergus (3-6 June).

Thirteen pieces of music are tracked on the cassette - reels, airs, hornpipes and songs. Instrumentally they feature:- fiddle, mandolines, banjos, flutes, tin whistles, concertinas, guitars, accordions, bodhrans and keyboards.

One of the ballads to make its debut is 'John McAllister'. It tells the poignant

tale of a Co. Antrim seaman in the days of the schooner ships and is both written and sung by Brian Connors a well known singer/song writer from Belfast.



The magnificent voices of Rosemary Woods from Portaferry is joined by Jim and Alex Elder in a powerful rendering of 'The Grey Funnel Line' while the haunting airs 'The Coolin' and the 'Fairy Child' are played by Noel McQuoid and Davy Simpson/ Anita Anderson respectively.

The skilful fingers of Willie Coyle, Ernie Bailie, Christine McClean and traditional group 'Keep Er Lit' are demonstrated on a number of tracks while the homespun contribution from OGA members features Irene Cree, Alan Aston, Allen McMurtry and George Holmes.

Copies of the tape may be purchased from Alan Aston, Tel Belfast (0232) 428424 at a cost of £5.00.

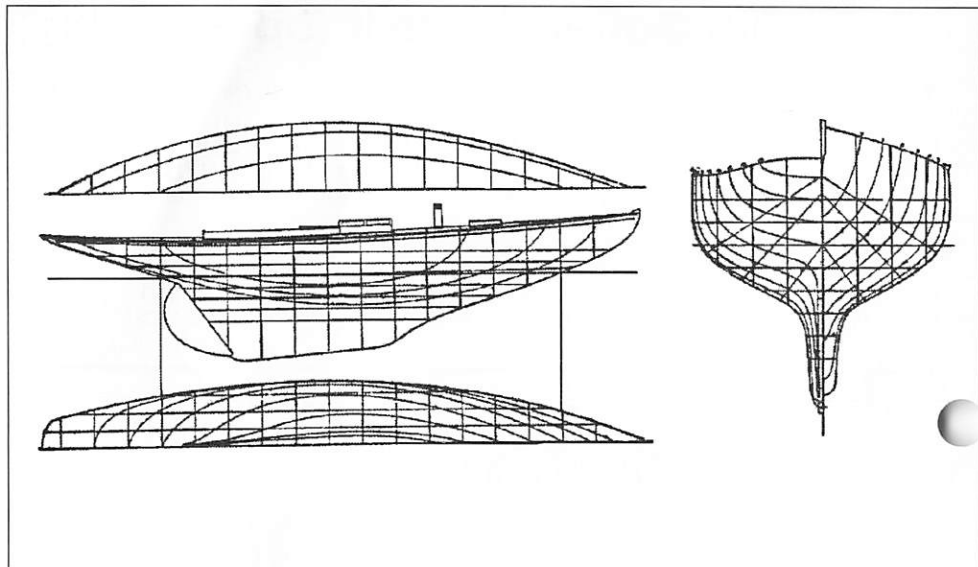
Gaffers in Focus

THE year is wearing on and it'll soon be laying up time. Moreover the closing date for the OGA International Photographic Competition is rushing towards us... it's November.

But there's still plenty of time to take that prize winning pic and, with that in mind, here a photography tips that has stood your Ed. in good stead.

Flash. You'd be amazed how valuable this can be, even at sea in bright conditions. The problem with skyline and sea glare is they cause camera metering systems to overcompensate and close the lens iris ring more that may be desirable and this can play hell especially if there is a shaded or darkish foreground such as a cockpit full of people.

The result can be a well enough exposed background but a murky foreground. But infill flash gets around the problem by illuminating that moment you were hoping to capture for posterity. Moreover it should be a doddle with the current generation of all singing, all dancing compacts with in-built flash.

Lines of *Vivacious*

Vivacious Gives Gaff a Go

by Roderick Kalberer

The East Coast Old Gaffers Race was won by a West Solent Restricted Class yacht, *Vivacious*, which usually sports a Bermudan rig. Surprisingly few criticisms were overheard at prizegiving; the importance and honour attached to winning the Trophy no doubt explains the lengths to which some owners will go.

