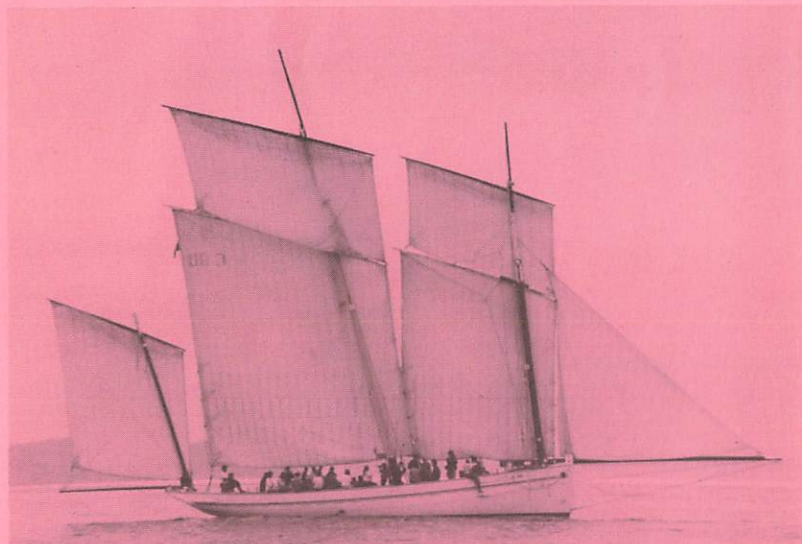


Old Gaffers Association



La Granvillaise at Ploumanac'h 1991.

Photo: R. Dawson



*The Large and the Small - L to R Provident, Aberration
and Hirta at Solent Rally 1991.*

Photo: R. Dawson

OLD GAFFERS ASSOCIATION

President: ROB WILLIAMSON
Brick Kiln Cottage, Coggeshall Road, Great Tey, Colchester,
Essex CO6 1AG
Tel. 0206 211318

Hon. Secretary & Membership Sec. MICHAEL BURN
Grove Farm House, Little Bealings, Woodbridge, Suffolk IP13 6LT
Tel. 0473 626549

Hon. Treasurer. BILL BROWN
Wheal Cock, Porkellis, Helston, Cornwall TR13 0JS
Tel. 0326 40198

Newsletter Editor: DAVID CADE
Steps Cottage, Playden, Rye, Sussex TN31 7NT
Tel. 0797 223040

Boat Register: DICK and PAT DAWSON
West Tye Cottage, Tyes Cross, Sharpthorne, West Sussex RH19 4HY
Tel. 0342 810303

AREA SECRETARIES AND REPRESENTATIVES:

North East:
D. Bosomworth, 2 Quayside Court, Bell Street,
North Shields NE30 1HF. Tel: 091 258 1153

East Coast:
J.R. Wainwright, Port View, New Road, Mistley, Nr.
Manningtree, Essex. Tel: 020639 3537

Medway and North Kent
Jon Tyrrell, 2 Brent Hill Cottages, Brent Hill,
Faversham, Kent ME13 7EE. Tel: 0795 536320

Cinque Ports:
D.J. Cade, Steps Cottage, Playden, Rye, Sussex.
Tel: 0797 223040

Solent:
G. Benton, 34 Gravel Lane, Ringwood, Hants.
BH24 1LN. Tel: 0425 470400

South West:
S. Poole, Perry Farm Cottage, Doddiscombsleigh,
Devon EX6 7PT. Tel: 0647 52541

Cornwall:
Norma Ashun, Clydia, Wellington Place, Carmon
Downs, Truro, Cornwall. Tel: 0872 862966

Bristol Channel:
B. Wordsworth, 54 Leopold Road, Bristol BS6 5BS.
Tel: 0272 247076

North Wales:
D.A. Caton, Whiteacres, 1 Llanelian Heights, Old
Colwyn, Clwd. Tel: 0492 515350

Dublin
Yves Chavanne, 1 Meadow Dale, Hartstown,
Clonsilla, Dublin 15 Eire.
Telephone 010 353 1 216219

North West:
J. Forrester, Merseyside Maritime Museum, Albert
Dock, Liverpool L3 4AA. Tel: 051 207 0001 X403

Morecombe Bay:
J. Miller, 5 Moncaster Road, North Scale, Walney
Island, Barrow-in-Furness, Cumbria LA14 3RP. Tel:
0229 472135

Clyde:
A. Paterson, 48 Queens Drive, Queens Park,
Glasgow G42 8DD. Tel: 041 4243143

Northern Ireland:
Alan Hidden, 4 Malone View Avenue, Belfast BT9
5PJ. Tel: 0232 612233

Overseas Liaison:
S.J. Bayliss, 1 Landsdown Avenue, Portchester,
Fareham, Hants. PO16 9NN. Tel: 0705 384632

France:
J.C. Credin, Le Veu Herve, 22360 Langreux, France

Germany:
Alexander Nurnberg, Bleickenallee 8, 2000 Hamburg
50, W. Germany.

O.G.A. of U.S.A.:
Leonard G. Kavanagh, 88 Lenox Road, Nahant, MA
01908, U.S.A.

O.G.A. Vancouver:
Peter M. Heiberg, 2676 W. 13th Avenue, Vancouver,
B.C., Canada V6K 2T3

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



Naneen,
Dublin Bay 21ft class,
Designed by A. Mylne
in 1905

ASSOCIATION STOCK LIST

		U.K.	OVERSEAS
<u>Burgees</u>	18"	£9.00	£9.25
	24"	£10.50	£10.75
	30"	£13.00	£13.25
<u>Membership Flags</u>	12"	£9.00	£9.25
	15"	£11.00	£11.25
	18"	£13.50	£13.75
<u>Ties</u> (Multi-Motif)		£4.75	£5.00
<u>Brooches</u>		£2.50	£2.75
<u>Cap Badges</u>	(Small)	£5.50	£5.75
	(Large)	£6.00	£6.25

Botany Wool V-neck Pullovers (Navy, Grey, Maroon. Sizes 38", 40", 42", 44")*

* Limited colours and sizes still available.

SPECIAL OFFER PRICE £14.00 ONLY

Sweatshirts (Motif on left breast). Sizes Med., L, XL and XXL. £11.50
Available in Navy, Red, Green and Grey
Embroidered boat name on sweatshirt (allow up to four weeks for delivery) £2.00

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-addressed label to:-

Mark Taylor, 5 Hawthorne Close, Colden Common, Nr. Winchester, Hants. SO21 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).

P & S Yard Braces - terylene.

This is no mere "decorative toy", this gear has pulled "Nelly Mattilde" across the Atlantic and back on two occasions, and many thousands of miles around the Mediterranean. The whole lot is for sale, in good working order for £500 - apply Blackburn 0473 780731 (evenings).

ENGINE FOR SALE

Seagull Century Plus Clutch Model Outboard motor in very good condition. Little used. 5B.H.P. Completely overhauled professionally 1989. With equipment and instruction/parts book. Very suitable auxiliary for craft up to 22ft. or so, or larger dinghies.

John Leather, The Saltings, Ferry Road, Fingringhoe, Essex CO5 7BX. 0206 729853 (evenings).

WANTED

Complete rig for Tom Tit - 1894 Itchen Ferry shaped yacht. 25 feet on deck. I have nearly finished major restoration but have no sails spars or rigging. Would consider buying complete wreck.

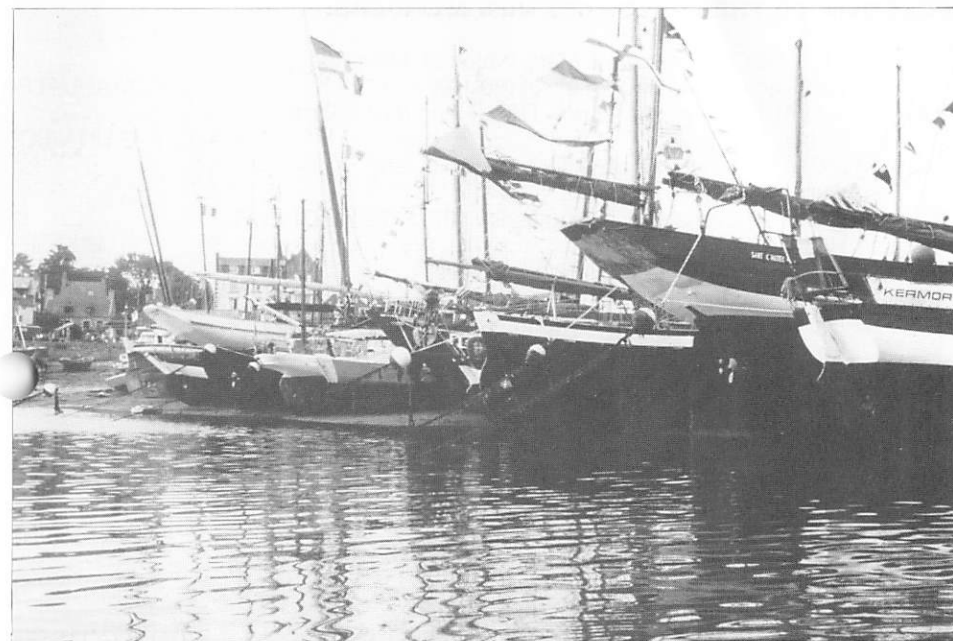
Phone Mike Phillips 0425 (Ringwood) 479525.

