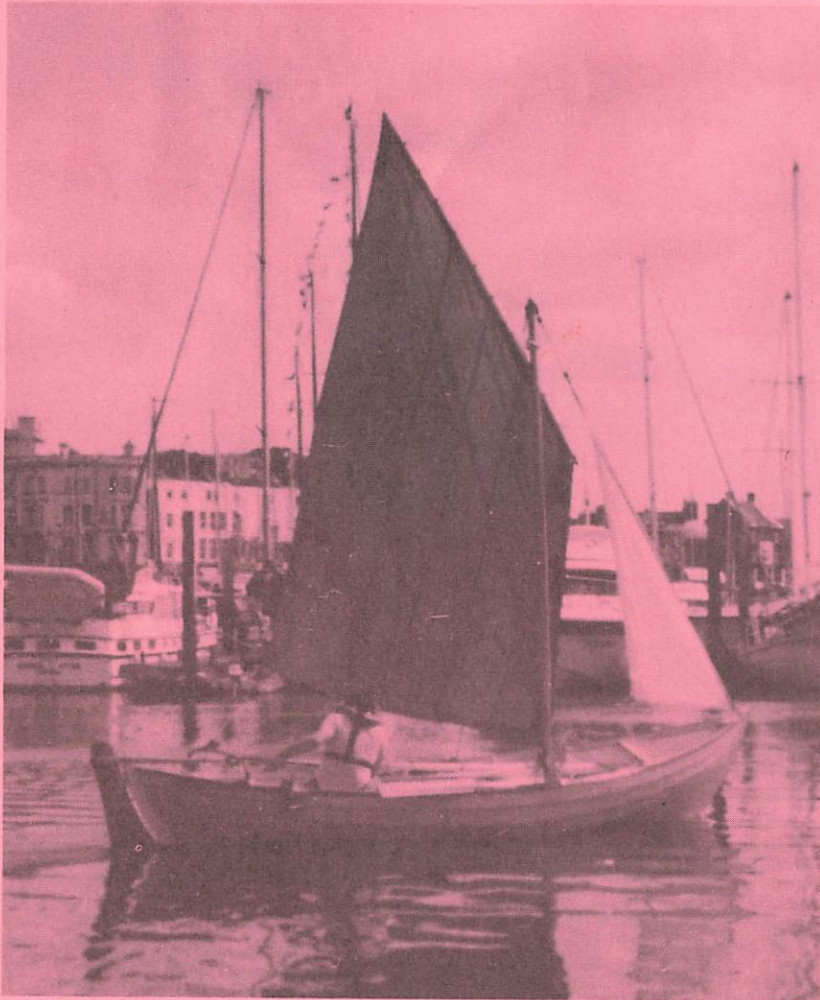


Old Gaffers Association



"Peerie Maa" a Shetlander built in 1930.

Photo: J. Miller



*The secretarial yacht "Sheila" built in 1905,
unmistakably Albert Strange, at Shotley Classic Boat Festival this year.*

OLD GAFFERS ASSOCIATION

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

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

Hon. Treasurer & Membership Sec. 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:

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

North West:

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

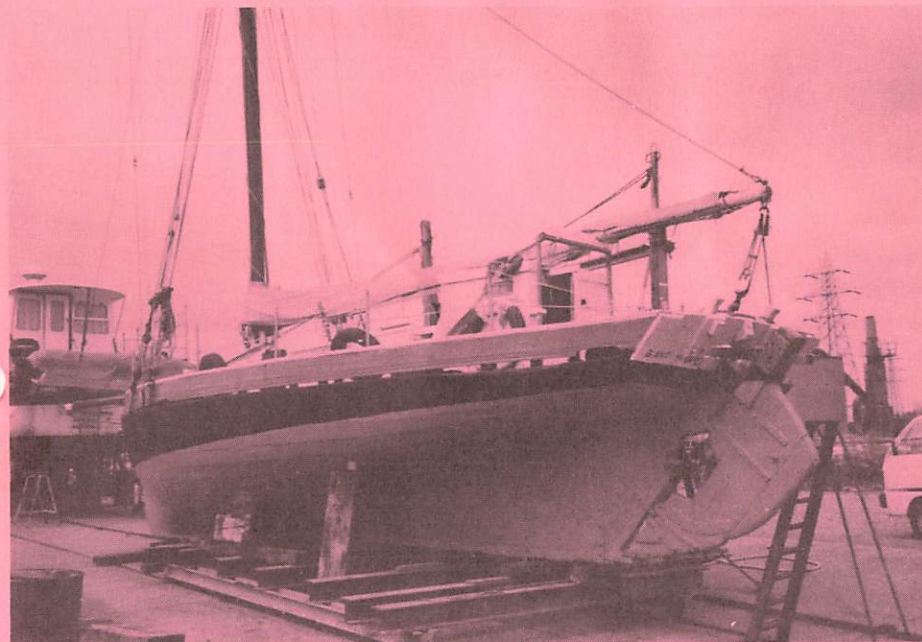
France:
J.C. Credin, Le Veu Herve, 22360 Langreux, France.

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.



Band of Hope

ASSOCIATION STOCK LIST

Please note change in prices.

		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:-

Mrs. B.V. Brown, Wheal Cock, Porkellis, Helston, Cornwall TR13 0JS

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).

**WINKLE BRIG
MARY AGNES.**

Built in 1971 by Walter Cole and Sons.

Tan cotton sails, road trailer, has taken part in many OGA events.

Only for sale due to lack of time for use. Seeks a good home. £2,500. Apply Sam Bayliss (Portchester) 0705 384632.



Mary Agnes

DINGHY FOR SALE

6 ft. Clinker pram dinghy. £60. Tel (Windsor) 0753 857478.

GEAR FOR SALE

Fittings from 28' gaff cutter "Spray", including a suit of sails approx. 460 sq. ft. in white canvas sail bag. Number of varnished wooden blocks, some shackles and a few leather bound mast hoops. Offers in region of £100. Tel (Windsor) 0753 857478.

Sails in brown lightweight Duradon, two season use:-

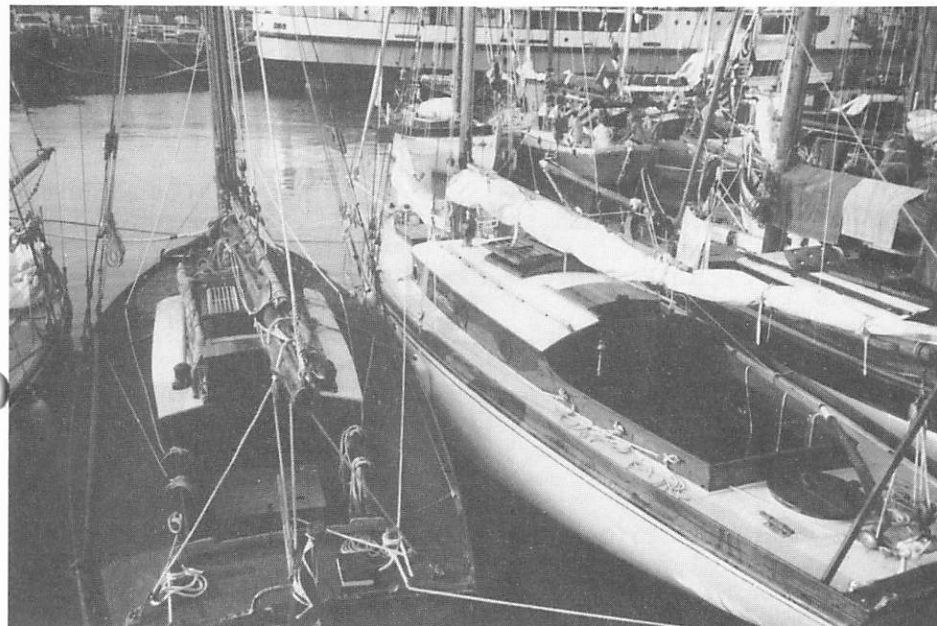
Jib.	Luff 22.75 ft.	Foot 14.0 ft.	Leach 17.5 ft.
Staysl.	Luff 22.75 ft.	Foot 11.75 ft.	Leach 18.0 ft.
Main	Luff 17.5 ft.	Foot 17.5 ft.	Leach 27.5 ft.
			Head 13.25 ft.