The Race has become the most important one on the East Coast for traditional craft. No-one has done more for the preservation of wooden or classic boats than the OGA despite that being incidental to their declared objects. I have long wished that yachts like *Vivacious* might be affiliated to the Association, and participation in the race seemed like a good way of drawing attention to this. To that end, taking part was more important than winning. However, there were other reasons for trying *Vivacious* with the 6 Metre *Asti V's* rig.

In 1924 the newly formed Lymington Yacht Club ordered five cruiser-racers from the Berthon Boat Company. These were the "W" Class which became known as the West Solent Restricted Class. They were designed under the auspices of HG May, the Managing Director of Berthons.

According to the promotional literature they would be laid down in "batches. A very complete and carefully made set of moulds, jigs and templates enables us to produce these hulls with exceptional uniformity at a cost little more than half that of designing and building individual boats of similar size and type." During the following six years 30 West Solents were built.

Much of their novelty lay in the promise that these would be ideal racer-cruisers. They had a small saloon and galley, with two berths, separated by a bulkhead from the fo'c'sle in which there was a pipecot. The West Solent was much the same as a 6 Metre but weighed about a ton more, being a Five-Tonner. Compared with a 6 Metre they were not as quick to windward, but off the wind in a stiff breeze they held their own.

The OGA at the East Coast Boat Show

*Ellen* sailing at Shotley Point

June 2/6

AFTER a break of some years it was a pleasant surprise to receive an invitation from the organisers of the East Coast Boat Show for the OGA to have some of our boats on display and a stand there. The new venue for the show this year was Burnham Yacht Harbour at Burnham on Crouch and the dates very conveniently followed our Crouch Rally Weekend.

While some of us were 'enjoying' a Force 8 gale on the river, Trevor and Denise Rawlinson spent the Spring Bank Holiday painting and erecting our stand.

The East Coast Area vice pres. had already moored his gaff cutter *Avola* in the Yacht Harbour and Tony Judd topped off the little 16ft ex-ships lifeboat *Anna Louise* on his way to the rally. These were joined on Monday by the Leigh Cockler *Alice & Florrie*, the new West Country designed *Mary Ritchie*, Deben 4-tonner *Janty*, Blackwater Sloop *Adelle* and the gaff yacht *My Quest*.

The modern steel *Wylo-2*, *Sparky* and, in complete contrast, the barge yacht *Nancy Grey* were next to arrive. *Teal*, an 18ft gaff sloop was towed in by smack *Ostrea Rose* and our fleet was complete when bawley *Bona* and smack *Ellen* sailed in on Tuesday evening's tide.

By the time the show opened on Wednesday the weather had improved

greatly and continued to do so for the duration; so encouraging a large attendance.

There was a lot of interest in our stand and our boats. We showed continuous videos of the 1991 and 1992 Classic Boat Festivals and East Coast races and I feel this helped to attract visitors. We had models and pictures of boats that people were able to see in the Yacht harbour. Jennie Martin (local photographer Colloryan) produced a display of photos taken at our Crouch Rally a few days previously.

Jane Rule, who spent the week on *Ellen*, did an excellent PR job showing the smack to visitors and promoting the OGA in general.

There is certainly still some misunderstanding about our Association - one young man, obviously interested in what we had on show, said "I can't be an Old Gaffer, I've only got a plastic cable". This turned out to be the Cornish Crabber variety and he eventually went off happily clutching an OGA membership form and a list of events.

I feel that both from a promotional and financial point of view our attendance at the show was very worthwhile. We sold over £250 worth of OGA stock and made a profit of about £35 on the sale of books, thanks to Martin Eve, Mike Emmett and Mike Peyton giving us a generous discount.

We also gave away a lot of OGA literature i.e. membership forms and Mike Burn's E C Directive handouts and had whole page editorial in the official show programme.

I should like to thank everyone who gave up their time to do a stint on the stand; the owners of boats on display in the Yacht Harbour; my husband for giving up his day off to run around collecting video equipment; and especially the 'Aussies' without whom we would not have had a stand at the East Coast Boat Show.

side of Flat Holm. From a few hundred metres we watch with morbid curiosity as she turns sharply northwards, seemingly from within twenty metres of evident breaking overfalls, the very jaws of perdition.