Also has anyone any information on her pre-war rig or history please?

WANTED - A ride to Brest

OGA member and owner of a modern GRP 'copy' would dearly like to attend classic boat meet at Brest, but fears such a long passage in a 24 footer! (At least he's honest!) Experienced. Fit and able to hand reef and steer, fully prepared to work passage in a larger craft and contribute towards expenses. Finally, could his wife join him out there too?

Contact: Erik Johnson, 15 Oaks Close, East Cowes, Isle of Wight PO32 6EH. (0983) 200163.



Stern View at Ploumanac'h 1991

Photo: S. Bayliss

EDITORIAL COMMENT

Although you are receiving this newsletter in 1992 it is numbered 1991/4 and was in fact prepared before the end of the year. Response to my request for material was immediate and I thank all of those who wrote or phoned. Regrettably I did not receive reports on all the area events and I would remind area secretaries that results of area races should be submitted to the newsletter under the Rules so that they may be published and form an archive.

Now that you will receive this newsletter quite well into 1992 even though I write this just after Christmas. Changes are afoot which will cause this and I cannot send these out until I receive the address labels. These are produced on the computer which was held by Bill Brown in Cornwall in his joint capacity as Hon. Treasurer and Membership Secretary. The computer is now being transferred (will have been when you read this) to Mike Burn in Suffolk who is taking on the Hon. Membership duties from Bill Brown. This will cause a delay in my receiving address labels on this one occasion. A further reason for the transfer of the computer is to enable Mike Burn to produce an updated membership and boat list. This will be dispatched to all members in 1992 and will be a much more comprehensive document than ever before.

I hasten to add that you will still receive four newsletters in 1992 and in order to get 1992/1 out in April, the deadline, for material, particularly dates of events is March 20th.

WELCOME TO THE FOLLOWING NEW MEMBERS:

EC	ALEXANDER, Jonathan & Mary, Walohfof, Main Road, Woolverstone, Ipswich, Suffolk IP9 1AX	ATAHUALPA
DUB	CHAVANNE, Yves, 1 Meadow Dale, Hartstown, Clonsilla, Dublin 15, Eire	CIUN VISCE
DUB	HUGHES, Arthur James, 9 Tara Lawn, Raheny, Dublin 13, Eire	
EC	KOOMEN, Cornelis M., Stougjesdijk 137, 3271 KB GREUP, Holland	SNOOPY
SOL	McKEE, Rod, 109 Pelham Road, Cowes, Isle of Wight PO31 7DW	SNOW GOOSE 1172
EC	PEARCE, John & Lesley, Lyndhurst, Oak Avenue, Egham, Surrey TW20 8HH	FAIR JUDGEMENT
SOL	SHARPE, George & Sue, Flat A, 32 Comyn Road, Battersea, London SW11 1QD	LADY MIRA
SOL	SINGER, Sue & Christopher, 39 East Sheen Avenue, London SW14 8AR	LARRY 1135
DUB	SMYTH, Brendan J., 3 Seapark Drive, Clonborf, Dublin 3	
SOL	ATTENBOROUGH, N.R., Fallowfield, Puttenham, Guildford, Surrey GU3 1AH	ANGELE ALINE
SW	COLLINS, John Geoffrey, 18 Pearsall Road, Longwell Green, Bristol BS15 6BG	
EC	DANIELS, Melvyn & Carol, 15 Leysings, Basildon, Essex SS16 5SL	LADY COASTER
EC	MOSS, Ken, 6 Parkside, Lower Road, Gerrards Cross, Bucks. SL9 8LD	TIDEBIRD 577
EC	KIRBY, Roy & Bridget, 77 Fairfax Road, Teddington, Middlesex TW11 9DA	ZOMERDROOM
EC	PRATT, James R., Holly Cottage, Freston, Ipswich, Suffolk IP9 1AB	GWENETH
SOL	THOMAS, Trevor, Byrnad Cottage, Luton Lane, Redbourn, Herts. AL3 7PY	SEA SHANTY PEFAMULA
DUB	TIGHE, Thom., 13 Limekiln Park, Terenure, Dublin 12	
EC	FARROW, Bob, The Cottage, Mistley Heath, Manningtree, Essex CO11 2QJ	NANGi
EC	FROST, Mrs. Janice, Red Walls, Friars Close, Shenfield, Essex CM15 8HX	FLEETWIN
EC	LEACH, Anthony & Joan, 11 Chequers Lane, North Crawley, Newport Bagnell, Bucks. MK16 9LJ	DRIFTER

ASSOCIATION STOCK OF CLOTHING AND INSIGNIA

An important change has taken place in the OGA insignia market place. All purchases from the OGA stock list are now made from -
MARK TAYLOR, 5 Hawthorne Close, Colden Common, Nr. Winchester, Hants. SO21 1TW
Telephone 0962 715042.

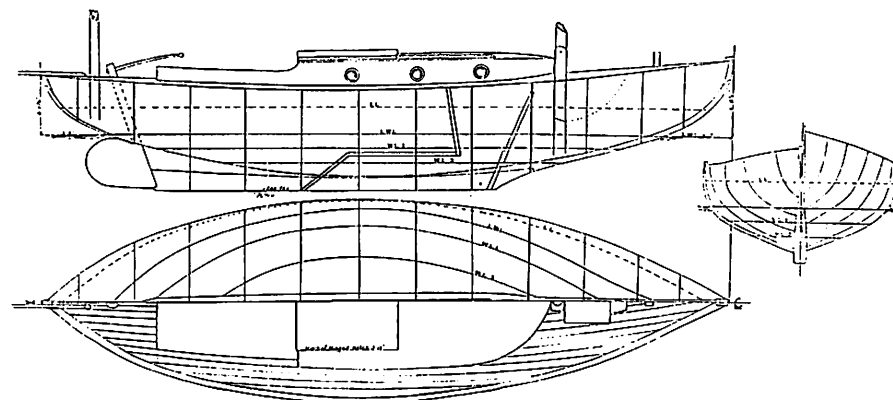
Our very grateful thanks are due to Brenda Brown who has managed the stocks for so many years. Thanks also to Mark Taylor for taking on this responsibility.

CANOE YAWL LEONA

Built 1906 at Leigh-on-Sea. 4 ton Thames.
LOA 25 ft. LWL 19'9" Beam 7'1" Draught 2'6" + Centreplate.
Gaff yawl with single headsail and lug mizzen.

Major rebuild started by professional boatbuilder who regretfully must take fewer bus-man's holidays, but would be delighted to continue the work to any stage required by new owner. Price as she stands £500, up to about £15,000 with all major work completed - i.e. new keel, stem, floors, centreplate case, some new planking, new deck and coachroof.

LEONA is thought to be based closely on an Albert Strange design, and is a fast, pretty boat. Lying Maldon, Essex.
Further information available. Call Jamie Clay on 0621 853804, or at boatyard 0621 853330.



Lines of Leona

GEAR FOR SALE

Squareyard - Columbian pine 26'6" long, 5" dia. in centre, tapering to 4" dia. at ends.

Squaresail in tan terylene 26'0" head x 25'0" luff.

Steel Clamp to suit mast 7" - 8" dia. with chain guide to control spar when being raised and lowered.

Yard Halyard - chain and terylene.

P & S Yard Lifts - terylene.

P & S sail halyards - terylene.

Sails

All terylene working sails overhauled May 1991. Main on Appledore roller plus one set of points for deep reef. Staysail with reef points. Working jib on Wykeham Martin furling gear. Large jib.

Additional sails.

Engine

Reconditioned Lister STW3 marine engine fitted June 1991. (30 h.p. water cooled). Engine drives an 18" x 12" two bladed prop. through a Lister hydraulic gearbox and a 2 : 1 reduction gear giving 6 to 7 knots. Also fitted new at that time were shaft, prop., 2 x 15 gall. fuel tanks, single lever Morse control and Vetus water cooled exhaust system.

Full cruising equipment included.

Nerak has recently completed a 3 month cruise of Scillies, Brittany and La Rochelle is fully in commission and ready to sail. Reason for sale - negotiating purchase of larger boat. £12,500.

T & J Richards, 91 Medina Park, Folly Lane, Whippingham, Isle of Wight PO32 7LZ. Isle of Wight 298470

EAGLE

Classic 30 foot Gaff Cutter 30' x 23' x 7'6" x 4'6": pitchpine on oak, copper fastened: iron and lead keel.

This lightning-fast and beautiful old gaffer was built 77 years ago at Pin Mill in Suffolk for the express purpose of wiping out all the opposition in the local regattas. At the same time clever design has given her a spacious and comfortable cockpit, a roomy saloon with two full-length berths and folding table, a galley and separate chart table, and a long fo'c'sle containing Baby Blake heads, sail and oilskin stowage, and space for two more berths. A fairly new 7 hp Yanmar electric start diesel engine under the cockpit provides her with both motive power and charging for a twin battery electrical system. A cutaway forefoot and raked sternpost make her very responsive and manoeuvrable under both sail and power.