SHARE OWNERSHIP

Far too busy local govt. officer seeks partner/s for shared ownership of new Norfolk Gypsy gaff sloop. See CB No. 27. Based Solent but trailable. Easy going but proper arrangement. Demo sail available. Half share around £7,000. Tel: Evenings 0794 516337.

MARINE MINIATURES.

A finely detailed portrait of your yacht need not cost as much as you think. I specialise in miniature watercolour paintings, framed and ready to hang at home or in the cabin. For further information contact Claudia Myatt on 0986 798469 or for a quotation send a photo of your boat to No. 2 The Old School, Church Walk, Laxfield, Woodbridge, Suffolk IP13 8DL. Commission prices from £40.



Togetherness

Photo: V. Short

EDITORIAL COMMENT

The Sailing Master above knows a thing or two, and when mere mortals started talking about "greenhouse effect" and water shortages for ever more He decided to put a stop to rumour. You don't hear it mentioned now do you, and for certain the grass in my garden has never been greener (or longer). Idly watching an umbrella being erected the other day it struck me that they are vaguely gaff rigged, well at least they are definitely traditionally rigged and certainly not bermudian. I believe the umbrella rig was tried on a Bembridge Redwing in the '20s, sort of multi-gaff!

Many cruising programmes have been put out by the bad weather and I understand one or two O.G.A. events have been postponed or cancelled. Fortunately there is always a good report to balance and it appears that the Shotley Rally was an even bigger success despite strong winds. A report on that in the next issue.

Interest in the rig and all things traditional grows apace and it is gratifying to find articles on the attractions and handling of the rig being published by the yachting press. It is rare indeed to open any yachting magazine now and not find a picture of a gaffer. We must take some credit for this and count the last twenty eight years as well spent.

WELCOME TO THE FOLLOWING NEW MEMBERS:

EC	ARLETT, Donald, Thurning Mill, Thurning Mill Lane, Briston Norfolk NR24 2LL	CHLOE MAY
SOL	BENBOW, Michael, 22 Tidy Street, Brighton BN1 4EL	FREDA
NW	BLOOMFIELD, Henry, 18 St. Brides Close, Penketh, Warrington, Cheshire WA5 2NX	COMRADES 1117
NW	BOYLE, Michael J., 21 Chalfont Road, Liverpool L18 9UP	ARTHUR ALEXANDER
EC	BRYSON, Robert E., 14 Thresher Close, Luton, Bedfordshire LU4 0TX	ALANDO 178
EC	CLARKE, John, 64 Elwyn Road, March, Cambs. PE15 9DB	ISHMAEL 1676
EC	COLE, C.D. & H.E., Little Johns Farmhouse, Green Lane, Burnham on Crouch, Essex	BIRTHIE MARIE
EC	CRAIG-BENNETT, Honor & RICKETTS, Carl N., 54 St. Anne's Road, Tankerton, Whitstable, Kent CT5 2DR	WHITE MOTH 2286
EC	CROSLEY, Richard, 16 Chapel Road, Stanway, Colchester Essex CO3 5PX	IBIS AGAN SKATH
CWL	CURRIE, Fraser I, 25 Bar Meadows, Malpas, Truro, Cornwall TR1 1SS	MOMENTO
EC	FERRIGE, S.A., Oak Close Cottage, Holton, Oxford OX9 1PR	ROSENN
NW	FORRESTER, Jim & Caroline Slinger, Rose Cottage, Utinton Lane, Cotebrook, Tarporley, Cheshire CW6 0JH	
MED	FRAKE, Colin, 2 Stephens Close, Faversham, Kent ME13 7SS	POLLY
SOL	FRANKL-BERTRAM, Tim & Clare, 11 Market Hill, Cowes, Isle of Wight 31PO 7TR	WAYLAND
SOL	FRANKLIN, Bob, 145 Godstow Road, Wolvercote, Oxford OX2 8PG	JOASS
SOL	GIBSON, R., 18 Livingstone Road, Boscombe, Bournemouth, BH5 2AS	BETH 1186
SOL	GILLION, Stephen, 19 Charborough Close, Lytchett Maltravers, Poole, Dorset BH16 6DJ	FRIENDLY SPIRIT
MED	HARDING, Mr. & Mrs. S., 'Gebroeders', c/o Lock House, Allington Lock, Maidstone, Kent ME16 0LU	GEBROEDERS
MB	HARRIS, F.J., 24 Roa Island, Barrow in Furness, Cumbria LA13 0QJ	GADWALL
EC	HEPTINSTALL, Camilla, 67 Canon Beck Road, Rotherhithe, London SE16 1DF	BLACK ADDER
EC	HOLT, Arthur, 5 Victoria Road, Maldon, Essex CM9 7HE	H ANSER
EC	HUGHES, Robert & Jane, Cromer Housel, 41 Belle Vue Road, Wivenhoe, Essex CO7 9LD	MOONBEAM
EC	KEMBER, Richard, Tidemill Yacht Harbour, Woodbridge, Suffolk IP12 1BP	MOLLY
EC	MACMILLAN, James Michael, Curling Tye Cottage, Woodham Walter, Maldon, Essex CN9 6LT	FOUR SISTERS 309
NW	MITCHELL, J., 18 Irwell, Skelmersdale, Lancs. WW5 6JZ	MAY
EC	MORGAN, Richard J., 89 The Vale, London W3 7RG	WHITE HEATHER

RED GOOSE gaff cutter designed and built by Hillyard in 1930, 28' x 27' x 8' x 4'.

Raised deck gives spacious accommodation for four with standing headroom.

Complete with the usual equipment and more, good sails, diesel engine, all ready to go.

A very comfortable and able cruiser. £9,750.

Further details from Dick Dawson. Tel: 0342 810303.



Red Goose

DEBEN 4-tonner 22' x 7' x 3'6". Sound condition but needs some attention. 2 berths. 5 sails, spars, basic inventory and dinghy. Bermudian rigged but potential for change to gaff rig. Lying Maldon. £1,600. Phone 0621 853804.

OLIVIA MARY O.G.A. No. 850.

Bawley design by Alan Hill.

Professionally built by ferro Cement Marine Services 1975/76.

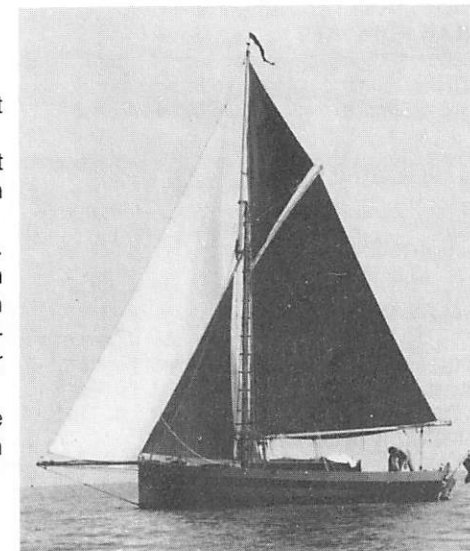
LOD 32'8" LWL 32'0" Beam 11'0". Draft 4'0" Sabb 22hp Diesel with variable pitch propeller. Cutter Rig with full suit of sails. Fully equipped for cruising including 9 ft. sailing dinghy. Interior fitted out mostly in solid mahogany with 5/7 berths. Much admired boat, very fair finish and maintained to a high standard frequent winner at OGA races.

Recent survey (1989) available - one owner - further details available on request.

Lying Essex.

£22,000. Price reduced for quick sale.

Tel: 071-620-8158 (office hours only).



Olivia Mary

JINNY LIZ II

Auxiliary gaff cutter.

Dimensions: 22.5 feet x 8.5 feet x 3 feet

Draught: 2 feet. Tonnage: 2.98

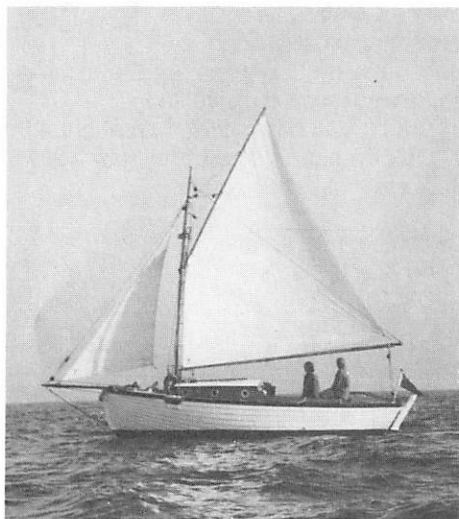
Built: Clinker (no scarfed planks), larch on oak, canvas covered pine decks, by Worfolks, Kings Lynn 1937.