By 0900 on Sunday things look promising. Sweet bacon has wuffed away, the fleet is marshalled. *Guiding Star* applies a severe propeller whipping to the treacherous silt and slides out backwards seconds before lasting entombment. *Playmate*'s screw serenade us out on squeezebox, mandolin and fiddle.

By ten there are gaff sails heading up down and around channel in a brisk, cutting early spring breeze. As *Moonraker*, last to leave, heads straight for Steep Holm, we have a classic view of *Sea Teal*, *Guiding Star*, *Playmate* and *Marie Louise* reaching up to us in close formation from down channel, where they have enjoyed the last of the ebb. It's suddenly like a Brest replay, only with better weather!

We assemble off the Steep Holm beach, and some row ashore to the reserve to view colonies of rubbish-scavenging black back gulls, some beautiful bark Soay sheep and several cashmere goats, clambering over massive post-Napoleonic gun emplacements. Merite le visite.

Tide dictates we must be aweigh by 1245 but *Guiding Star*'s crew haven't capito so the rest of us ups and leaves 'em.

Sea Teal is off looking to windward. *Playmate* speeds past, but to leeward, looking unassailable. *Moonraker* holds course, overhauling the shorter Falmouth classic with some difficulty.

Off Clevedon, *Playmate* puts in an extra tack, is forced onto the lee shore, and gets into irons. By the Portishead buoys we are clearly ahead, and *Playmate* comes creeping up again, to be successfully luffed and held-off until we fetch Avonmouth channel, and victory.

You could say that an excellent start to any season, and a hopeful sign for more Bristol Channel meets to come ... Time to assemble pilot cutters for a Lundy or Scilly Isles rally?

EAST COAST

by Brenda Jago, Sue Taylor

Crouch Rally May 29/31

DESPITE an appalling forecast, the EC Old Gaffers headed in numbers and put on a splendid display of traditional sail in action. The rally began with a special passage match where entrants gave their boat details and departure port, and in return were given computerised instructions on course and time of start.

The forecast wind was SW to SE, which held the Blackwater and Colne Bar pack in their estuaries, but assisted 1. distance sailers from the North.

The cutter *Wyon* built a big lead from Mistleman *Deva* by the Wallet Spitway, but missed a mark, allowing the Crossfield built boat an easy run to the line off Burnham.

The Falmouth workboat *Barbara Agnes* and Blackwater sloop *Adelle* took second and third, both having started from the Crouch and sailed a course out to sea.

Racing went on into the night, the close finish of *Blue Hawk* and *Emma of Bosham* delighting those of us earlier finishers enjoying a splendid feast courtesy of the Royal Burnham Yacht Club.

The next day produced winds of more than 40 knots, so an inshore course was laid. Even in the Crouch the water "went on the boil" especially as the tide changed.

Unusually there was hardly a bermudan boat to be seen on the river, the scene given over to staunch little gaffers thrashing to windward to finish off Quay Reach in the River Roach.

There the party went ashore on the normally forbidden territory of the MOD's Foulness Island, and enjoyed a delightful walk through quiet lanes to the George and Dragon. Colonel Peter Wagstaff (OIC Foulness) and his wife presented the prizes, Don Garman's new West Country boat *Mary Ritchie* taking the Ind Coope and Allsop OGA trophy; *Adelle* the "Skua" trophy and *Deva* the Teal trophy for third place.

The West Solents were the 30 footer that some yachtsmen had hoped the International Rule would produce when it was created in 1907. The smallest racing boat to be built to the International Rule which had accommodation was an 8 Metre, and that was around 45 feet overall. The West Solents were able to sail around the coast and participate in various regattas, although they were "wet" boats.

By 1927 there were 14 West Solents racing in the Solent and further 9 racing in the Crouch, 23 sail numbers being prefixed by the letters "WB". Five were built and shipped to Argentina for the Yacht Club Argentino.

As a Restricted Class any rig variation was permitted so long as the sail area did not exceed 575 sq ft, although it is not clear whether this excluded overlaps on the genoa. The Class adopted the Bermudan Rig, although Berthons offered a Gaff Rig when they launched the class. The choice of rig was no doubt influenced by the various 6 Metres which appeared in 1919 with bermudan mainsails and resulted in the whole class abandoning the Gaff in 1920.