This lovely boat is in good sound condition and in commission afloat, but she requires a small repair and some tidying in order to realise her full potential as a true classic gaffer; hence the price of £6,950 ono.

Write to John Mellor at 83 Malthouse Road, Manningtree, Essex CO11 1BY for full details and pictures.



Nerak



Eagle

FÉCAMP en FÊTE 1991 As seen from "Madcap"

Our land fall in Normandy was a ribbon of high chalk cliffs, with no 'conspic' marks, so we stemmed the tidal stream and cogitated.

"But look, something inshore, a buoy". So with due regard for a buoy, which usually marks danger, we quietly sidled up and read "St. Pierre" on it.

Our passage chart showed no such place. Try the Michelin Motoring Map" - there it was about 5 miles from Fécamp. We duly turned down tidal stream and rounded the headland, which hid Fécamp.

We knew we'd arrived at the right place and time when, from "Brilleau", Maggi's happy face and then Sam's appeared from below.

Later at H.W. we both locked into Basin Berigny and berthed alongside, near the two French Navy training goélettes à hunier (top sail schooners) "La Belle Poule" and "Etoile". Also there were a French ex-pilot cutter and "Tangaroa", 1925 Danish Fishing Ketch, with a large happy crew, on charter with Tony Athill from Southampton.

The programme for Saturday 6th July and Sunday was so full that one had to take one's choice, ours at 7 bells in the forenoon was a tot with the Squadron Commodore aboard "Belle Poule".

Noon Sunday saw all visiting crews at the Mairie for a vin d'honneur with Madame Bredin, Ministre de la Jeunesse et des Sports, the Maire of Fécamp, who charmingly welcomed us.

There must have been half a dozen bands, in costumes, mostly young groups, setting off from the Mairie to march round the Town, some with portable carillons,

zylophones, zithers and other unusual instruments.

Cars then took the Brit. Gaffers' crews up atop the high headland overlooking Fécamp, where Daniel Billeaux and his Châtelaine offered a sumptuous vino-lunch on the lawn.

High above us, atop the prominent old chapel stood the patron of sailors, the gilded Virgin of Notre-Dame-de-Salut.

No doubt She was used to the splendid views to seaward, along the coast, the town and hinterland but if she happened to glance down, there, on the lawn, were some happy mariners bon-vivant in the sunshine!

"18 H 00 Bénédiction de la mer", As programmed all the local trawlers, boats large and small and all the visitors, duly decorated with bunting and Christmas-like decorations, embarked many locals and put to sea to remember "all Fécampoise who had sailed, but not returned".

'Madcap' motored out, dressed overall, with many locals including our lunch hostess.

A gaggle of craft of all sizes sailed past the spot, where wreaths and garlands of flowers were scattered.

Maggi Bayliss in "Brilleau" tossed over the English contribution, some wild flowers she had picked after lunch.

Then back to harbour with much jollification, more vins-d'honneur and lots of new French friends, pleased that we have come to join their tribute.

Surfacing at 0530 on Monday, we were soon cheered by a good Sou'Westerly. In company with 'Brilleau', 'Madcap' made one of her fastest Channel crossings in 11 hours, averaging 7 knots; an exhilarating

finish to an exciting weekend.

We think Fécamp will again be en fête in 1992 and being only 60 miles plus from the South Coast, maybe a flotilla of OGA will rendez-vous there?

John Burfield

AREA NOTES

SOLENT

Rally to Yarmouth - September 1991

For the second time this season the weather was against the organisers. Saturday morning dawned with a SE 8 blowing and plenty of rain. The forecast promised it would drop off in the afternoon but would blow hard again from the North overnight. Yarmouth in a Northerly is not a pleasant place to be. There seemed to be only one place to shelter at lunch time, the pub. There many opinions were expressed about the rate at which the barometer was falling and how it was sure to blow hard from the north. After a short session most present had come to the conclusion that they'd rather be on dry land wishing they had sailed, than out there wishing they were on terra firma. On leaving the pub, terra firma had disappeared, the yard was flooded by an exceptional tide. A dinghy was borrowed and everyone was drenched in a vicious squall attempting to get back to the boats. That decided everyone, dry land away from the coast was the place to be. The patch of blue sky and the dropping off of the wind as we left the boats fitted our predictions as this was surely the eye of the storm and it would not be long before the wind swung round to the north.

A fine example of being weather forecast bound, for the strong wind from the North never came in the Solent, although it did



*Madcap with a bone in her teeth
returning from Fécamp*

Photo: S. Bayliss

further North. A few brave members made the trip, Quetzal, Tar Baby, Lucy and Morwenna arriving in the early evening. The following day, feeling somewhat ashamed about not turning up, we caught the ferry across to give our apologies to the Royal Solent Yacht Club, our hosts for the Rally. We had a fine view of the end of the Race (in which we were all entered) being sailed in a light northerly. The two local gaffers, Iseult and Skylark, were racing but the only visitor who entered was Tar Baby. (The tides were not favourable for entering the race if you had to get back up the Solent before nightfall). At the prize giving, the Royal Solent had an embarrassment of Gaffer prizes and as a result Tar Baby, despite her strange triangular mainsail, won second prize in the gaffer class! Although disappointed that more boats had not made it the Club was very understanding and are keen to have us back next year.



Off Pin Mill

Photo: R. Holden

ADVERTISEMENTS

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

Nerak

British registered Gaff cutter with engine. Carvel construction of pitch pine on oak, bronze fastened.

Length 30 ft. on deck + bowsprit 11'9" out-board.
Beam 10 ft.
Draft 5'3"

Built in 1905 by C. Hills of Cowes as a fishing vessel. Later owned by the M.A.F.F. and used for sprat fishery research. In present ownership for 17 years and cruised between Friesian Islands, Scillies and La Rochelle.

Vessel was burnt off and surveyed during refit in May/June 1991. Current and previous reports available for inspection.



Nerak

Engineer Yacht Club; from 1924 to 1930 when owned by Lieutenant (later Colonel) R.H. Maclaren, and from 1951 onwards owned by the author. Both of them experienced and enthusiastic sailors, they sailed TWILIGHT hard and far afield. Bobby Maclaren cruised extensively off the West coast of Scotland, and in the Baltic, but his record is eclipsed by Colonel Bertie Bloomer, who took TWILIGHT to sea in all weathers, moving her between the Solent, Kiel and Wales as dictated by his Army postings, and then finally to Malta on retirement.

This book tells the story of TWILIGHT and Bertie Bloomer, the story of a deep and abiding love of a sailor for his boat. It is written in a personal and very readable style, and will appeal not only to those who already know and love TWILIGHT, but to all with an interest in the sea and sailors.

The above is the title and Foreword to a recently published book by Colonel Bertie Bloomer, almost a day one member of the Old Gaffers Association. He and Twilight took part in the first Old Gaffers Race in 1959 and 1960.

Any takings over and above the cost to the author of production expenses will be donated to Gordon School near Woking. The reason for this becomes apparent in Chapters 15 and 16 of the book.

Price: Hardback at £14.95

Published by Square One Publications,
Saga House,
Sansome Place,
Worcester WR1 1UE.

LETTER TO THE EDITOR

Dear David,

I note on your "Snippets" page in the 1991/2 issue of OGA Newsletter a belated reference to the recent Nissan International Regatta in Dublin and to it being "the first of its kind in Ireland". Maybe the first in the Republic, but

here in Northern Ireland the fifth annual Strangford Lough Regatta for Galway Hookers and Other Traditional Boats, initiated by the late Con McCann, and now regularly organised by some of his sailing colleagues and hosted by Portaferry SC, took place at the end of June. The total entry this year was 51 craft, including a sizeable and welcome contingent from Dublin and elsewhere south of the border, whose visit was reciprocated when several craft from here went south the following weekend to enjoy the sailing and après sail at the Dublin regatta.

The Strangford Lough event is not an OGA event, but is strongly supported by the members of the NI Area, including those from the IOM who seem to miss no excuse to come across to sail and share conviviality with us on this side of the Irish Sea.

I understand from the organisers of the Strangford Lough Regatta that the weekend of 26/27/28 June has already been picked for next year's event. It is already in my diary and I have no hesitation in recommending it to any OGA member who can possibly get to it. If precedent be followed there will be no entrance fee, even though there will be free catering throughout the weekend for crews of participating craft. The only expenses will be such as that which is spent in the PSC bar and on the absolutely superb - in both quality and price - regatta sweat shirts. Beat that if you can!

I know that members of the NI Area of the OGA look forward to seeing more of their fellow members from other Areas amongst the growing number of sailors who, having once sampled it, now regularly come over from Britain to the Strangford Lough Regatta. As Hon. Secretary of the NI Area of the OGA I shall be delighted to pass on to the organisers of the Regatta the names of any OGA members who would like to be put on the Mailing list to receive full publicity about next year's event.

