

Old Gaffers Association



*"Nightfall", built Miller on Oulton Broad in 1911.
The Tenth of Maurice Griffith's "Ten Small Yachts"*

Photo J. Denner



FOAM a Mevagissy Lugger built in 1912 by Henry Roberts

Photo J. Denner

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



ELLEN CK222 nicknamed the 3 swans for obvious reasons at Shotley this year
Photo R. Holden

ASSOCIATION STOCK LIST

	U.K.	OVERSEAS
Burgees:	18" £7.25	£7.50
	24" £8.75	£9.00
	30" £10.50	£10.75
Membership Flags:	12" £7.00	£7.25
	15" £8.00	£8.25
	18" £11.00	£11.25
Ties (Multi-Motif):	£3.75	£4.00
Brooches:	£1.85	£2.00
Cap Badges (Small):	£4.50	£4.65
(Large):	£4.75	£4.90
Botany Wool V-Neck Pullovers:	£17.00	
(Navy, Grey, Maroon: Sizes 38", 40", 42", 44")		
T-Shirts:	£4.00	
(Large motif on chest: navy on white or white on navy)		
Sizes S, M, L and XL.		
Navy Sweatshirts: (Motif on left breast)	£10.50	
Sizes M.L., XL and XXL available in Navy, Red, Green & Grey.		
Embroidered boat name on sweatshirt:	£2.00	
(Allow up to four weeks for delivery)		
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 Richard Coles (Solent Area) and Brian Hammett (East Coast Area).

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.

BOATS FOR SALE

BADGER - Cornish Crabber No. 12. Built 1976. Glassfibre hull, glass sheathed marine ply deck and cockpit.

LOA 24' plus 5' bowsprit.
Beam 8'. Draught 2'6", platedown 4'6".
Very pretty gaff cutter rig with 7 sails including jib tops'l and tow foresail, all in tan terylene. Spruce spars.

4 berths in 2 cabins, chemical toilet, gaff cooker + grill. 12 gals. fresh water. Stuart Turner 10hp petrol engine with electric starting and 6 gal. tank. Auto helm, compass, echo sounder, cockpit tent and winter cover, 15kg plough anchor, 30m. chain, warps and fenders.

Lying Hamble. £6,750 o.n.o.
Bursledon (042-121) 3259.

ESSEX SMACK CK76, 14 ton 40 ft. long x 10.4 in. 4 ft. 6 ins. draft. All sails, spars, new rigging. Needs some restoration to hull. £10,000.
Tel. Malcolm MacGregor - 0206 302462.

Gaff-rigged DAUNTLESS, 20' x 9'6" x 18' (with c.b. up) also has bilge keels. Built 1952 will sleep 4. Cooker, sea toilet and usual inventory. Stuart Turner 4 h.p. inboard engine. Has had much work done, completely refitted internally now requires finishing with a few deck fittings, some electric and engine to connect. Gaff main, jib and genoa, and all spars. Lying at Western Cruising Club, Woolston, Worth.

GEAR FOR SALE

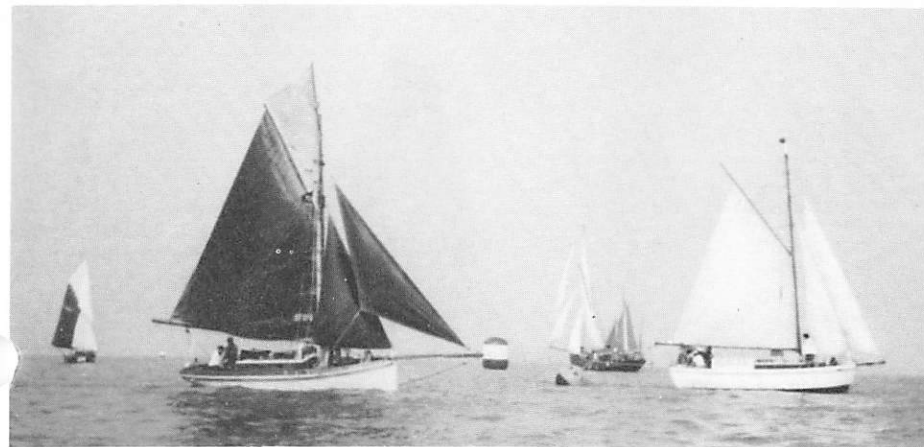
2 Headsails, little used, by Gowen. Tan Terylene with rope luffs. Sizes 20'9" x 18'8" x 9'7" and 22'6" x 17'8" x 9'2". Both sails are in very good order and suitable for 25-30 footer. Sensible offers please to J. Symes, Hill Farm, Martlesham, Woodbridge, Suffolk IP12 4PH. Telephone 047 336 266. Contact Ian Isles. Southampton 421139 (evenings) Price £1800. Well worth viewing.