Individual West Solents experimented with other rigs including a wishbone gaff and a wishbone boom, but none performed well. In order to keep down running costs the Class Rules allowed only one new mainsail each year, and only one paid hand was allowed on board whilst racing. As many of the boats were owned and raced by women, all boats were required to have a working 'head' installed.

The construction was composite. The planking was red pine on grown oak frames, with two steamed elm ribs between each pair of frames. Wrought iron floors were strapped on the frames. The deck was tongue and groove pine covered with canvas. The yachts were built in accordance with Lloyd's requirements for cruising yachts of these dimensions.



Vivacious with "the other" rig - Den Phillips Photographs

The depression in the Thirties forced the Royal Burnham Yacht Club to commission a new and smaller boat for club racing, the West Solents having become too expensive for members. By the end of the Second World War the West Solents were scattered, and as a result Class Racing was abandoned.

Many of the yachts had their rig cut down, engines fitted and doghouses built and it was in this guise that they were extensively cruised. With the increasing popularity of ocean racing many were converted, but the rules did not favour boats with large sail plans and a moderate displacement, so they seldom achieved any results.

Peter Heaton sailed throughout the Baltic in *Dinah* and Sam Davis to the Caribbean in *Suvretta*.

Wight West Solents are currently undergoing restoration on the East Coast and over the next few years should provide good racing.

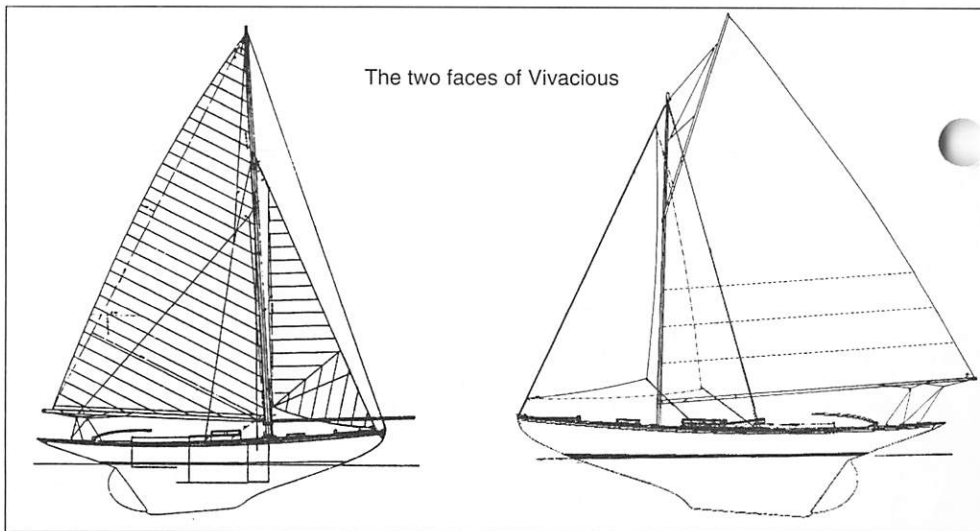
Vivacious performed well with the Gaff Rig, although she felt underpowered in the lighter airs. The total area may be marginally smaller than that of the Bermudan Rig, but because of her performance Peter Brookes will initially put the rig into his West Solent 'Lynette'. Next year should see some interesting match racing, and only then will we be able to draw any conclusions.

VIVACIOUS

	DIMENSIONS	
LOA	34ft 6in	10.52M
LWL	24ft 8in	7.32M
BEAM	7ft 6in	2.28M
DRAUGHT	5ft 2"	1.57M
LEAD KEEL	39CWT	1981K
SAIL AREA	575sq ft	53.4sqM



Vivacious "properly dressed" - Den Phillips Photographs



BRISTOL CHANNEL NEWS

by Bart Wordsworth

SUNDAY May 2 0630. I wake up squeezed in on the floor space, surrounded by snoozing skipper and three other crew in a smallish 28ft ferro Fal oyster dredger replica *Moonraker* in Barry Harbour, rocking gently, rafted up next to the Pilots' steps.

The first official OGA cruise down channel has inspired a good six gaffers plus as many accompanying classics and moderns along for the crack. The welcoming Barry Sailing Club bar fairly hummed last night.