Wortham Blake 1500 4 cylinder petrol marine engine and gear box, 18" dia. 3 blade prop. Original wooden blocks, deadeyes, pinrail etc. Navigation lights. New mast, sails, covers, searchlight, safety equipment, echo sounder etc. Very good sea boat, extremely good condition. Lying at moorings Brancaster Staithe, Norfolk.

Sadly domestic problems force sale.

O.I.R.O. £5,500.

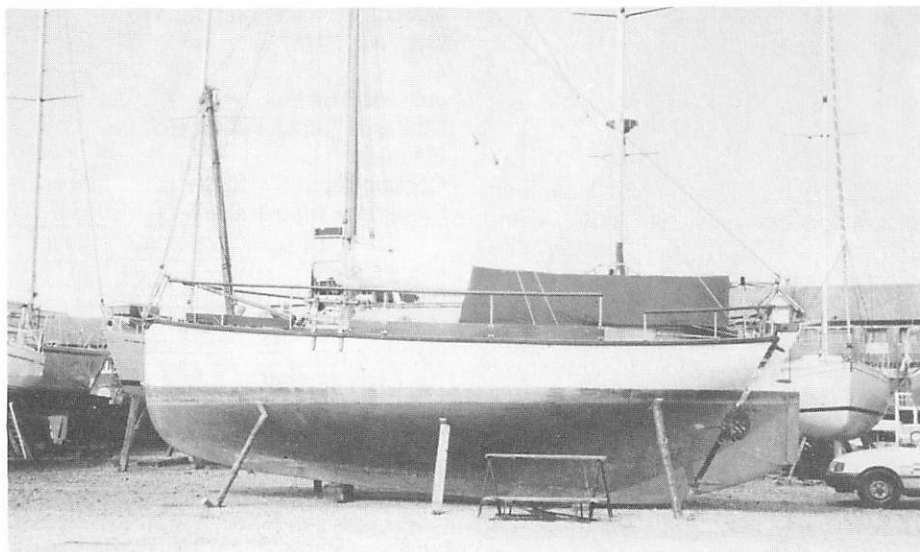
Tel: Mr. Townsend, Hunstanton 533816 (evenings).



Jinny Liz II

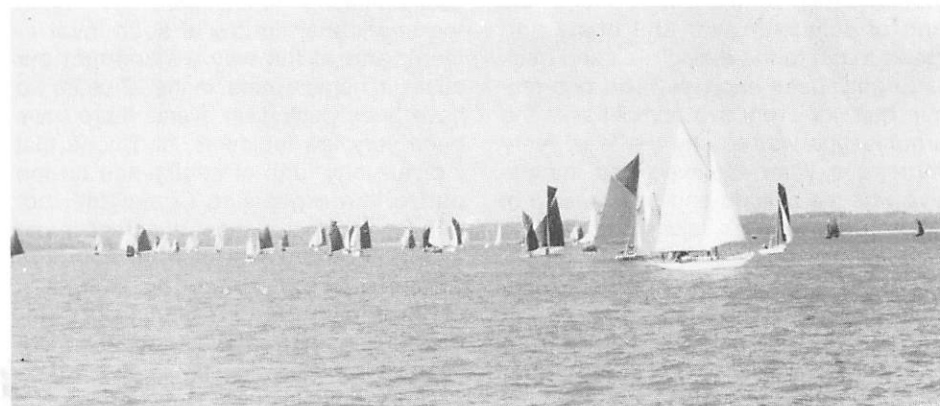
LADY MIRA

32'8" gaff cutter, 10' beam, 5'8" draft, 8 ton disp. Was Ladybird, first built 1881 by A. Payne of Southampton. Completely rebuilt and launched 1986, all solid mahogany hull, deck and coachroof planking. Laminated mahog frames, beams, knees and floors with copper fastenings. 31 frames 2 1/4" square section, very seaworthy, whole Cascovered. Suit of 8 Ratsey sails, 350 sq. ft. main, 3 GM 30 Yanmar engine (1988). 7 berth 6'4" headroom. £22,500 o.v.n.o. More details. (0703) 253879.



Lady Mira

MB	RODDAM, John, 2 Waterside Close, Garstang, Preston, Lancs. PR3 1HJ	SAL
NW	ROSS, Robert, Paysanne, Station Road, Deganwy, Gwynedd LL31 9EJ	PEGGY
NI	SPENCE, James, 73 Old Dundonald Road, Dundonald, Belfast, N. Ireland BT16 0XS	
NW	SWAINBANK, Rodney V., Maeldune, The Serpentine Nth Blundellsands, Liverpool L23 6TJ	NAIAD
NW	SYMS, Paul M., 18 Legh Road, Adlington, Macclesfield, Cheshire SK10 4NE	
MED	TERRY, Michael J., Little Close, The Street, Lympne, Nr. Hythe, Kent CT21 4LQ	MRS. MOUSE
NW	TULLOCH, Christopher John, 47 Rose Mount, Oxtou, Birkenhead, Merseyside	SPEEDWELL
MB	TURNER, J.R., 8 Lonsdale Terrace, Millom, Cumbria LA18 4AT	HEATHERBELL
EC	WALKER, Roger P.T., 16 Hines Close, Aldham, Colchester, Essex CO6 3RL	EMMA OF BOSHAM
NW	WEIR, James, 17 The Summit, Liscard, Wallasey L44 1AZ	JEANETTA
EC	WRIGHT, Gordon & Julia, Gorse Cottage, Eggleston, Barnard Castle, Co. Durham DL12 0AU	SULA



1990 Association A.G.M. Minutes, reports and accounts.

and thirty other members.

Minutes

Minutes of Annual General Meeting held at the Cruising Association on Saturday, 12th January 1991

APOLOGIES FOR ABSENCE were received from A. Aston, R. Bailey, R. Coles, C. Edmund, A. Hidden, J. Huggett, J. Miller, P. Nash and E.T. Ritchie.

Present: C.R. Williamson - President
M.R. Burn - Assoc. Secretary
W.A. Brown - Assoc. Treasurer/
Membership Secretary

APPROVAL OF MINUTES OF 1990 A.G.M. Maurice Bailey proposed that the Minutes be approved. This was seconded by Harry Aitken and carried.

MATTERS ARISING FROM THE MINUTES: Noted that the Rule Book had been distributed to all members with 1990/4 Newsletter. An erratum slip would be issued to clarify Rule 7 Para. 3. Also noted that many members had not altered their Standing Orders and therefore had not paid correct subscriptions for 1991.

PRESIDENT'S ADDRESS:

I don't think anyone could really grumble at the weather of the last sailing season. It seems as if every weekend and every O.G.A. event was blessed with warm sun and soft breezes. We got used to it and were faintly shocked when we experienced 'real' weather.

I had the good fortune to help with the National Schools Sailing Assoc. Regatta that was held on the East Coast at the end of July with over 250 boats and crews to get to the racing area and back to Brightlingsea each day and one rescue boat for every five competitors. The organisation was to say the least, very impressive. What was even more impressive was the attitude and seamanship of all the young people taking part and the help that was freely given between boats. One such exchange concerned some spare gear that was lent to a very close rival so that both boats could go on competing on equal terms.

During that week I had the privilege of taking a 90 year old Sir Owen Aisher onto the water to watch the sailing and he commented on the great pleasure it gave him to see so many young people being encouraged to attain such high standards. This echoes my own belief that as an Association we should do all that we can to encourage the cadet section of the O.G.A. to participate in any special events that an Area may organise for them.

I also had the dubious pleasure of tak-

ing part in Sail 90 at Amsterdam. This was a vast affair with well over 2,000 classic and working boats on display including a very impressive number of Sail Training square rigged ships. The almost endless procession of boats slowly motoring round the dock caused at times complete chaos and those O.G.A. members who were there were very glad to leave at the end of the four days. However we were able to make some very positive links with the Dutch Classic Yacht Association, which has resulted in an invitation for the O.G.A. to participate in the Classic Boat Festival at Hellevoetsluis at the end of July, and a reciprocal invitation for their members to take part in the Shotley Classic Boat Festival and the East Coast Rally and Race.