PROFESSIONAL

Marine Surveyor. For the benefit of East Coast Members:- E. Hugh Lamb, M.R.I.N.A., M.I.Mar.E. of Stourside, Rose Farm Lane, Shotley, Ipswich IP9 1PH. has been accepted as an accredited Surveyor for Messrs. Hogg Insurance Brokers who operate part of the O.G.A. Scheme. He is also accredited to many other insurance companies, and is available for all types of surveys. He can be contacted on 0473 787346.



Badger



The Editorial Vessel "Storm" in the Solent Race, ahead of her is "Quetzal" temporarily attached to the turning mark.

Photo: D. Moore

EDITORIAL COMMENT

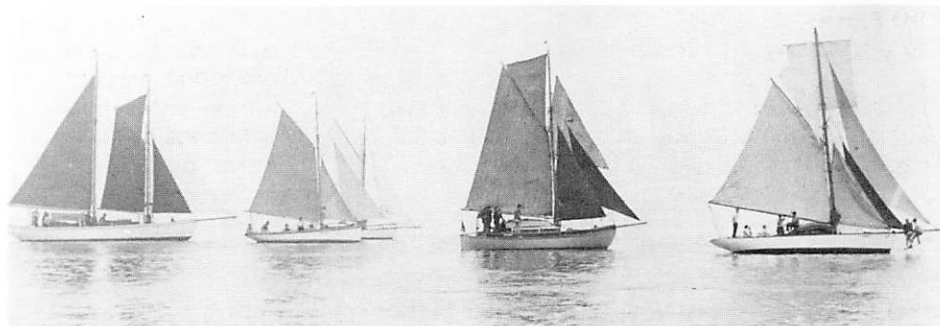
After two successive mild winters many owners have been talking of keeping their boats in commission throughout the winter. In actual fact it looks as though this is going to be a "proper" winter with cold dark evenings and all the discomfort we had temporarily forgotten.

I am personally a great believer in keeping wooden boats afloat or at least in a mud berth for the duration, it keeps them nice and "tight" and it is noticeable that the majority of older vessels that have survived were used in this way particularly, of course, work boats.

Sailing through the Winter is a pleasant prospect; one thinks of those beautiful clear crisp days with just a gentle breeze, and a stove glowing below - real Maurice Griffiths. Owning "Storm", so often the subject of M.G.'s reminiscences on winter sailing, I would like to be able to duplicate his experiences. The problem is that from Rye it is six to eight hours to anywhere, now if I were among the East Coast rivers or in the Solent or Falmouth it could all be different.

"Storm" stays afloat and just occasionally tide and weather allow a couple of hours of bliss but mostly she is a great place to retreat to and consider all the little jobs that need doing, making plans for next year and putting off doing anything too ambitious until the weather gets warmer.

A Happy New Year and Good Sailing for 1991.



A photo of the first Old Gaffers Race on the East Coast sent in by Mike Payton. L to R Lora, Vivette, Rose of Pagelsham, Sugar Creek and Iantha.

WELCOME TO THE FOLLOWING NEW MEMBERS:

EC	BAUCUTT, Andrew, 45 Cliff Road, Leigh-on-Sea, Essex SS9 1HG	FREYA
EC	BENSTED, Anthony J & Patricia M., Ampersand House, 24 Bayview Road, Whitstable, Kent CT5 4NP	PLUM
EC	BUSHELL, Tim & Sue, Blythe House, Holywell, St. Ives, Cambs. PE17 3TQ	SNIPPET
EC	COTGROVE, John Selby, 302 Little Wakering Road, Little Wakering, Southend-on-Sea., Essex SS3 0LA	
CP	CUMMING, Anna L., Dreadnought, Morlais Ridge, Winchelsea Beach, E. Sussex TN36 4LL	
EC	DOE, R.A., 64 Temple Grove, West Hanningfield, Essex CM2 8LH	LIZAN
MB	GALLOWAY, Ronald John, 16 Delhi Street, Barrow-in-Furness, Cumbria LA14 3BB	MERE STILLE
EC	HANRATTY, Sandra J. & Judy E., 46 St. Johns Avenue, Newmarket, Suffolk CB8 8BL	STARLIGHT
SOL	HEWARD, Leslie J., Westholme, Park Lane, Otterbourne, Nr. Winchester, Hants.	LADY MIRA
EC	JOBSON, B.S. & GILLESPIE, J., 14 Milford Street, Southville, Bristol BS3 1EE	GUIDING STAR 201
SOL	LEWIS, John & Ruth, Moryash, 9 Oak Stubbs Lane, Dorney Reach, Maidenhead, Berks. SL6 0DW	CLAUDA
EC	PAGE, T.R. & Pam, 7 Kingston Road, Woodbridge, Suffolk 12 4AY	PETRONELLA
MB	PARKER, C.A., 122 Buccleuch Street, Barrow-in-Furness, Cumbria, LA14 1OA	
SOL	PERKS, Eric & Yvonne, 20 Little Fallow, Danesmead, Old Basing, Hants.	FLORENCE 1215
SOL	SEDDON, D.V., 1a Kernow Road, Paignton TQ4 6BA	PLEIADES
EC	WOOD, Mrs. Pat, 9 Sandown Close, Ipswich 1 6RF	LEADING WIND