We're due a Northerly force 4, clear. I creep out and ashore to survey the deserted Fun Palace, the Resort, the

faded Betjemanesque respectable retired captains' towered and verandahed residences on the hilltop, the fruiting leeks in the cliff-edge allotments, windsculptured creepers and shrubs - foreign shore indeed.

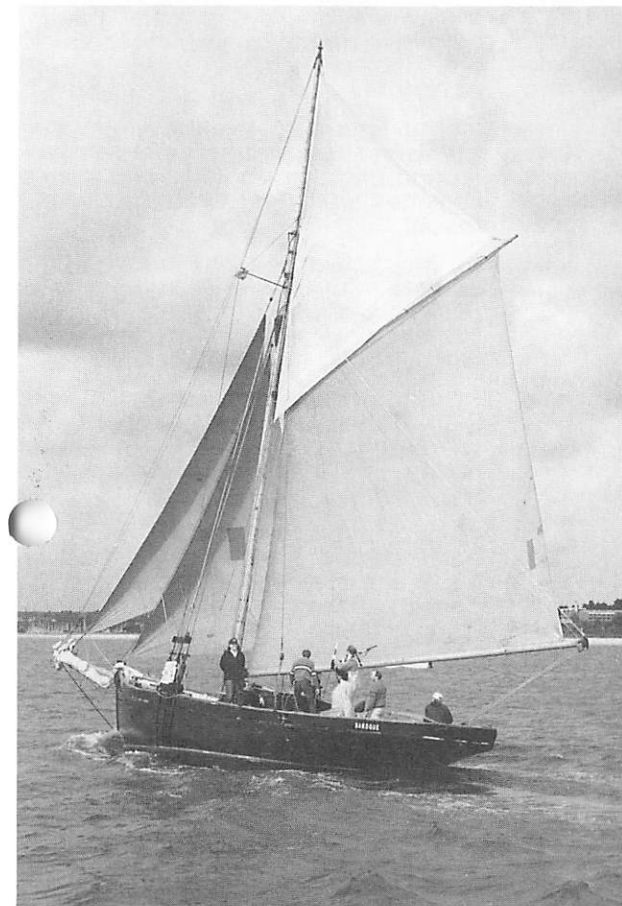
There is a crisp view to the Quantocks, Bridgewater Bay, and all but Ilfracombe - and already, a sail hull down. I wonder, shall we make it out to the fabled isle of Flat Holm, appearing crystal sharp just out there, but hemmed by her wild defenders, the tides? We have several "Plan B's" if conditions are against us.

On the Saturday ebb six of us assembled off Avonmouth for a ragged start. *Playmate*, longest standing OGA member locally; *Guiding Star*, rebuilt Looe Lugger (now gaff), whose viscera we had all been able to pore over at the last

meeting; *Moonraker*; *Sea Teal*, Thomas-built Quay Punt; *Marie Louise 2*, 26ft classic flat-deck Hillyard; *Baroque*, Tilman's own channel pilot cutter; followed by *Silvery Light* a 78ft ex-Icelandic fisheries ketch heading for Combe Martin for a charter weekend; and even the ketch *Irene*, down from Gloucester, just passin' through. A proud company, some of whom went off on their own business but lent pomp and presence at the time.

We sailed and drifted fitfully, down past the enormous Naval College (now luxury flats with penthouse, swimming pools and security guard entry, the last vacant one just auctioned last week at a snip of the original prices). But then we had to motor as time caught us off Clevedon, with more breeze to get us moving smartly, finally, from Sully Island into Barry.

Marie Louise, motoring first with sails down, in anticipation of the dash for the falling tide and breeze, wallowing heavily seems sucked unresistingly towards the vicious Wolves on the Barry



Baroque

THIS pretty little Maldon smack, the *Joseph T*, demonstrates some useful tips that help in the sailing and rigging of such traditional vessels. Observe the way the roller between the bitts is removed so that the bowsprit can be steeved up when run inboard so as to clear the top of the fish hatch. Note the long pendants allowing the bobstay upper block and the topmast forestay bullseye to stand clear of the crane iron. This allows the falls from both to run inboard without fouling the jib traveller. Note the join in each topmast shroud (near the top of the picture) which enables them to be hove up tight when the topmast is housed. The other wires close by with joins lower down are the topmast runners. There are ratlines in the starboard rigging only, to reduce windage aloft. Note too the simple thumb cleats and strops on the boom to which the clew outhaul and tack tackles are secured.