Our enthusiasm to get involved in events organised by others has forced your Committee to look hard and long at the implication in law of such involvement, and at the way we conduct our affairs in home waters. In the 27 years we have been putting on events there have been very few incidents, and none that indicate any form of negligence on the part of the organising Committee, but with the growing number of entries in our events, and the increase of members whose experience may be limited, it behoves all of us to maintain our standard of seamanship and conduct so that no action of ours will reflect adversely on the good name of the O.G.A.

And thinking of our European friends does remind me of the regular requests I have had for information concerning the cruising area of the East Coast. Apart from offering outdated copies of East Coast Rivers and showing them various places on the chart, I was unable to offer much information that they were likely to remember. Although there are many useful pilots and hand books for large areas of the coast, perhaps there is room for one produced by the O.G.A. for each of

L'ATALANTA.

(Restoring smaller boat).

Built 1904 by Gustafsson at Landsteron as a Swedish customs cutter.

34.9 ft L.O.D., beam 11.6 ft., draught 4.9 ft. Oak on oak. 42 hp Lister new 1987.

Sails are mostly new, radio.

£20,000 or nearest offer.

Lying East Coast.

Tel: 0394 411273.



L'Atalanta



Maud

MAUD Cornish Shrimper 178.
OGA No. 2178.

July 85. Blue hull.
New 8hp Yamaha outboard.
Electrics.
Cockpit Tent.
Breakback road Trailer.

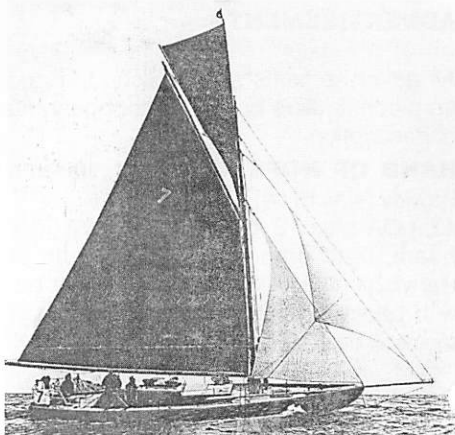
Many extras.
Well maintained.

£8,000 o.n.o.
Tel: 0703 452782

TERN

The British registered yacht TERN was designed by Wm. Fife jnr. and built in Carrickfergus in 1897 by John Hilditch. She was one of nine built of the Belfast Lough One Design.

Tern is in excellent condition for such an elderly yacht with a very good racing record. She has been fortunate enough to be owned and cherished by George Ellison who owns the top yard Falmouth Boat Construction Limited, where she has been nurtured since 1970 when George bought the yard. His family owned Tern since 1949 and he has a full history of her since then. Tern has just been treated to a very thorough re-fit supervised by an independent surveyor, whose report is available. This re-fit included all fastenings and keel bolts. She is now in a condition to give the new owner a worry free sailing experience for years to come - an experience which will be a tremendous thrill. Those who do not know Tern and she is not one of Claude Worth's.



Tern

Her vital statistics are:

LOA 37' Beam 8' Draft 6'6" Keel 3 tons cast iron. Racing and furling headsails balloon jib spinnaker 2 mainsails. Trysail. 1979 Volvo MD11C diesel 35 gallon S.S. tank - Jabsco bilge/deck wash off fly-wheel. Electric Seawolf winch.

(We think she is worth around £25,000 in such good condition).

Tel: 0326 74463; Fax 74458.

DUCKLING

Shallow draft gaff cutter designed by C.A. Risbrook, and built at Elkins yard, Christchurch in 1934. 25' (+5') x 7'9" x 2'6" of carvel construction pitch pine or oak with long iron keel. Yanmar 2GM20 fitted with aquadrive, sound insulation and twin batteries in 1987. Also Seagull outboard. Sleeps 4/5, coal stove, standing headroom in doghouse, rewired, very well equipped and a really comfortable cruising yacht. Lying Jersey. Only £5,000. Tel: 0534 82731.



Duckling

its Areas.

If this suggestion is taken up, each Area could produce its own, making it as detailed or general as they wished, and this could encourage members to explore other areas. Certainly it would be of value to overseas visitors if only to alert them to the increasing prices charged at our more popular cruising areas.

It only remains for me thank all the Area Secretaries and Committees for their hard work on behalf of their areas in particular and the O.G.A. in general.

Without their dedication the O.G.A. would cease to function.

HON. TREASURER'S REPORT AND PRESENTATION OF ACCOUNTS:

Having been your Treasurer for the past ten years, I hope that Mike does not regard me as fossilised - I certainly don't feel it!

Membership continues to increase and the total today is 950 of whom about 60 are Family Members. Sadly we have no Junior Members. However some 500 members have not replied to last February's request to update information and sign new Standing Orders to take effect from 1st January this year. Members who have not paid the full subscription by the end of March will probably not be included on any mailing list after that date.

You will see from the Accounts that there is a surplus for the year of £1,915. The rest of the figures are self-explanatory. I move that the Accounts are adopted and I shall be pleased to answer any questions you may have.

There were no questions from the floor. Charles Greenslade seconded the proposal and the Accounts were adopted.

ELECTION OF OFFICERS:

Brian Hammett proposed and Iain Nicholls seconded that Mike Burn be

elected Secretary. There were no other nominations. The President pointed out that this would be Mike's last term as Secretary, and a new Treasurer would be needed in two years' time. A new Editor would take over the Newsletter in mid-1991. Mike Burn proposed a vote of thanks to David Cade and said he would welcome the new Editor at the next A.G.M.

ANY OTHER BUSINESS:

Ian Edmond proposed a vote of thanks to the National Committee. This was seconded by George Jago and carried.

Pat Dawson said that she and Dick had been looking after the Boat Register for the past five years and asked for a volunteer to take this over at the next A.G.M. Bill Brown also asked for a volunteer to take over insignia stocks.

It was agreed that young people (local youth groups, Sea Scouts etc.) should be encouraged to participate in O.G.A. events.

A suggestion was made that the Newsletter should be increased by a further four pages. David pointed out that this would increase printing costs by £1,000 p.a. Mike Burn asked whether members would be prepared to accept a subscription increase to cover this.

Harry Aitken agreed to act as Auditor for a further year.

Noted that the National Committee were giving full support to the formation of a new Medway/North Kent Area and that an inauguration meeting was being held in January.

There being no other business the meeting closed at 18.57.

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.

BAND OF HOPE - OGA 211, Harwich Bawley (was HH 4)

42' LOA plus 12' bowsprit, 39' LWL, 13' beam, 5'-6" draught. Built by Cann of Harwich c.1881, rigged as gaff cutter but with boom instead of usual loose footed mainsail as on most bawleys.

Construction. Elm and pine planks on heavy sawn Oak timbers which have been doubled in many places. Flush decked with raised coachroof over 2 cabins and separate Dog House over engine well, with chart table over engine. All keel bolts have been renewed during last three seasons.

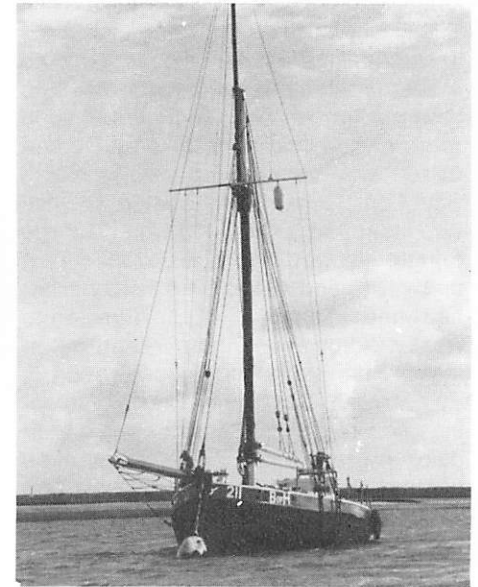
Engine. Dorman 4 D.S.M. (ex Admiralty) 26 hp at 1200 rpm diesel. Direct drive to 18" 3 bladed propeller, engine mounted 12 volt generator. Separate 12 volt charging set with bilge pump, 3 hp Briggs and Stratton engine installed in focastle.

Accommodation. 4 berths 6'6" by 2' in 2 cabins plus 2 pipe cots in focastle, galley on starboard side and galley cupboard on port side between cabins. Calor gas cooker with 2 burners, grill and oven. Simpson-Lawrence sea toilet and flush chemical one in separate compartment.