Yours sincerely,

Alan Hidden

DUBLIN

A welcome to Arthur Hughes, Dublin Vice-President. - Ed.

It is with great pleasure, we confirm that on December 5th 1991 at Clontarf Yacht and Boat Club, the Inaugural meeting of the Dublin Area was held.

Following an Introductory Address by Honorary National Secretary Michael Burn, four new members joined our ranks. The meeting ended on a high note from an illegally imported squeeze-box (which we had to export the next day), some of our famous local brew was sampled, "approved", and with the help of a stringed ensemble from the Northern Ireland Area, a very good evening was had by all.

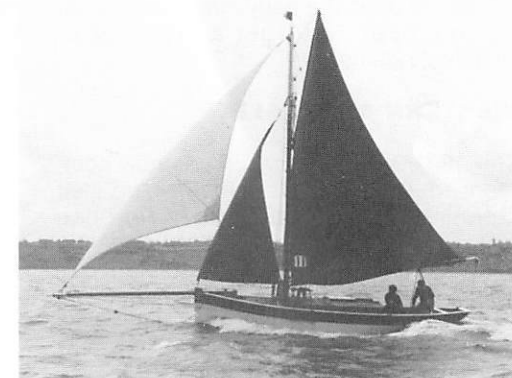
A local area meeting arranged for early January 1992 was arranged and held, the Committee are as follows: Honorary Vice President Arthur Hughes, Honorary Secretary Yves Chavanne, Honorary Treasurer Declan Hughes and James P Maguire Ordinary Member.

Our membership stands at ten and is rising gradually. Summer programme for 1992 will be announced the next newsletter.

THE NEW DUBLIN AREA by Mike Burn

Your Secretary was again honoured to be at the start of a new Area when he went to Dublin on the 5th December to help and cheer on the start of an Irish Area. The meeting had been arranged by Arthur Hughes, a sporting gaff sailor in his sixties (tho, at this time bermudan rigged), at the Clontarf Yacht and Boat Sailing Club on the North side of Dublin Bay.

The Clontarf claims to be the oldest sailing club on the East Coast and its buildings lie



*"Sweetie" - built for himself by himself,
the North Kent secretarial vessel of Jon Tyrrell.
Photo: R. Holden*

virtually alongside the water with a boat park in front of it and a very convenient little hotel alongside. The Club only has a club drinking license - the presence of the hotel next door with its hotel license and Irish ideas about hospitality lent a certain delightful inevitability to the drinking scene, only moderated by the fact that the next day, or today depending how late it was, was Friday.

Unfortunately Thursday produced fewer locals than were scheduled to come but a stout brigade travelled down from Belfast, Alan Aston and two splendid friends, and Alan and Jane Hidden. They now have an Area of some 40 members, a considerable feat considering how new they are and how few gaff rigged boats there are there. Their enthusiasm and capacity to get things done should be an excellent spur to the Dublin men.

After a suitably 'manana' start (no-one gets to things on time in Dublin I was told) I did my introduction and welcome bit, ably assisted by the two Alans. I had taken much OGA stuff and bosun stock which acted as a focus for the discussion that followed. It was not appropriate to form a

committee at this meeting but a meeting will be set up in the early new year to elect some officers and get a simple programme together.

WESTERN AUSTRALIA

The 1991/2 Sailing Season has now commenced with all Yacht clubs holding their Opening Day Regattas, we were once again invited to join the East Fremantle Yacht Club fleet on September 29th, competing as a group using the same course as E.F.Y.C. yachts. OGA attendance was not as good as we expected however seven yachts lined up for the start, breeze was very light which does not suit our craft and during the last lap the tide started to make and the 4/5 knot current made beating up to the finish very difficult particularly for the smaller craft three of which retired.

Results were:-

Roamarick	D. Rickman	1st
Bicton Belle	B. Glazier	2nd
Nicola T	J. Buchanan	3rd
Karina	W. Cook	4th

The following Sunday The Claremont Town Council invited the OGA to participate in the opening ceremony of the rebuilt Claremont Jetty which was a well known yachting venue in the early days of sailing, the jetty was restored in its old form, that is jarrah piles and decking which pleased the local identities who were reminiscing on the enjoyable picnic days.

We had 13 yachts for the sail past on a clear sunny day, a very light breeze gave the spectators ample time to see the yachts slowly sailing past, as they crossed the line the Muzzle loading Gun Association fired a salute, all craft then moored up on the jetty and whilst morning tea was served a panel selected the best presented craft, the Skipper was duly given a trophy.

All competing craft received a mounted

Belaying Pin suitably inscribed, further our newest craft a 20 ft. Sprit Canoe Yawl KARINA was officially launched with the traditional champagne.

As well as entertainment The Mayor held a naturalization ceremony for twelve ladies and gents.

We were both pleased and proud to be involved in this pleasant and successful event in which our fleet recalled memories of yachting activity of the early 1900s.

Frank Marcha

EAST COAST Manningtree Festival of Arts 18/19 May

Believe it or not, and I am sure most of us do, there are people on land who think Old Gaffers have aesthetic qualities. Indeed many fine paintings feature boats like ours, and even today you will find most sea and river-scape artists will portray a gaffer rather than a modern style bermudan. I often wonder why such aesthetic appeal features so low in the list of requirements of so many purchasers of new yachts, and perhaps one of the better ideals the Classic Boat movement can promote is "Taste", sadly lacking in much of our favourite pastime.

This is why I was keen to join forces with our Festival Committee, not to mention the willingness of the local Manningtree Rotary to sponsor prizes, and create yet another OGA event on the East Coast.

The upper reaches of the Stour do traditionally worry the East Coasters as a breed. The Dutch often come up here, and we even have some ex-Solent types keeping their boat (Little Windflower) at Wrabness, but it is very rare that we see many gaffers from other parts (or for that matter any other craft) up in Manningtree. I sometimes think that the locals have slipped the authors of East Coast Pilot



Gaffers on the Medway. N. Kent Race 1991.

Photo: R. Holden

grouped, especially as it involved a couple of beats in a very restricted channel to clear. But this was where Arnie Blake in Gremlin had her moment of glory. She spotted a gap in the melee and zipped through it, she was away over the horizon with the World President before the rest of us could untangle!

It was Gremlin's race by miles, despite being chased by Wendy and Sauntress. Gremlin tacked through the shallows and by-passed Waldringfield, whilst the cruisers, with the exception of Jubilee, struggled through the moorings. The course went down to Felixstowe Ferry, then back to Ramsholt, and I found it fascinating to watch Brian Green in Jubilee using his local knowledge to such great effect, working every back eddy and slant in the current to help his boat along. Lady of Rock had the misfortune to run aground on the ebb, but was rescued by Jubilee after the race.

Gremlin won first prize, a Ship in the Bottle presented by the landlord of the Ramsholt Arms, Wendy was second and Sauntress third. The Ramsholt Arms laid on a special Barbeque for the OGA, and a good job they did too, for it was so very crowded for the Bank Holiday Weekend. I have never seen so many boats on the Deben.

My thanks go out especially to John Krejsa for setting up the rally, and to Brenda Jago for taking the entries while I was on holiday.

BOOKS The Magic that was Twilight

Foreword by Major General Sir Gerald Duke. Commodore Royal Engineer Yacht Club 1957-60.

There must be very few owners who fail to establish an affinity with their yachts, a relationship which develops into affection and even love as the years go by. This is especially true with wooden boats, which to me seem to have more character and personality than their modern fibre glass successors. And many yacht clubs have yachts on their books, which have become a legend in their time, known and admired way beyond the club membership.

This is a story about just such a boat, and her last owner. TWILIGHT indeed was no ordinary boat. A Falmouth Quay Punt, built at Thomas's Yard in Falmouth in 1904, she survived more than 80 years of hard sailing, and was still going strong when she met her untimely end in the Mediterranean in 1988. During this time she twice sailed under the burgee of the Royal

which entrants declared their port of departure, and the OGA set individual times and courses. It was strange setting out from Mistley, having given Merlynn her start, knowing that to port there were boats like the other Merlin starting at Pin Mill, to starboard there were boats like Sea Pig and Sauntress out at sea. It would be quite interesting to observe such a unique type of race from a helicopter.

What started out as quite a lonely race for us with just Welsh Merlynn in the distance ahead soon became quite interesting as the boats from the Orwell joined in, including Avola setting out from Shotley. The course for Stour, Orwell and Walton boats took us out to Medusa, which meant keeping into Pennyhole Bay out of the tide, close fetching the WSW wind. Merlynn failed to do this and was swept to the North by the strong ebb.

With the wind piping up, Avola under full sail with a well trained topsail from her Hellevoetsluis experience, was really storming into the lead. We on Deva were forced to set the "weapon" just to keep her in sight. As the boats neared the Medusa, the other competitors from the Blackwater and the Colne could be seen too, and it was quite crowded at the mark with boats arriving from all directions.