The Maldon Smack *Joseph T*

THESE Falmouth Oyster boats below are preparing for their annual regatta. Note how sailing off the mooring with jib and no foresail keeps the foredeck clear and safe while the crew tidies up and secures the foredeck gear.



Falmouth Oyster Boat racing at St. Mawes Regatta some time ago.

Traditional rig does seem to lend itself to carrying extra light weather sails. They are not always as effective as they may seem as they do little to tidy the airflow.

Certainly on the wind a few well-settling sails are much more efficient than a collection similar to the one shown on page 13. Off the wind, however, the more the merrier generally.

Handicapping - Some Thoughts

by Dick Dawson

THE T(H)CF handicapping system used by the OGA has its origin in the rule used by the RORC until the 1950's, when it was replaced by the IOR. It has the following major benefits:

- It is simple to measure and calculate.
- It works for a wide variety of boats.
- It is free.

However, every once in a while, we have a look at it to see if it really does the job we want it to. Over the years, OGA Race Officers have remained in agreement that although any handicapping system has its faults, the T(H)CF can be shown to work well for the OGA. It consistently awards the wins and places to the best prepared and best sailed boats.

There will always be the "freak" boat that cheats or takes advantage of the rules, but that happens with any system.

Well, once again we're looking at it, spurred on by a member of the National Committee who proposed some changes to the method of calculating sail area. Before I explain the detail, let's look at what happened last time a change was proposed, because it's quite instructive.

Those of you who have been gaffing for a little while will remember the argument about "little d" that rumbled backwards and forwards for years. In a nutshell, the argument ran that a non-traditional hull (e.g. GRP, steel) had no real hog or keelson so the depth measurement could not be taken with accuracy. This led to inaccurate handicapping and the feeling that some boats were getting away with a more favourable handicap than they deserved.

After much debate, a "little d" sub-committee was formed to investigate the possibility of modifying the T(H)CF formula to overcome the problem. The committee came up with a proposal to do away with the depth measurement and replace it with one based on beam.

Some felt that this was a risky exercise, as the depth measurement says a lot about the underwater shape of a boat which more complex handicapping formulas get only by the expenditure of much money and time.

However, the idea made up in simplicity for what it lost in elegance. The AGM accepted the proposal and the new T(H)CF modified for the OGA world-wide was published in June 1990. Two nearly three full seasons have elapsed since then.

During the time that I was working out what the changed formula would mean, I was aided greatly by the OGA computer in applying minor changes to the formula for 48 widely differing boats, to try and eliminate any major changes to existing handicaps. What interested me was that even the widest changes, effecting very deep and very shallow boats, caused a maximum change to the handicap of little more than 2%.

When the National Committee looked at the new proposals for measuring sail area recently, we did so with this in mind. In brief, the proposals were as follows:

- Gunter sails should be regarded as a special case and handicapped in some different way from gaff sails.
- Measurement of gaff sails with roaches or curved spars should take into account the extra area the curves provide.
- Generally, a gaff sail should be measured more accurately, as the current method gives slight inaccuracies if the sail cannot be considered to be made up of two right angle triangles.

Let's examine these proposals. On the first point, we measure gunter sails as if they were gaff sails; in other words the luff and head are measured separately. As the gaff becomes more highly peaked, the real area decreases compared with the measured area, so the boat is penalised. However, at the same time the windward efficiency of the sail is increased as a result of the longer luff presented by the very highly-peaked gaff, so a balance is restored.

The proposal to measure roaches was made to cater for the increase in high-tech racing rigs, and sails whose area would be incorrectly calculated by the existing method. Don't forget that most

loose-footed and boomless mainsails have a considerable roach in the foot and all Essex Smacks and Bawleys would have to be re-handicapped.

As far as the shape of the mainsail is concerned, our measurement method is not as accurate as it could be. But it is simple.

Most suggested changes to the handicapping system mean some re-measurement. If we adopt the proposal to measure mainsails more comprehensively, the sail would have to be laid out on a flat surface. No other measurement required for the T(H)CF requires such effort.

In practical terms, the average boat is only measured once, in a hurry before her first OGA race, and then probably never again.