Electrical. 140 amp main battery for starting and steaming lights with separate smaller battery for cabin lighting. Electric cabin, berth lights and steaming lights throughout, circuits interchangeable, separate charging facilities.

Sails. Terylene main by Gayle Heard, 3 jibs, 1 staysail, 1 reaching staysail (genoa) 1 topsail all cotton and in reasonable condition.

Accessories. 120 lb bower anchor, 26 fms chain, 80 lb kedge anchor, and warp, Blipper radar reflector, 55 chan. VHF radio, echo sounder binnacle, 2 life



Band of Hope

belts, 10' rigid dinghy with buoyancy, usually carried on deck when cruising and lifting tackle, Seagull century outboard. B of H is in commission and has a mooring and winter mud berth at Paglesham, Essex, which could possibly be transferred to a new owner. The boat has regularly cruised between the Channel Islands and the IJsselmeer and has entered nearly every one of the East Coast OGA races. For a much more detailed account of this boat and its history see the OGA Newsletter 1982/4 when she was the subject of the cover picture article.

Reason for Sale. Although not as old as my boat I am not wearing as well and rheumatism has limited my activities.

Boat is lying at Paglesham. Offers around £9,300.00.

Telephone Maurice Bailey, 0753-520562, Answerphone on if out.

THE OLD CAFFERS ASSOCIATION		THE OLD ERS ASSOCIATION	
INCOME AND EXPENDITURE ACCOUNT		BALANCE SHEET AS AT 30th SEPTEMBER 1990	
For the year ended 30th September 1990			
	1990	1989	
INCOME			
Subscriptions	6,917	5,880	
Entrance Fees	283	339	
Donations	530	642	
Insurance Commission	720	341	
Investment Income (Nett)	575	601	
Insignia Surplus	(114)	137	
	£8,911	£7,940	
EXPENDITURE			
RYA Subscription	24	24	
RMLI Donation	200	200	
Hire of Rooms	200	325	
Travelling Expenses	610	485	
Printing, Stationery & Postage	1,104	686	
Newsletters	4,480	4,035	
Area Funding	145	551	
Bank Charges	39	28	
Sundry Expenses	194	360	
	£6,996	£6,694	
Excess of Income over Expenditure	£1,915	£1,246	
GENERAL FUND			
Balance at 1.11.89	7,310	6,064	
Expenditure from Reserves	(2,047)	-	
Excess of Income over Expenditure	1,915	1,246	
	£7,178	£7,310	
NET CURRENT ASSETS			
	£7,178	£7,310	
CURRENT LIABILITIES			
Corporation Tax	192	200	
Sundry Creditors	2,911	1,917	
	£3,103	£2,117	
CURRENT ASSETS			
Insignia Stock	2,862	4,638	
Sundry Debtors	1,011	669	
National Savings	-	2,254	
Investment Account	-	1,557	
Business Premium Account	4,663	1,557	
Cash at Bank/In Hand	1,745	309	
	£10,281	£9,427	
NET CURRENT ASSETS			
	£7,178	£7,310	

NOTE:

These Accounts indicate the state of the Association's affairs but do not incorporate any information from Areas, some of whose accounts indicate that the Association has further net current assets amounting to £397.

M. J. Aitken
Hon. Treasurer

I have examined the above Accounts and certify them to be in accordance with the books and vouchers kept by the Honorary Treasurer.

H. F. Aitken
H. F. Aitken, Hon. Auditor

that "you should not sail your boat so hard". I cannot agree. I have never had any doubts that the essence of seamanship and safety is the deep understanding between boat and skipper that results in instinctively correct actions taken when the going gets rough in earnest. Real sailing performance and the knowledge to use it are what gets you out of a fix when you, or the elements, have cocked up.

One sure way to develop that reliance and knowledge in what your boat will, or won't do, is by driving her hard under controlled conditions when you, and not the elements are in command. Some racing does this for you, as Adlard Coles knew, by letting you find out the good points and to improve the poor points of you and your boat's joint effort, under conditions where you have comparisons around you and there are many to help if you get it wrong. The skipper concerned has a superbly restored yacht, probably better than the day she was built, he sails her extremely well and he has indeed developed that one-ness with boat that makes him the excellent seaman he is known to be. He was seen knocking seven hells out of the plastic bathtubs and what better example could there be of what the O.G.A. stands for?

Extending this argument to the ever vexed point of the T(H)CF I was delighted to see a number of boats coming up through the racing ranks by steady improvement of their boat's performance and their own skills and winning races against those who were used to. It disturbs me none to see Sheila's position as a winner displaced by those who, in their own admission, used her performance as a yardstick to improve their own efforts. Now they win and only because they have got their boats going better and are sailing them better - nothing to do with

the handicap at all. Martin Scannell and Sauntress had the heels of everybody the whole week; I have watched him over the years and I know this is solely due to concentration on detail and on his improved sailing skills. It was also a delight to see those who will never win a race going out there to try, having a hell of a good day and often surprising themselves in the process.

What better advertisement for The Association than to see the horizon filled with gaff sails all going hard to win, ever if it is only a little personal test with themselves. Thank you all those who did come it was a constantly inspiring sight - the number of modern bermudian cruising boats 'wiped out' by the performance of cruising gaffers roaring past was something special. Do it again Geoff Mellor and the East Coast Committee, 'tis a very good do.

Yours sincerely,

Mike Burn

BOOK REVIEW

Just room here to draw your attention to a paperback edition of a classic being published for the first time over here. It is THE COMPLEAT CRUISER by L. Francis Herreshoff (originally published in 1956 in America). Francis Herreshoff found the Compleat Angler by Isaac Walton very seductive and enticing to anglers and felt that a narrative of the same sort may have the same effect on potential sailors. In amusing narrative the owners and crews of several different types of craft go cruising in company, meet up with others or discuss the merits of their respective vessels and others. Much is made of gadgetry, design of accommodation, lines and rig, together with seakeeping ability and comfort. The merit of shallow draft is debated as is the facility for cooking on board even very small boats. An unusual read, any description is misleading, it needs to be sampled at first hand.

Illustrated with line drawings by the author it is published by Seafarer Books at £8.95.

SNIPPETS

Sea Fever, the City of Hull International Sea Shanty Festival is to be held from 13th-15th September. Information was received too late for inclusion in the calendar. Artists range from Arneland Shanty Koor of Holland, Stare Dzwony of Poland and Inge Wijk of Sweden to Stornalong John, Huge Jones and Shanty Jack from England. All against the backdrop of Hull's restored waterfront. Could be a lot of fun.



"Hidden"

Good news for owners of Decca navigators - the Department of Transport has confirmed that the proposed changeover to Loran C is out and the existing Decca chains will continue due to a revised proposal by Racal Electronics to modernise and operate them beyond 1997.

Another event which I only heard about after publication of the last newsletter was the Nissan International Regatta at Dublin on the 4th-7th July, now unfortunately passed. The gathering was on the Liffey, no less and our members were kindly invited to take part. I would like to record our thanks to the Irish Tourist Office (Bord Failta) for their invitation and regret the retrospective notice, however, the notice states "The Regatta is the first of its kind to be staged in Ireland, but only the first of many to come." I have received a newspaper cutting from the Irish Tourist Office showing a number of Galway Hookers and Asgard II, I wish it was a photo I could reproduce here.

Sam Bayliss forwarded me an advertisement from Jörg Andrasch in Neuen-eirichen bei Greifawald (Germany) for the sale of his 7.5 metre gaff cutter built in 1888 and restored from 1987-1990. She has a lofty pole mast rig with topsail and jib topsail, double ended clinker built, Volvo Penta diesel and lots of gear. Price is about £15,000 and that is the limit of my German. The boat is called "Hidden" and she has two long sweeps (see photo this page). If you should be interested I have all the information.

The Wooden Boat Show at Greenwich in June was a feast of craftsmanship, much of it by members of this Association, and as always with traditional boats many gaff and lug rigs. This year had an international flavour with overseas exhibitors and much more to see, and oh yes the steam launches! Does every gaffer have a secret yearning for a steam engine to play with?

Where members of the O.G.A. are involved we are happy to publicise our fellow gaff rig organisations and here is information on one such society.

Ed.