Avola led the fleet round, followed by Deva and smack yacht Merlin, reaching now for the Outer Ridge mark. She seemed unassailable, until she came level with the Outer Ridge, and virtually came to a halt on the edge of the shipping lane into Harwich Harbour. We soon lost the smirks on our faces as exactly the same thing happened to Deva, then Merlin. Boats behind us saw our dilemma and headed up to avoid being swept past the Platters by the tide. The whole fleet ground to a halt at the most critical part of the course, with ferries and container ships coming by every five minutes!

Twice we sensed a light breeze, twice we started gingerly across the shipping lane, twice the wind failed, twice ships came upon us, twice the OGA had to retreat. Some had to retire, such as Mole who had to emergency start her

engine to avoid shipping. Avola and Deva had been swept well down tide before the wind did return, allowing Wendy and Sauntress to go in front. It was a fine run down the Felixstowe Coast to the finish line off Woodbridge Haven. Wendy just took line honours, Sauntress was second, Deva took the Coxswain Boats Trophy, and THE VICE-PRESIDENT'S CRAFT AVOLA WON THIRD PRIZE!

Finding our way in over the Deben Bar did cause one or two problems. We found a fathom all the way in, but others following grounded, so the channel must be very narrow. Everybr seemed to be heading up the Deben, and saw a number of boats from my old sailing club at Tollesbury. We anchored off Ramsholt Quay and met at the Arms for a couple of pints. Eddie Williams, late finishing the passage race grounded on the banks, and clogged up his water cooling system trying to get off. When Merlynn did float, he was forced by the current to sail to the Orwell, where he spent the night!

Next day we arranged a race in the River, with John Krejsa's fine RNLI ketch rigged lifeboat officiating. There was absolutely no wind at the start, and some were forced to anchor to avoid being swept past the line. When the wind did come, the late starters took the wind from the early ones, indeed I saw some less than sisterly affection as Clare Thomas in the smack yacht Merlin took the wind from Tessa in her sweet little Hillyard Anna.

With all the anchored boats off the Rocks, there was precious little room for manoeuvre, a much bunching, with boats like the Cornish Pilot Lucinda shadowing her smaller sister, Crabber Lady of Rock, as well as Deben Cherub Jubilee and Cherub Sea Pig.

To avoid the crowded moorings off Waldringfield, I thought it would be a good ploy to go over the shallows on the far side of the river, only to find every one else had the same idea, shoal draft or not.

The leeward mark off Metersgate Quay took some turning with the boats so heavily

books a few quid to make out it is very difficult to navigate, to stop too many people keeping their boats up here and pushing up mooring prices. But really it is no more difficult than Maldon, Battlesbridge, Woodbridge and many other tidal sailing centres, it is just less "discovered" and fashionable!

But notwithstanding the above, I have to express great admiration of one member in particular, Doug McEwan. He sailed all the way from the River Crouch in his little Inverted lifeboat Sheba, singlehanded at that, then almost immediately took part in the sailing events, despite having been up since 3 a.m.

Pride of the fleet, also from the Crouch, was the Leigh Cockler "Alice and Florrie", which led the fleet from Mistley Quay up the winding channel to Manningtree in a mini-parade of sail. Once there the Stour Sailing Club kindly gave us the gun, and a mixed fleet of 11 open boats, workboats and cruisers raced round - the -cans in Seafeld Bay.

In such situations, the value of local knowledge becomes very apparent, and it is not often Stour-based boats can have that advantage. But take it they did, the prawnier yacht Deva and the shoal draft cruiser Merlyn II took first and second in the cruisers, whilst the cruising dinghy Gremlin and smack's skiff Susan took the open boat prizes.

The next day we had a fun race "Through the lagoon" with oar and sail for open boats. This was won easily by Rob Gee's gun punt, a very ethnic local craft with a big sprit rig, no leeboards or rudder, steered by a single paddle jammed between the crook of the knee and the gunwhale. The other gaff craft still around took part in a race with the local modern cruisers, which I am pleased to say was won by a gaffer (albeit the secretarial Deva again!)

Prizegiving was held in the Stour Sailing Club, presentation by the Chairman of Manningtree Rotary. Apart from the prizes, there was a pennant for every competitor!

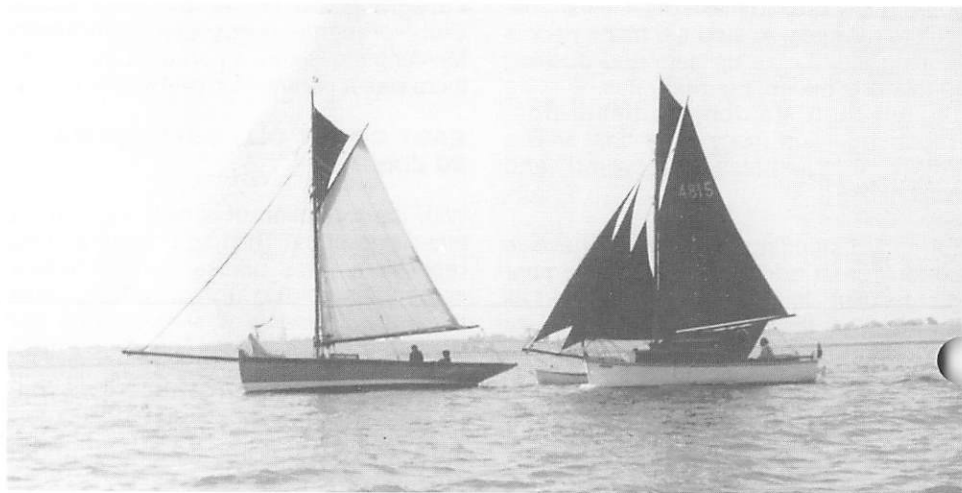
EAST COAST OLD GAFFERS RACE 20 July

With the formation of a new area on the other side of the Thames Estuary and the recession, I was pleasantly surprised to see entries holding up so well. Because there are so many other events up and down the coast, we do not see as many boats from afar these days as we used to. However the local fleet has grown so much in stature, that we still have possibly the finest sight of traditional gaff rigged boats anywhere.

Stone Sailing Club on the Blackwater have looked after us well for many years now, the food, the drink and the ferry service being matched very much for our needs. Many competitors choose to come down the Friday before to see old friends and enter the race, but this year there was a different buzz of excitement, as the event was eventually to lead on to the North Sea Classic Passage Race.

The start was the classic East Coast running start in a sluicing ebb. The heavier boats tend to hold back, the racers crowd the line, and there is doldrum area in between which will catch the unwary trying to make a good start. This year it was Jon Tyrell in his GRP smack "Sweetie", a craft which has really developed cracking form, who was over the line and suffered a one hour penalty.

At the front of the race we could see quite a bit of needle developing between the two ECODs, Chittabob and Nancy. Chittabob, the current holder of the coveted East Old Gaffers Trophy, and thrasher of Royal Corinthian bermudan jobs is well known. Nancy, however, is a recent convert to gaff, with an Asti-style 6 metre rig.



Merlin and Merlyn ghosting along in E.C. Race 1991.

Photo: J. Wainwright

The gaff is higher peaked than Chittabob IV's, and the boom longer. The style of sailing is different - Chittabob tends to sail with the crew below gunwhales as they used to, whilst Nancy sails with the crew on the weather rail, as with modern off-shore racers. It was to prove an interesting duel!

We had several magnificent craft in the larger sizes, craft like the recently restored 50 ft. schooner Comus, complimenting our usual giant trawlers Willow and Martje. Each year we hope to see a new local smack restoration - this year we had two - Martha II, the subject of recent press articles, recommissioned last year at the Harman's yard at St. Osyth, and Alando, a square sterned Maldon smack not seen on EC race for 18 years, rescued from dereliction in Scotland.

Another old favourite not seen for a few years at the EC race was Noorderzon, a big steel pilot cutter which had tremendous season in the heavy winds of '88. Privateer (Boston smack yacht), Sea Pig (Deben Cherub) and ADC (the most celebrated Essex smack!) were other regular

entrants, who can all show entries going back in 20 years or so of Old Gaffers Racing.

As the fleet turned at the Knoll, it was pleasing to see how expertly most changed from running sails to windward sails. But some rounded better than others, and it was interesting to watch Gayle Heard in the prawnier Laura overtake the leading Essex smacks, simply by turning on to the new course before rounding, rather than after - with long-keeled work-boat this is worth two lengths to windward.

It is very tempting having rounded the Knoll to stay on the same tack and sail as close to the Rhumb line to the Buxey as possible. 90% of the fleet do this every year, then wonder why some of the little boats like the Deva, who have to tack to clear their wind shortly after rounding the Knoll appear to go well to windward. But the real answer is in the slacker tide and one or two back-eddies in the shallows which can lift a relatively slow boat well up the fleet. Laura, however, tried this trick once too often and found herself aground, and having been towed off had to retire - a



Happiness

Photo: R. Holden

which enabled the full course to be set, basically round the Island in the middle of Haringvliet. I personally thought the course was too complicated, and left little scope for the tactician. Without strong currents to contend with, racing is a little tame, and the opportunity to work a few windshifts along the shore would have been welcome. This is important in a slower boat, and probably accounts for Deva managing no better than 60th average for the two races!