SNIPPETS

In 1990/3 in this column I mentioned Martin Eve's father's boat SIWASH. As promised here is a photo of her with the cabin top which has now been removed in her restoration. SIWASH was unfortunately wrongly spelt in the last Newsletter.

On another small error in the last Newsletter, Tony Judd apologises for referring to the Phil Bollinger designed skiff "Phoebe". This should have been Bolger designed.

The name of this column was based upon the name of the Holmes designed Humber Yawl of the same name and featured on the cover of 1990/3. It was therefore with pleasure and surprise that I heard from Tim Bushell who has just bought her and joined the OGA. (See New Members List). The last I saw of her was in a Solent Rally about 25 years ago.

Space denies the special article I am proposing on traditional gear and "hard to find" items but I will mention the following who wrote as a result:

Classic Marine of 648-656 Glasgow Road, Widshaw ML2 7SL, Strathclyde, Scotland (Tel: 0698 358111) offer a considerable range of blocks, deadeyes hoops, panel bolts, galvanised fittings and traditional tools. They also stock "Barient" winches in polished bronze and nickel. Catalogues are available on request and a 10% discount is offered to OGA members.

Footrope Knots of 501 Wherstead Road, Ipswich, Suffolk 2 8LL supply all manner of rope, ornamental ropework, rigging vices, sail-makers tools, rope ladders, serving mallets, books, marline spikes from three countries. Of particular interest is Brian Toss's "The Riggers Apprentice". Send for a catalogue.

A leaflet is enclosed from Seafarer Books particularly about single-handed sailing by Old Gaffer Frank Mulville. This is a very interesting and informative book - more anon. I am asked to remind you that this and all other Seafarer Books are available to OGA members at 1/3rd off published price.

Lastly several members have pointed out that

in the T(H)CF formula Di should equal the square root of H² and B², not as shown. Someone was thinking of L for Luff.

LETTERS TO THE EDITOR.

I have received the following letter and if anyone can help please write direct to Per Siming - Ed.

Dear Mr. Cade,

I have been a member of O.G.A. for some years now and after all these years I have been looking for a suitable old gaffer mostly through your great newsletter and British Yachting magazines. Without luck until last year when I found "Jolie Brise" in Denmark!! She is built 1939 at Brightlingsea and very well rebuilt. But is lacking most of the equipment that is needed to go cruising in a traditional yacht. If you could find the space and ask other members if they could part from things like Walker tow log (old but good) lead line sextant, anchor, anchor winch, anchor chain, decklights, ventilators, sails (cotton or flax), wooden blocks, Wykeham Martin gear, solid fuel stove, dinghy, oil lamps, portlights, etc. etc. I am ready to pay a good price for good quality items. Thank you.

Yours sincerely,

Per O. Siming.

Ørugatan II
S-21617 Malmö
Sweden.



*Siwash, built Rawledge 1895 seen here with cabin -
see Newsletter 1990/3.*

Photo M.Eve

Pitchfork Trophy
Laggard Ladle
Itchen Trophy
Golden Bagnette
(for P'zazz)