Colne Smack Preservation Society

This Society was established in 1976 to encourage interest in, and provide material help for the preservation and sailing of ex-working fishing craft indigenous to the East Coast. It is based at the famous old Cinque Port of Brightlingsea, from which sailed one of the largest fleets of these Smacks and Bawleys, dredging for oysters, trawling for shrimps and stow-boating for sprats. A small dock with mud berths and working facilities is leased from the local council, on the very ground where once the renowned firm of Aldous built vast numbers of both fishing smacks and racing yachts, the local fishermen often spending their winters working smacks and their summers sailing yachts.

At present the Society's members (most of whom belong to the O.G.A.) have between them nearly a dozen working smacks and a further half that number undergoing restoration. A programme of major refurbishment is currently under way at the dock so as to improve the facilities for members' craft, and also to generate wider interest among other smack owners, crews and anyone who would like to become either. Membership is not restricted to owners, and any O.G.A. members interested in joining us should contact one of the following:

Jim Lawrence (Chairman)	Tony Atkinson
Sail Loft, Tower Street,	(Secretary),
Brightlingsea,	33 Hurst Green,
Essex CO7 0AL.	Brightlingsea,
or	Essex CO7 0HA

Colne Barge and Smack Race

This is organised by the Society around the beginning of September and usually provides both crews and spectators with a memorable day on the River Colne. Participation is by invitation to ex-working smacks and barges, which race boat for boat with a number of prizes at stake. This race is always very keenly contested by some 30 or 40 vessels, and is rounded off in the evening by an excellent Race Dinner in the Colne Yacht Club. The 1991 Race will be on Saturday 31st August and full details can be had from Sue Last on 0206 303338.

History of the Colne Race

by Peter Allen

Local Smack racing began as early as 1783 with a mid-summer race between Bradwell and Mersea. John Crozier, a Maldon miller, recorded that "Reverend Mr. Bates gave a cup of ten pounds value, to be sail'd for by ten Fishing Smacks." The race obviously appealed to local fishermen, and later a race was organised in the Colne by a Capt. Hopkins of Wivenhoe, and won by the Rowhedge smack "Mayflower". The September date, probably originally dictated by the change-over from summer shrimping to winter oystering and spratting, became firmly established.

In the early part of the 19th century, developments took place that were to affect life for the inhabitants of Rowhedge, Wivenhoe and Brightlingsea for the next hundred years. The Marquis of Anglesey, a veteran of the Waterloo campaign, where he had lost a leg, ordered from Sainty, the Wivenhoe shipbuilders, a cutter yacht named "Pearl". This was the start of a long association of Colne smacksmen and shipbuilders with the sport of yachting. Sainty's "Pearl", modelled on the lines of revenue cutters, started the long interaction of yacht and smack design which was to culminate in

LETTERS TO THE EDITOR

Dear David Cade,

Our Burgee

I note in the copy of the Rules received today that Rule No. 2 states our burgee "shall be blue with a white pitchfork".

Good Heavens! What has a farmer's utensil for lifting hay got to do with part of a gaffer's spar?

Gaff jaws may be a little difficult to describe, but surely we can do better than this misalliance. One way might be "blue with gaff jaws in white".

Incidentally, the design of the jaws on the Rules cover is correct and excellent, but that on my burgee is awful. It is not even like a pitchfork!

Yours sincerely,

T.M. Felgate

Dear Editor,

In the Newsletter 1991/1 Area Notes East Coast it was stated that Arthur Keeble acted as O.O.D. at the Colne Rally for open Boats. Many of those who attended the event last year will remember that the J.O.D.s were Trev and Fred Rawlinson who were responsible for the smooth running, starting and timekeeping of the races that day. They synchronised the flags, hooters and stop watches with great efficiency and good humour.

I hope you will be able to rectify the error in the next Newsletter!

Yours sincerely,

Arnie Blake

Dear David,

Another excellent Shotley Classic Boat Festival passes by and prompts me, as one who attended, raced most days and helped on the committee boat, to offer the following thoughts.

It does the O.G.A., in its widest sense, a very great deal of good because:-

1. It actively promotes gaff rig by racing bermudian boats with gaff-rigged boats demonstrating, to even the most sceptical, that a well sailed gaffer can beat almost anything; this appreciation I heard many times during the week.

2. It shows the O.G.A. as an effective body of people who not only preserve old boats but who can mastermind an event of this nature and carry the detail through to a successful conclusion.

3. It brings forth a camaraderie of spirit between the owners of the two rigs that shows the O.G.A. to be far from the fuddy-duddy bunch of bearded smockies that many people think it is.

This year the organisation was far better for which the Marina and its staff get full credit, they are charming, helpful and very competent, as were all the various staff of The Flagship operation. The racing was excellently handled thanks to the drafting in of Kenneth Self from Lowestoft whose accuracy and unflappability made the racing a delight to take part in.

It was a week in which the old adage that "racing improves the breed" was amply shown which highlights one of the dichotomies within the Association. I heard a comment from a well respected Elder Gaffer made to a chap who was sailing his cruising yacht with much gusto

continued aft to form the outside of the cockpit coaming, which is hollow with the inner surface made of short teak boards set leaning outboard from the vertical. More of these laid horizontally form the top of the coaming and may be used for sitting with good forward visibility.

Bridge deck and cockpit seats are at deck level. The stern locker has a teak lid, the lifting handle of which forms the aft part of the cockpit coaming. This lid is fastened by a spring latch which can only be opened by pulling on a toggle located inside the saloon near the main hatch.

After quite a lot of searching in local Forestry Commission plantation a Norway spruce was chosen for the mast. This started off about 43 feet long, but was later shortened to allow for a retractable top-mast. After de-barking the butt end was immersed in a bath of salt water and left for about a year. Fairly early on and after some draw knifing and planing, four saw-cuts were made lengthwise, N, S, E & W in plan. These were 1 to 1½ inch deep. The idea being to encourage shakes to take the line of the cuts.

After 6 years drying the mast was cut lengthwise in half. In each half the saw cut was filled with a strip of mahogany. A semi circular channel was gouged and planed out of each to make the mast hollow for much of its length, leaving it solid from the mast band down to the keel. Where hollow the wall thickness is about 2 inches. It was glued together and coated with epoxy resin.

Ratseys made up a suit of eight sails; mainsail area - 350 sq. ft. Points reefing.

Boom and bowsprit are of pine, probably Oregon, and probably are the originals; the boom is 21 ft. long.

Gaff and retractable topmast are made from 3 inch dia. anodised alloy tube.

The saloon table is somewhat unusual. Refectory type with carved bulbous legs. These came from a four-poster bed! They are 5 inches square in section top and bottom. The top folds inward to 17 inches wide with fiddles - 34 inches wide when dining at mooring.

We have fitted a Yanmar 3GM 30 diesel engine, and added a heat exchanger. This starts easily and gives adequate power for coming up river with no wind and a foul tide.

I haven't said a lot about my grandson, Gary, but he gave willing help from the age of eleven on. He made a good job of the chart table, successfully completed the wiring, and has been very good with rigging apart from the general slog of work.

I estimate that I put in about 15,000 hours work before launching, and many more hours since. After 10 years work (average 30 hours per week) launching day came in August 1986.

Due to the fact that 'Ladybird' changed hands several times before I bought her without official bills of sale, I found I could not, without 'going to law', get the original registration in my name. I have therefore registered her as a new vessel with 'Small ships register'. Have combined the name of my former Arden 4 'Miranda' with 'Ladybird' to make 'Lady Mira'.

I have a copy of 'Ladybird's' registration and a piece of the oak beam giving registration number and T.M. tonnage. With reasonable care 'Lady Mira' could last another hundred years.

L.J. Heward

Note Lady Mira is now for sale see p.22

the fine hull shape of the Colne smacks, typified by the straight stem, hollow bow, fine run and elegant counter. No working boats anywhere on the British coastline can compare with their grace and windward ability.

The present Colne Race was revived in 1971, after a lapse of 49 years, by Malcolm Macgregor and Dick Harman. The course, exactly as in the old Races, started off Bateman's Tower and went to Clacton Pier and then the Wallet Spitway buoy. The following year a class for sailing barges was started. Although barges had always been owned at Brightlingsea, there had never been a barge match in the River. The revival of interest in both types of vessel seemed to lend itself to a joint occasion, and the Smack and Barge Match, now organised by the Society, has been a regular and popular event.

Over the years, the Race has become quite a spectator event. It gives people the opportunity to witness the smacks and barges as living examples of our local history.