I was very touched with the way the Dutch published much of their programme in English, although we were not more than 20 per cent of the number attending. The same went for their prizegivings and briefings. They certainly made us Brits very welcome indeed. The prizegivings and socials were held in the Museum for fire-engines, which originally was an old Naval building, similar to Chatham.

The OGA handicap is occasionally criticised, but the results we obtained at Shotley, or on the North Sea Race were actually far closer than at

HVS, with a similar wide range of craft. However, no fixed formula system can really match sleek racers with humble work boats, and as such the splitting up of prizes for boat types is fairer, as is the grouping of boats into classes.

Whilst DCYR does for old gaffers the same as OGA does for classic hot-shots at Shotley, I think there is room for a Dutch OGA running some smaller regional rallies like we do on the Crouch. Indeed, the reputation of the OGA is quite high in the Netherlands, and I was amazed how much they knew of the East Coast events! The easy-going nature of OGA events and the camaraderie of boat owners fighting the common causes of gribble, wet-rot and marginalizing by the establishment are envied by more people than we realise. We left some Dutch gaffers with an OGA TCF diskette, and Rob Williamson will send some rules. Let us hope they grasp the nettle and get on with it.

Of course it is easy to find faults with any organisation, but on balance it was a very good festival. It was certainly a lot better than the regattas I have seen in the UK, well worth the sail over. The friendliness of the Dutch, and the opportunity to cruise their waters afterwards makes it a "Must" for 1993, and my advice to all OGA members on the Solent, Kentish and East Coasts is to come and see what you have been missing!

DEBEN RALLY 24/25 August

Originally this rally was put on for the benefit of certain local eminent members of the OGA, but as with many other of our rallies, it is the visitors who make up the bulk of the entrants. This year there had been an element of overkill with such a strenuous programme at home and abroad, and perhaps this contributed to a turnout less than expected. However it is the smaller rallies which are often more friendly and enjoyable for that.

The Deben Rally started with a passage race at

started for much the same reasons as the OGA, i.e. the Establishment not catering for the older style craft. The principal difference was that the traditional Dutch Craft were already well catered for, so the emphasis was much more on the metre type boats, but with old cruisers and "foreign" traditional craft such as Falmouth workboats and Colin-Archers as very welcome also-rans. They tend to be more fussy on construction, traditional steel and timber construction being much preferred, although I did see one GRP Falmouth workboat, and we had no trouble with our Ferro pilot cutter Advent.

It was very interesting to see boats which were celebrities in their English lives. Lillebollerø was the subject of a nautical classic "Building a Little Ship", and one of my crew used to sail on her. It was a pity that her sister ship, the Boston smack-yacht Privateer had to withdraw from HVS at the last minute. As an East coaster it was nice to see the Florence Richmond again, Flex's super schooner.

The Dutch, with their huge network of inland seas and waterways, are endowed with a large choice in Festival location, where you need to have good location for social activities, yet access to unrestricted sheltered waters for sailing. Nowhere on the East Coast do we meet these criteria, and on the Solent, where Nature did provide something suitable, we have to cope with just too many others and commercial shipping.

At Hellevoetsluis the harbour, around which is built the old town, is entered directly off the Haringvliet, which is non-tidal. This means there is plenty of space and time to heave-to to take down sails in space before coming in. Not like Lowestoft, where you have to enter under full sail to take you over the cross-current, then have to de-rig in confined conditions. This is important with large fleets of boats in unfamiliar waters.

At Hellevoetsluis we had tremendous support from the council, as is common place abroad. For some reason we have never hit it off with

councils on the East Coast. I suppose the politicians and media have made us so paranoid about poll tax that no council dares to openly sponsor my enjoyment! But when you saw the crowds the festival and its sideshows pulled in, when you saw the publicity the town received from the TV and their equivalent of the Radio One Roadshow, it was clear that there was a big pay back. One disadvantage of all these side shows was that several barrels of beer had to be returned by the DCYR, a pity I did not know, we had arranged for suitable transport in the form of SB Thistle!

Funding of the regatta was at a much higher level than our events. The entry fee at about £20 for a 3-day sailing event was higher than a £5 standard EC race entry fee or the 7-day sailing event of Shotley for £35, but they also received significant sponsorship, especially from Reeds (a British firm!). Bearing in mind that the level of service to the competitor was equivalent to that offered at Shotley, I hope members begin to see how thin a shoestring we operate on in the OGA East Coast, and how much Shotley fill the begging bowl. (Reeds, incidentally have now said they will sponsor Shotley in 1992, now they know a little more about the OGA, so our linkage with DCYR has proved most profitable).

The DCYR management was far better resourced than ours. At times at Shotley, a larger event, we occasionally have five on duty. At HVS they appeared to have five times that number as a minimum, and they had even more volunteer helpers for a meal they served to 300 skippers and crews. You will see the same at Brest and Douarnenez. On the race management side I don't think they were quite as experienced as us, and sometimes this showed, but Reed's representative when he visited Shotley did note the very small number of OGA volunteer helpers by comparison. Why the British OGA are so apathetic I do not know. On the East Coast it might be some marshy area particularly prevalent in Tollesbury which affects the brain.

We had beautiful weather and light breezes,

pity, for she might have won.

The lead was constantly changing between the ECODs, and at the Walle Spitway Nancy was again in the lead. Sallie was making her mark as the fastest smack, but neither Charlotte Ellen or Martha were going to let us do it easily. Despite all the different tactics being used, despite the time elapsed, there was bunching again at the Spitway and the bulk of the fleet rounded en masse for the home leg. The wind was proving exceptionally fickle, for some it was a reach back to Stone, for others a beat. The tacticians tended to lose out, a crafty tack for position often ending in disaster, the best bet appearing to position for the flooding tide. But one old master of the wind and the tide who did get it right was Arthur Keeble on Chittabob IV, whose boat never stops in the flattest of calms anyway went on to take line honours for the Britannia Trophy, as well as the East Coast Old Gaffers Trophy on corrected time.

However, if there was a trophy for best overall performance, a "Boat of the Race" award, it could have been awarded to the diminutive Blue Hawk. It is easy to marvel at the pace of a classic racer, whose sole design function is to go fast round a racecourse. It is easy to admire the boat management and sail, handling of the big smacks, with their large crews handpicked for their skill and experience of local waters. But take a 20 footer, put a cabin and cruising gear in her, equip her to race across the North Sea, add a full topsail cutter rig, and get a young couple to race her so effectively against the elite of gaff rig - thank goodness we have Old Gaffers Racers for such people to prove



Gayle Heard's prawn boat Laura in E.C. Race 1991

Photo: R. Holden

their skills.

The open boats sail their own course in slightly less exposed waters, but I was pleased to see the support craft provided by West Mersea, the alternative sailing community of which has done so much for Class 3.

The Mersea boats do dominate the results so much these days, the consequence no doubt of an active programme throughout the year. The first four places went to their boats, Winnie, Pewit, Native and Wild Goose. These craft are worth close inspection to show what can be done to get gaff to go. But the fleet does have cruising dinghies as well, ideal for day-sailing - Natterjack is one such boat, and she did well to finish where she did in the relatively light airs. The prize for persistence must however go to the beach yawl Pet, whose crew worked exceptionally hard to take this dipping lugger round the course. Last, but very definitely not least, she won the Plodders Pot. A new trophy this year was the "Little Gaff", for the first boat

under 12 ft. won by Coluna.

I think it is a pity we can't find celebrities these days outside our ranks to present the prizes for nothing, but Brian Hammett is always good entertainment, and we are very grateful for his contribution on the bridge as well. Indeed we thank Stone SC and Mr. and Mrs. Stan Atkins, Lorna Hammett, Rob Williamson, the ferry girls, the catering and bar staff, for making the day a very special one. For work behind the scenes we thank the kind fisherman from West Mersea for laying the Buxey Buoy, and Derek Whymark for the programme, as well as the committee in general.

Next year's race will be on the 25th July. Early entries will be particularly welcome, because some of the management may be in Brest the week before - how about arranging a passage race back!

Prizewinners:

East Coast Old Gaffers Trophy
Brittania
Pussers Rum
Cruiser
Tom Bolton
Cornish Shrimper
Stone
Austin Edge
Davey
Dulcibella
Hunt
Sheave
Boat World Rose Bowl

Chittabob IV
Chittabob IV
Jade
Blue Hawk
Sallie
Stroller
Mole
Stonechat
Mermaid
Vancouver
Deva
Peace
Nancy

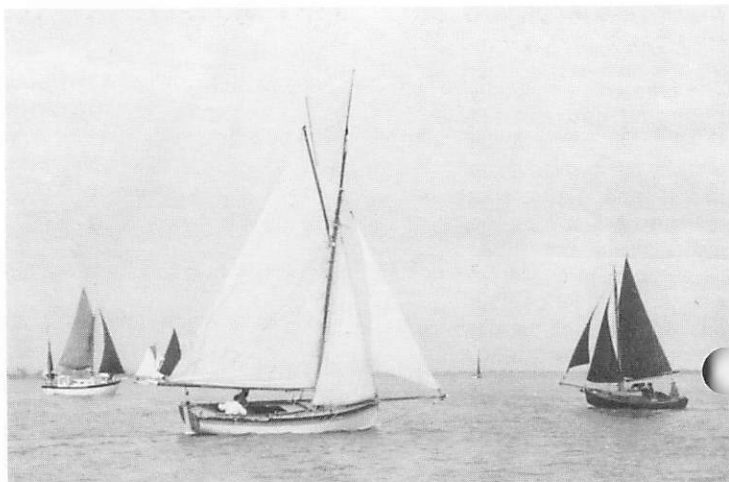
1st Class 1 Prawner	1st Class 2 Mary of Chester
2nd Class 1 Olivia Mary	2nd Class 2 Adelle
3rd Class 1 Miranda	3rd Class 2 Thistle

Class III

Zetland Trophy
Cockleshell
Alpha Pitt
Little Gaff
Plodders Pot

Winnie
Pewit
Native
Coluna
Pet

1st Class 3 Wildgoose
2nd Class 3 Phoebe
3rd Class 3 Albert Harry



Cross tacking. E.C. Race 1991.