What will be the effect of not adopting these proposals? Generally, very minor indeed. For example, the addition of a 12

inch deep roach to a mainsail of 308 sq ft increases the sail area to 326 sq ft (about 6%) and results in an increase in handicapping from .957 to .961 (about 0.4%, or 14 seconds in an hours racing).

Another example, using the same 28-foot cutter, shows that an increase from seven to eight feet in the length of the bowsprit increases the handicap by only .002, or just over seven seconds in an hour of racing.

At the end of the session in which these proposals were discussed, they were withdrawn by the proposer. But if you don't think the T(H)CF system works well, please tell us why.

To round off the discussion, it's worth reflecting that anyone who raced even once in any sort of sailing boat knows that preparation, attitude, concentration, experience and skill wins races. Even luck plays little part, because most of the time you make your own.



Smacks under restoration in the Aldous Heritage Dock at Brigflingsea - John Mellor

Chinese Whispers

Words & Pictures by John Mellor

SOME of the techniques mentioned here have been invented, some have been discovered and some have simply happened by accident then been noticed for their value. The latter is a surprisingly common. Many techniques start life intended for one specific purpose then someone spots further possibilities and perhaps modifies the basic idea slightly to suit a different requirement, and so on.

Very little in the old boat scene is clearly defined and little can be considered an absolute - the only, or even best method for performing a particular function. 'Different ships, different cap tallies', they used to say in the Navy, meaning simply that each vessel, through the experience, the attitudes or even simply the whims of her skipper, does things in a different way.

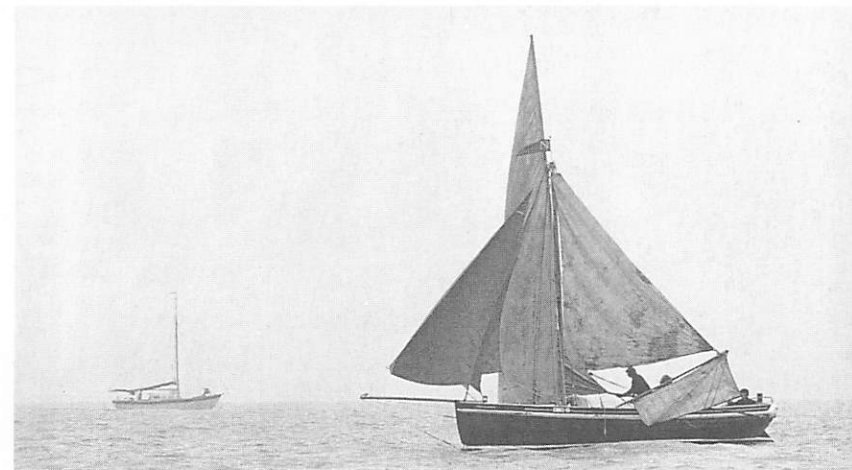
It is most important to try and understand the true purpose of these techniques, as a form of 'Chinese Whispers' very often, over the years, produces quite erroneous reasons for them. Many yachtsmen, taking up sailing of traditional vessels for the first time, accept blindly, with the faith of a fundamentalist, all sorts of spurious drivel churned out by anyone covered in tar with a rollup hanging from the corner of their mouth. Ask many of these characters why something is done in a certain way and they will usually say it is because it has always been done like that. Try to press the point and they will simply wander off and find some other grockle to buy them a pint.

It can, however, be very interesting to take some old traditional idea that does not seem to make logical sense, although everyone in a flat hat swears by it, and discuss it with a modern expert in the field.

When I hauled out my old Boston Smack in order to reconnect the planking with the frames, I found a two inch hole bored sideways through the forefoot, much too far forward to be used for hauling her up a slipway. On making enquiries I was told by some old codger in the pub that it was to make the tack quicker, letting the water flow from one side of the forefoot to the other.

On hearing this everyone over 60 nodded sagely and everyone under that age fell about laughing. How could a two inch hole possibly let enough water through to make her tack quicker?

Well, some time later I recounted this to a friend who is a modern racing sailmaker and he said it would do exactly that, not due to the volume of water it passes, but because it releases the pressure that builds up on the weather side of the vertical stem as it tries valiantly to swing into the wind. If he is right, how did the old boys figure it out in those days? and there are plenty more like that.



Hanging out the washing