AREA NOTES

SOLENT

It is with great sadness that we report the recent death of John Osborn. John was a member of the Solent Committee and had also served on the Jubilee Committee of the O.G.A. His unbounded enthusiasm, good humour and much hard work on our behalf will be greatly missed. Mostly we will all just miss John and our sympathies go out to Sue, his wife.

Sue and John owned Red Goose that distinctive Hillyard, the "boat to beat" on Howards Way.

SOLENT RALLY TO GUERNSEY 25th to 27th May.

For most people attending the rally at St. Peter Port the trip across the Channel was a good test of the engine and a time to recharge the batteries. On the Thursday night Olive Mary managed a few hours sailing and Sam and Maggie in Brilleau leaving the eastern end of Solent managed to find sufficient wind to sail for 12 hours. Those unable to get away until the Friday evening found there was no wind at all with very average visibility.

Despite the lack of wind Saturday afternoon found an excellent turn out in St. Peter Port; Lone Wolf, Tee Jay, Olive Mary, Brilleau, Venture, Constance Mary, Anthea and Quetzal from the Solent, Airy Mouse and Fsi Fsi from the West Country, Larry a local boat that had sailed to Yarmouth to join in the fast passage and the other local boats Bijou II and Plieades were gracing the Harbour. Sam and Maggie were awarded the Guernsey Can for the best passage as they had sailed more than anyone else. That evening the Guernsey Tourist Board put on a Vin d'honneur at the castle. The sun was out and it was very pleasantly warm. That evening the black "submarine" Wender arrived from Dartmouth just too late for Sam and Sue Poole to join the Vin d'honneur.

On the Sunday morning the Guernsey Yacht Club kindly organised a short race for us in the Little Russell. The wind was light and from the north and the tide was running strongly southwards. The first mark was up wind to buoy off Vivian and some found it impossible to make up over the tide. Tee Jay had no problems and soon was well ahead and led the fleet around the triangular course. As there was little wind the course was shortened to once round; Tee Jay coming first with Lone Wolf second and Wender third.

Back in harbour all went ashore for a

few drinks in the Guernsey Yacht Club to thank them for their hospitality. On returning to the boats two new arrivals from the Solent appeared, Delphina and Gaivota. As the afternoon wore on those that were returning home left on the tide while the rest who had more time were left planning their cruise around the Channel Islands.

And here is another more detailed account. Ed.

Solent Rally to Guernsey

The third running of our Whitsun passage race to Guernsey was once again blessed, or is it cursed, with Northerly winds. This year, however, instead of the warm offshore night breezes of last May we suffered winds chilled by the Arctic ice. In the event the chill breeze abated to the extent that the Guernsey Can presented by the Guernsey Tourist Board for the fastest passage under sail was awarded to Brilleau for at least managing to sail for 12 hours of the crossing.

By setting out on Thursday 23rd Brilleau found the last of the breeze before the weekend. Lone Wolf and Tee Jay set off in company from Burseldon on Friday morning to take the tide and a light westerly air down Solent to Yarmouth, there to meet those of the crew unable to get the Friday off.

In Yarmouth we found the immaculate Larry, sailed over as last year from Guernsey, by Dick and Kathy and ships dog Barry, to take part in the passage race to their home port.

Wives (2) and crew(1) having arrived by ferry from Lymington and final pints of Burts taken at the RSYC we set off to race to St. Peter Port and motored all the



Rally fleet in St. Peter Port

Photo: S. Bayliss

way in 15 hours. The only sailing we saw was from Anthea, observed taking advantage of a tide induced draught at the top of the Alderney Race. She soon fell in company with Lone Wolf and Tee Jay motoring to Guernsey. In the Little Russel these three were joined by the Constance Mary with Ben in command (or was it infant son Joshua) who had approached from West of Casquets whereas we had rode the Alderney Race.

The grey overcast cleared, consequently the sun shone, and, with no wind to chill, the temperature shot up. In St. Peter Port, outer garments were shed in the outer harbour, and under garments were shed in the inner harbour as we all acquired unfamiliar sun burn.

Already arrived were Larry, Venture,

Quite a job getting each plank correctly tapered and bevelled. End joints were scarfed, overlapping 5 or 6 inches, and arranged to land on a frame.

When at last, planking was nearing "Gunnel" level, deck beams and their knees were fitted and rivetted. No "Gunnel" shelf was used, more care was needed to get sheer-line right, and, to give strength and resistance to racking, I fitted, between the beam ends, pieces of teak of about 5 x 1½ inch section. Each piece needed its ends carefully bevelled in both horizontal and vertical planes. I used the old cover board from "Ladybird" for this.

The cabin sole (all teak) was put in at a fairly early stage, before the deck beams; which made walking about inboard much more comfortable.

In the way of proposed mast step, two 6 ft. long, 3 inch thick pitch-pine beams were fitted to frames, with their upper edges at the level of the underside of the cabin sole. A 3½ inch gap between these makes a mortice to take the tenon on the butt end of the mast.

Next stage - bulkheads, ½ inch thick plywood for these. Basically four, with an extra part-bulkhead to form toilet compartment on starboard side near the mast.

A "Tambour" door was made using Cascover cloth with mahogany strips glued to both sides. This is designed to shut off fore peak from saloon, or, when opened, to close toilet compartment when the door is mainly in its fore and aft position. It moves round mast from athwartship to fore and aft on curved nylon runners.



Cleaning off coach roof planking.

The coach roof is not a traditional "slab-sided" box. I had read Miles Smeeton's "Once is enough" in which he tells of a battering in the South Pacific. Their coach-roof was completely removed. I wanted something for seas to wash over, rather than bash against. Therefore I decided to use laminated beams rising from deck carlins and continuous from side to side. Our coach roof is curved in all three planes, almost like a barrel!

The geometry of this wasn't easy. These beams were laminated in alternate light and dark wood varnished, and inside of planking between the beams painted white helping the light and looking good.

The deck carlins are also laminated, and are of about 5 inch square section and provide a 2 inch radius curve between side deck and side of coach roof.

The deck and coach roof are planked in ½ inch thick mahogany, and the whole lot Cascovered. Three 6 inch dia. portlights are fitted each side of coach roof and four shaped lights looking forward. All ¾ inch thick toughened glass.

The side planking of the coach roof is

fore, side, and aft, with a heavy teak coaming around the open 'midship space. Deck planking was 1/2 inch thick, and the side planks ran from stern to stern in one piece about 32 feet long. They were secret skew nailed to beams with brass cut nails.

Having chipped away concrete filling between garboard and keelson, it wasn't too difficult to remove a whole side of planking and frames - port and starboard.

I was fortunate in getting a load of mahogany at a reasonable price, which I calculated would suffice for the re-build project.

First build your boat shed! This took a while, using corrugated P.V.C. for sides, and second-hand corrugated galvanised steel for the roof.

Next copy shape of old frames on to loft table. Frames to be spaced at 1 ft. centres, with an extra one amidships to further strengthen for when grounding with legs. Thirty-one frames.

I decided to have a raked stern - 30 degrees from the vertical, the trailing edge of the rudder to be vertical.

To take stern tube of proposed inboard engine a new stern post and knee were laminated, 4 inches thick, the post being 11 inches wide.

These were bolted to the deadwood using 13 mm dia. silicon bronze bolts. Some long boring here! The old elm keelson and deadwood were found to be quite sound - just a bit of tidying up needed.

The old keel bolts had become crystalline and broke up easily. New 1 inch dia.

bronze bolts were fitted to hold the two tons of lead outside keel.

Laminating thirty-one new frames (sixty-two pieces) in mahogany necessitated preparing a jig. A strip of aluminium, 2 1/4 ins. x 3/8 inch section was used. To this was rivetted 18 steel angle brackets. These were screwed down on loft table making the "ally" strip conform to the shape of each frame in turn.

Eleven laminations of mahogany made up each frame, final section of frame being about 2 1/4 inches square. Glue used - Cascamite water proof resin. About two dozen G cramps were needed for the larger frames.

Of course this meant a lot of sawmilling, using a 12 inch tungsten tipped circular saw. This produced just the right surface for gluing. Also a lot of wood dust and sneezing! Mahogany is notorious for this.

Instead of steel floors I decided on laminated mahogany. Nothing to rust. In fact all knees are laminated; those which connect the deck beams to the frames, also the deck beams themselves.