Photo: R. Holden

Titheridge
Old Harry
Dan Webb & Feeseey

Merlin
Moonstone VI
Miss Lizzie

ly confused. The buoy which we thought was the Haven buoy to Stellendam turned out (on detail inspection by torch) to be the Hinder buoy. The Decca which we were ignoring because it had gone down earlier, and could not be reset accurately, had sorted itself out, and was blowing one hell of a raspberry at the navigator. Shamefully by plotting every 20 minutes we followed it to the finishing line, over 2 hrs. later than we need have been.

The Stellendam fairway buoys seemed to be everywhere as we made our way up the channel. And now that wretched Sou'wester turned up to mock us, driving us like a mad thing into the Harbour. We screeched to a halt in a berth alongside Nutcracker, my crew ran off with the bog-roll into the dark, we had arrived!

Actually we were not the last, as several boats arrived in the night - Blue Hawk, Plieone, Jasmine to name a few, although the penalty of the Stuart Turner episode was to count against us (it would be fairer if we received a bonus for a Stuart!) One boat, the folkboat Zoetje, which had set out 24 hrs. earlier had taken 3 days to cross!

The real hot-shots had found a wind of sorts which was to last them right across the North Sea, and indeed none of the prizewinners had to resort to auxiliary power. Korybant, Vivacious and Blue Hawk took the 1st, 2nd and 3rd, whilst the 50 sq. Metre Pinta took fourth and first Dutchman. Patience, the Vertue, was sailed across single-handed and awarded a bottle of rum for his endurance, as did Raudur, the last to cross the finishing line. Thistle would have received a "Best Navigator" award, having put in at Flushing, and cruised the inland waterways and meers, together with hostilities en route, timing her arrival at Hellevoetsluis to perfection, coinciding with the start of DCYR festivities!

Despite the frustrations of the wind, I felt the race was worthwhile, the OGA style combining the common sense of cruising with the fun of racing. I for one would do it again, personal circumstances permitting.

1991 North Sea Classic Passage Race corrected time results:

Pos.	Boat	Line Pos.	Elapsed Time (min)	Corr. Time
1	Korybant	1	1427	1591
2	Vivacious	3	1725	1715
3	Blue Hawk	13	2257	1952
4	Pinta	2	1633	2041
5	Raudur	16	2414	2095
5=	Nutcracker	9	2005	2095
7	Soma	7	2396	2156
8	Patience	5	2400	2160
9	Nimrod	10	2169	2164
10	Bydand	6	2418	2176
11	Jasmine	15	2320	2204
12	Avola	4	2491	2242
13	Maid of Tessa	8	2512	2255
14	Francesca	14	2540	2286
15	Deva	11	2735	2330
16	Pleione	12	3040	2675

Rtd. Thistle, Advent, Watchfull of Hamble.

(Elapsed times include penalties).

HELLEVOETSLUIS 25-28 July 1991

On the East Coast we have always had an affinity with the Dutch, and since Shotley started, we have had regular contact with the Dutch Classic Yacht Regatta and their classic boat festival at Hellevoetsluis. Until this year, this contact was limited to an exchange of publicity and entries, and the odd one or two of us taking part.

In 1991 we have tried to make more "physical links" with passage races, and the North Sea Classic Race is reported on elsewhere. Members may, however, be interested in a comparative report on Hellevoetsluis. We can all learn from each other, and perhaps the OGA needs to check from time to time that it is still on course.

I do not know the detail history of Dutch Classic Yacht Association (VKSJ), but I believe it was

the West Solent Vivacious, kept remarkably in sight of one another for several hours. The South West Shipwash was rounded safely, but I did hear that some found it a bit shallow, the Shipwash bank being more extensive than indicated on charts. About that time I put a call into the office, to check there were not any problems, to be told they were not back from the pub . . . when the cat's away etc!

As day drew to a close, the light breeze seemed to go more on the nose and fade. We crossed tacks with Thistle, and put in an order for three egg rolls, I am still waiting. As Thistle disappeared over the horizon, the sea became much more lonely, and Deva was not getting anywhere pitching in the wrong length waves. However we put in a tack towards the South and West, and the boat began to go. We sailed through the lee of Folkboat Raudur on the same tack, and the boat seemed to be saying this was the way to go. With a South West forecast, and weather stations giving reports of Sou'westers in the Channel, perhaps the old girl was on to something, although we were having North East. Thoughts of screaming up the Dutch Coast on a spinnaker run, while everyone else was beating against the Easterly - this was how to win races!

It was one of my most pleasant sailing experiences beating into the night, phosphorescence in the wake, sluicing along with the topsail drawing to perfection, fine but 90 degrees off course! We were overtaken by a large bermudan boat, a black shadow in the night. The west-going lane of the designated shipping channel was crossed in the night, always a worry in a slow boat, but as we got to the "central reservation" the horrid truth dawned that the promised Sou'wester was not going to come. So in the graveyard watch we tacked, and by early morning we tacked again to cross the other lane in the mist.

Ever-so-slowly we beat up past NHR-SE, the North Hinder Junction buoy which was a race mark. We called up "Avola" on the radio, and were pleasantly surprised to receive a response. She had stuck to the rhumb line

course and was about 12 miles ahead of us, motor-sailing, as she had no wind at all. "Engines" were permitted on passage, but with a severe time penalty. The weather was actually gorgeous, and it was beautiful to stare right into the glassy clear water, a change from the muddy stuff we normally have to sail in. Indeed the water was so clear, and the boat so slow, that we caught the last mackerel, and caught him twice at that, as he could swim faster than we could sail.

By mid afternoon we too were becalmed and in the middle of the shipping lane on t approaches to Europort. Visibility was falling as well, so the Stuart was looked at. Not a sausage - what did you expect. The boat was mechanically and electrically inert, and the decca down completely, and the crew listened with curiosity at the ritual language descended from the Anglo-Saxon, printed only in the alternative Stuart Turner owner's manual. The engine casing was dismantled to give access, and with the use of a galvanised woodscrew, and several stamps on the starting handle, the beast coughed into life.

Our salvation from shipping was far from secured, however, as a new death-rattle emanated from the rear of the engine. Up came the cockpit sole boards, and it was discovered that the dynamo bracket had broken. This time a timber wedge was hammered in to hold the device in place. I recount this tale to illustrate the depths the average Old Gaffer can sink to keep his boat going, whereas the modern GRP type with his imported flash diesel could r have dared to use so resourcefully woodwork- ing tools to effect a mechanical repair, and would still be awaiting a reply to his fax to Tokyo. Indeed these temporary repairs have been so effective they might become permanent!

Almost by surprise the Dutch Coast emerged through the mist, and we dug out the Dutch Charts. Such is the difference in buoyage, navigational aids and chart quality between that which the poor English tolerate and the universally rich Dutch benefit from, that we were total-

EAST COAST OLD GAFFERS RACE - OVERALL RESULTS CLASSES I, II & IV

Final Pos.	Name of Boat	Pos. Line	Elapsed Time	Corrected Time (secs)	Class
1	Chittabob IV	1	24839	23815	2
2	Blue Hawk	19	27911	24143	2
3	Jade	9	27143	24511	2
4	Mole	38	29814	24805	2
5	Deva	34	29137	24824	2
6	Mary of Chester	37	29413	25001	2
7	Stroller	39	30107	25139	2
8	Miss Lizzie	14	27816	25145	2
9	Adelle	44	30727	25288	2
10	Nancy	2	25788	25349	2
11	Thistle	5	26713	25350	2
12	Wendy	20	27921	25409	2
13	Sara	41	30164	25518	2
14	Betty II	15	27823	25574	2
15	Stonechat	27	28387	25860	2
16	Sauntress	23	28139	26028	2
17	Mistress	35	29172	26181	2
18	Janty	42	30145	26196	2
19	Aerial	36	29283	26442	2
20	Prawner	30	28629	26567	1
21	Emanuel	26	28342	26698	2
22	Lady of Rock	46	31131	26772	2
23	Sea Pig	45	31062	26930	2
24	Merlin	32	28698	27033	2
25	Elsie	43	30238	27183	2
26	Olivia Mary	10	27396	27231	1
27	Mermaid	12	27528	27335	1
28	Peace	4	26038	27339	1
29	Alando	42	27406	27406	2
30	Merlyn II	49	31620	27523	2
31	Miranda	29	28539	27540	1
32	Nellie	18	27880	27573	
33	Noordezon	17	27935	28074	1
34	Martha II	13	27782	28120	1
35	Shoal Waters	52	33217	28168	2
36	Vancouver	48	31345	28367	2
37	Una B	33	29130	28372	1
38	Touchstone	16	27825	28381	1
39	Ellen	8	26996	28426	1
40	Gracie	31	28640	28496	1
41	Lizzie Annie	11	28574	28574	1
42	Bonita	28	28529	28700	1
43	Sallie	3	26001	29002	1
44	Charlotte Ellen	6	26754	29563	1
45	ADC	7	26847	29585	1
46	Ostrea Rose	47	31241	29616	1
47	Cygnets II	53	33967	29721	2
48	Moonstone VI	55	34578	29737	2
49	Little Windflower	22	28017	30062	1
50	Saxonia	24	28191	30869	1
51	Helen & Violet	21	27983	30921	1
52	Sweetie	26	28197	31097	2
53	Orinoco	54	34215	32605	2
54	Fly of Halstow	50	32760	32727	1
55	Anna Crane	51	33136	33102	1
Retired and "signed off" Band of Hope, Slating, Pagan, Comus, Aussie II, Privateer, Laura, Alice & Florrie.					
* Time penalty?					
Class III					
1	Winnie	1	15264	10567	3
2	Pewit	2	15476	10667	3
3	Native (WMI)	4	16067	11062	3
4	Wild Goose	3	15821	11160	3
5	Phoebe	5	16093	11205	3
6	Albert Harry	8	17021	11690	3
7	Amber Louise	7	17008	11877	3
8	Hush	6	16705	11984	3
9	Natterjack	9	18059	13134	3
10	Coluna	12	21196	14062	3
11	Native	10	19860	14538	3
12	Sally	13	21356	14667	3
13	Elizabeth Anne	11	19890	15105	3
14	Elver II	14	24210	16762	3
15	Pet	15	27455	20344	3

TENDRING COAST PASSAGE RACE 21 July

The Tendring Coast Passage Race is a strange beast in OGA terms. In some ways it is actually the oldest race on the East Coast, the 1963 OGA race following much the same course, in other ways it is a race of the new order, a feeder race to one or other of the many OGA events now held in the northern parts of the East Coast Area.

This year it formed one part of a very special link between the established East Coast Old Gaffers Race and the Dutch Classic Yacht Regatta at Hellevoetsluis. Indeed the celebration of the campaign for real sail never seemed to stop, as one event leads to another!

The race started at 0800 hrs from Stone Sailing Club, as a mixed fleet of some 20 craft sailed for Harwich Harbour. Craft such as the whaler Vancouver setting 2 spinnakers competed against the classic ocean racer Nutcracker; we had English and Welsh Merlins to bring us luck, and two Vertues to give us "Patience". We had little boats laden for a long journey such as Deva and Blue Hawk, plus many other fine craft.

The course left Bench Head, Clacton Pier, Walton Pier and Nelson's Medusa to Port, and poor Clyde Racer Thistle suffered a time penalty for missing out Bench Head. The wind started quite well from the North West, giving Merlyn a chance to set her third jib and neighbour Deva her bowsprit spinnaker, to eat up the beam wind. Even Blue Hawk seemed beatable, until the wind drew aft and slackened. Maid of Tessa and Nutcracker stayed level, but the little gaffer's huge jackyard seemed to claw a secret wind from the skies and disappear into the distance.

Off Walton the wind went completely calm for Deva, and she had to watch the Tessa, the two Merlins and Nutcracker sail past her, with a fine breeze astern. Eventually she could rejoin the fray at the Medusa, just as the Haven Series came on the scene, to round the buoy in the

opposite direction. As the 5 mile leg to the finish became a fine reach, the classics really picked up speed, keeping up with heavily crewed modern racers. I often wonder what some of these yellow wellie types must think about little Old Gaffers designed and built by eye 80 years and more ago which keep up with or even overtake these latest expensive creations with half the effort at a tenth of the cost.

This was Deva's best leg, still holding on to her bowsprit spinnaker she managed to take Merlin just before the Harwich breakwater, but Blue Hawk had been in for some time and taken her place with ease. Maid of Tessa was third, prizes being awarded at Shotley Point Marina by Brenda Jago.

NORTH SEA CLASSIC PASSAGE RACE 22 July

I apologise for this account centering too much round my own experiences, but it must be appreciated the North Sea is a lonely place, and I could not see much of the others!

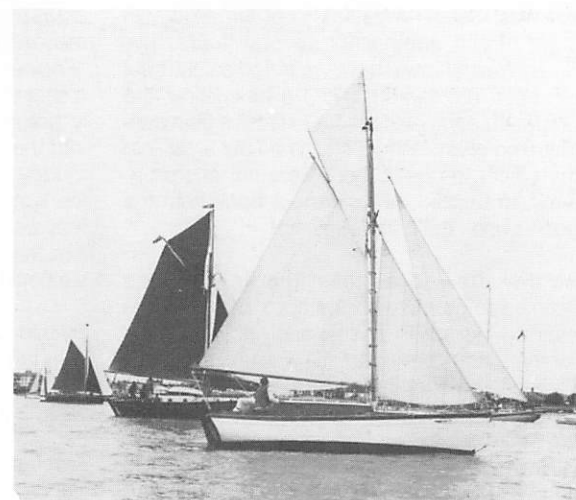
This event, the brainchild of a Shotley CBF meeting, was to present new challenges to the East Coast Committee, with ramifications which caused ripples of concern right up to Politburo level at St. Katherine's Dock. Clearly to promote a race which involved sailing ancient craft across quite a dangerous sea to unknown and foreign waters did involve a risk, albeit a moral one only, according to expert opinion. However, our Dutch Classic Yacht Regatta friends were enthusiastic, indeed they had raised the idea with Brenda in connection with their Hellevoetsluis event in 1989.

We often make out our boats to be superb seaboats etc., but really compared with the modern offshore racer, perhaps we shoot a line or two! To avoid libel action from others, I will take my own boat as an example. Apart from being too small anyway, the hull design concept was originally to provide a low stable platform for fishing inshore waters, but not offshore with that low freeboard. The large cockpit drains right into the bilges. There are no guard

rails. What inherent seaworthiness the hull might have had may well be affected by the fitting of a cabin, the lading with a heavy engine, inflatable dinghy, liferaft, fortnight's supply of tins, batteries etc. The mast is original 1912, as are two of the chain-plates and stem head fitting. Much of the nails, bolts and other iron work are Crossfields, except for the keel-bolts. The hull is no yacht rebuild, it is original workboat-standard construction for most part, the same planks and frames as those which date - passed the maker's guarantee 65 years ago. And most of the later work is amateur to say the least. How could any sensible person take such an outdated and badly designed craft across the sea, especially a middle-aged person with a heart complaint!

I thought more and more about this, and the boat appeared smaller and smaller - I became scared about the whole idea, I don't mind admitting it. But whilst this was a good thing in that it brought home to me safety issues and the limitations of my own boat, Deva has to take quite a lot of risks just going down the coast to Burnham, many as bad as going offshore. I have shoals to contend with, I dodge in and out of Shipping going out of Harwich, there's some quite awkward pilotage into the Crouch or across the Rays'n, and bouncing on the Buxey is no fun in a fresh Sou'wester - it feels like concrete! Thus the chancer in me thought well it's only 3 Burnhams to Holland, and after all, the J.O.G. boats were only the same size as Deva, and carried no beer! However we did carry a liferaft, and rig lifelines!

The gathering point for the race was at Shotley Point Marina, where a number of Dutch craft had come over for the race as well. There was some confusion on who was going to provide the documentation for the race, as it was technically part of DCYR Hellevoetsluis. However, as a contingency, we had put some instruc-



*The Newly built Vertue "Patience"
at Crouch Rally 1991*

Photo: Colloryan

tions in with the East Coast Race programme, and these were duly dished out to English and Dutch alike. I could just imagine all these boats searching in vain for the North Buxey Buoy in the middle of the North Sea. However, if you keep a straight face, you can carry the day, and one kind Dutchman even said how well organised the race was! OGA handicaps were used, and strange to relate, I overheard a group of Dutchmen talking about their handicaps, and went over to explain. In the middle of explaining, they stopped me and said "But we didn't think you understood Dutch". I still do not know how I knew what they were talking about, but complaints about handicaps, like sex, must be the same in any language!

It was a beautiful day as we started off the entrance to Harwich Harbour, the barge Thistle officiating. The only thing wrong was the direction of the wind, blowing very light from the ESE. This was a bit of a struggle for some of the gaffers, trying to keep out of the Shipping lane, whose marks were to be left to Port.

However, the fleet, with the exception of the real hot-shots like the 30 square Korybant and