Fastenings are copper, 5/8 dia. rod for knees and floors with washers, and copper nails and roves for planking to frames.

Seaworthiness rather than show being the aim, I decided to close fit planking and cover with Cascover heavy grade nylon cloth. The mahogany varied somewhat in colour, and I didn't fancy the task of maintaining varnished mahogany topsides.

Deal "spalls" were used across frames as temporary beams, making a horizontal reference plane 3 ft. above the waterline and to give a centre.

with new decks and folding prop. promising a return of her sailing speed. Airy Mouse, the beautifully restored 57' Fowey ketch of 1894, Sam and Maggie's new steel cutter Brilleau, Quetzal, Olive Mary and Pleiades, from Alderney. Windhover, singlehanded by Lee, who had been cruising in Jersey waters and had actually sailed some of the way. We all rafted up in the Victoria marina except Airy Mouse who can't get in (too big) and Larry who isn't allowed in (local boat).

On the same (Saturday) evening Wender arrived from Dartmouth with Sam and Sue uniquely dry after a crossing where no water came over the 18" free board of their little Prawner yacht.

The States Tourist Board once again gave us a Vin d'honneur at the Castle Cornet Armoury which was held outside in the warm evening sunshine. Sam and Maggie received their copper Guernsey milking can while I viewed with suspicion the proffered trays of Bucks Fizz, which could be had as a cocktail or with the Bucks and fizz in separate glasses, and twiglets and tasty things in little bowls. I could not discern, in their innocent and welcome little offering, what had caused my near demise, at the first running of the event two years previously, until I noticed that the waitress, with true Island hospitality, was topping up glasses still half full, whilst I, like a true beer drinker, was trying to drain the glass.

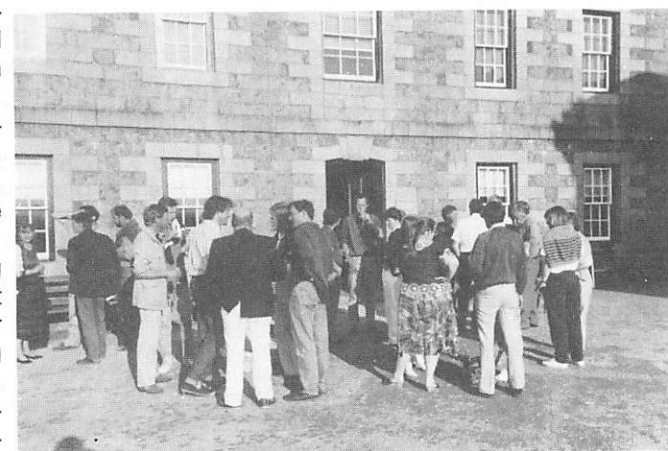
Sunday morning found all crews about early to escape over the sill on the falling tide to go racing. Breakfasting while rafted up in the outer harbour we were joined by the delightful FSI FSI

(pronounce that how you like!) a cutter on the lines of Dyarchy.

The conditions for the race in the Little Russel could have been created specifically for Tee Jay; a long beat to windward from the start, short tacking in and out of the rocks along the Guernsey shore to cheat the current and just enough breeze (from the NE - will we ever see a SW'y again?) We led Lone Wolf by 10 minutes at the windward mark but she pulled back a minute on the reach across to Jethou and more than 2 minutes on the close reach back to St. Peter Port (we are going to have to watch that boat).

Close racing was taking place astern of Lone Wolf, with Wender and Brilleau vying for third place, Olive Mary, Larry and Pleiades contending fifth.

Laid on for us by the Guernsey YC the race was skillfully designed to allow all competing crews to get ashore to the club in time to indulge in at least a couple of pints before lunchtime last orders. Back on board at our raft-up in the outer harbour an al-fresco lunch began across the decks of several boats with plates of sandwiches and drinks passing to and fro. At this juncture Gaivota and Delphina materialised. Gaivota having drifted for



Stern View of the Vin d'Honneur

Photo: S. Bayliss



"Gaivota" in St. Peter Port (Guernsey Rally)

Photo: S. Bayliss

some hours off the Channel Islands short of diesel. It is wonderful to see Ron Francis' former yacht back in OGA circles after her exile abroad. After a very major refit in the West Country the former Skipjack team of David, Giles and Oscar and their families are now cruising and racing the 43' yawl in OGA events. How did they all manage to cruise in the flush decked 25' Skipjack?

Taking our departure from those who were staying took a little longer than it should and Tee Jay and Lone Wolf missed the tide up the Alderney Race. By 10 p.m. on the Sunday evening our 6.5 kts waterspeed (under engine of course!) was gaining us only 2 kts over the ground. By 11 p.m. off the Brinchetals ledge the tide was victorious and we set off backwards for Guernsey at 1.5 kts! We elected to find the unlit Longis bay

and wait the tide out at anchor. Lone Wolf decided to plug on against the tide and spent some 3 hours motoring on the same spot abeam Quesnard point.

After evicting the racing pigeon, which had flopped aboard exhausted and claimed Jenny's bunk, to the open lazarette we took a few hours sleep until dawn. In the cold of the morning the pigeon flew off and took up residence on Raz Island fort in preference to another sea crossing.

The channel crossing included a three hour period of a force 5 winds from the NE in rough sea and 10 hours of motoring in a calm. A promising little breeze in the Needles channel died away before Hurst narrows and we motored up to the Elephant in time to enjoy a few drinks with the Lone Wolves in the Jolly Sailor.

WESTERN AUSTRALIA

Sunday, 7th April, was a perfect Autumn Day for our final race of the Summer Season, the South West wind was brisk which suited our craft.

Five Yachts lined up for the start, several yachts had trouble John Horley's TiTu developed a leak and sunk in her berth, Ranger broke her Gaff, Lyprena and Gumleaf had minor defects.

The competitors all started well with Bicton Belle first around the Western Buoy, then a reach up river, Roamarick and Nicola T closing up on the leader, not quite fast enough to catch Bicton Belle before the mark, from here to the next turn buoy and the finish was close hauled tacking duel, Bicton Belle excels in this type of sailing and increased her lead and duly crossed the line 1 min. 25 sec. ahead of Roamarick.

1st	Bicton Belle	Barry Glazier	33.43	Corr-
2nd	Delta	Brian Axcell	35.07	ected
3rd	Nicola T	John Buchanan	35.47	time.
4th	Roamarick	Doug Rickman	38.31	
5th	Corinthia	Allan Horridge	42.23	

Consistency points for the season were announced at The East Fremantle Yacht Club and pennants presented to the successful skippers.

A.Div.	Nicola T	John Buchanan	93	points
	Roamarick	Doug Rickman	91	•
	Bicton Belle	Barry Glazier	63	•
	Leprena	Tony Oliver	61	•
	Ranger	Jeremy Green	28	•
B.Div.	Delta	Brian Axcell	64	•
	Corinthia	Allan Horridge	61	•
	Lady Rose	Rob Hicks	31	•
	Roma	Mike Dumphry	29	•
Champion Yacht 1990/91 Bicton Belle				

We will be holding events during our winter when weather permits, our new members are keen to participate and their craft will be a welcome to our fleet.

Frank Marchant

REBUILDING A "CLASSIC"

Having owned and sailed an Arden Four for some nine years, I felt that I would like something with a bit more space internally and, certainly with 6 ft. plus headroom in saloon and galley.

An advert. in the local evening paper led to buying of "Ladybird" from two young Australians, who, I imagine, had thoughts of repairing and then sailing her home. This had obviously proved too much.

She had been built originally by A. Payne of Southampton in 1881, and I was able to get a copy of her registration from the Customs house. Probably she had been used as an Itchen ferry. Some previous owner had added 6 feet astern of the original transom making her a yawl, with a canoe stern, and some 38 feet long without the bowsprit.

My intention at first was to repair, but closer inspection made me decide to completely rebuild.

Now length overall (without bowsprit) is 32 ft. 8 ins., beam 10 ft., draught 6 ft. and displacement 8 tons.

As originally built Ladybird was a gaff cutter planked pitch pine on oak frames, with iron floors.

My grandson (then aged about 10 years) and I found her lying in a tidal berth in the River Itchen. He managed to slip, when exploring into bilge water which came almost to his hips! I could stand on deck and, by pressure on alternate feet cause the whole vessel to "shimmy". The planking was nailsick and she needed a lot of caulking.

Having got her 'moored in a garden', demolition was started. She was decked