Florence Richmond
Oak Heart
Black Bess

Onward of Ito

1990 Solent Area Old Gaffers Race Results on Corrected Time.

Posn.	Name	Class	Elapsed Time	Corrected Time
1.	Ariel	IIB	3.37.18	3.5.47
2.	Blondelle	IIB	4.29.35	3.45.53
3.	Verity	IIB	4.3.25	3.51.57
4.	Betty	IIA	4.9.28	3.52.5
5.	Brilleau	IA	3.57.50	3.57.24
6.	Daisy	III	4.37.35	3.59.41
7.	Seaway	IIA	4.11.50	4.0.51
8.	Falmouth Bay II	IIB	4.14.20	4.6.47
9.	Tee Jay	IIA	4.21.2	4.9.49
10.	Olive Mary	IIA	4.28.12	4.9.51
11.	Lone Wolf	IIA	4.27.15	4.12.54
12.	Foam	IA	4.23.32	4.16.30
13.	Iseult	IA	4.7.10	4.20.47
14.	Florence Richmond	IA	3.59.6	4.28.8
15.	Wild Gosling	III	5.37.0	4.29.36
16.	Rula	IA	4.41.30	4.30.41
17.	Larry	IA	4.25.34	4.33.5
18.	Kelpie	I	3.52.22	4.34.36

19.	Morwenna	IIB	4.43.5	4.35.36
20.	Maud	III	5.37.45	4.39.35
21.	Black Bess	IIA	5.39.5	4.41.25
22.	Barley St. Jim	IIB	5.37.20	4.42.22
23.	Unicorn	III	5.42.0	4.43.6
24.	Isla Rose	IIB	5.40.0	4.48.7
25.	Mary Niven	IIA	5.41.0	4.53.50
26.	Nightfall	IA	5.8.10	4.55.40
27.	Florence	IIB	5.38.0	4.56.26
28.	Brena May	IIB	5.40.0	4.58.20
29.	Gannet	IIB	5.41.0	4.59.12
30.	Windhover	IIA	5.37.20	5.0.17
31.	Mistress Duff	IIB	5.41.30	5.0.24
32.	Daisy	IIA	5.40.30	5.3.11
33.	Lisa	IIA	5.39.45	5.3.46
34.	Windflower	IIA	5.40.10	5.4.44
35.	Storm	IIA	5.39.55	5.5.19
36.	Chirya	IIA	5.36.1	5.5.52
37.	Onward of Ito	IIA	5.33.30	5.9.37
38.	Anthea	IIA	5.39.30	5.12.22
39.	Lucy	IIB	5.39.41	5.12.38
40.	Red Goose	IIA	5.41.0	5.12.46
41.	Marlin	IA	5.9.40	5.15.49
42.	Avril Mae	IIA	5.39.50	5.17.4
43.	Young Alert	IIB	5.40.30	5.17.19
44.	Three Brothers	IIA	5.37.40	5.20.54
45.	Nerak	IA	5.40.0	5.24.33
46.	Quetzal	IA	5.40.20	5.27.33
47.	Oakheart	I	5.48.0	6.22.4
48.	Coryphee	I	5.38.0	6.36.47

DIFFERENT - AGAIN! or a Medway excursion.

I didn't expect to be writing a sequel so soon but, despite Weight Watchers depriving me of one and a half stone of personal ballast, I was asked again to crew for Tony Judd on his 16 foot dipping lug yawl, The Anna Louise.

This time the scene was the first ever Old Gaffers event on the Medway/Swale (not to be confused with the barge matches in that area), and the "difference" was that in contrast to the sail up the coast from Brightlingsea to Shotley when we only did one gybe, no tacks and the wind was behind us for most of the way, this time the wind was very unfavourably placed and blowing about 5, gusting 6 perhaps.

The start line was off the Medway Cruising Club's HQ at Gillingham on the Medway. The club had kindly hosted the Old Gaffers on the Friday night, but not till too late in view of the 7 o'clock mass start - OGA handicaps being applied to finishing times. About 20 boats were entered. The Anna Louise was alongside a pontoon in a nearby creek and the previous night's hoolie seems to have moderated a bit. As the wind was dead aft, for the one and only time that day, we set off under reefed mizzen only to pick up a mooring buoy just downstream of the start. Once out there we realised our assessment of the wind was ill-judged! and the hour-old ebb was fighting its way back to the North Sea against a fierce NE wind that did not want to let it go! As we pitched and rolled we had a council of war to decide which mainsail to use - the big one reefed or the smaller one. The latter won, unreefed, and was duly set. Then into the melee and off down the Medway amongst a respectable fleet of Gaffers, most somewhat bigger than ourselves. A few frantic tacks and we

seemed to be clear of the moorings with a little more space about us, although lack of local knowledge prevented us going too far into the shallows on the south side. Time to gather together our jolted wits.

The "plot" was this. Departure Gillingham, destination Harty Ferry, at the entrance to Faversham "creek". just inside the eastern entrance to the Swale. The official course was "outside" of the Isle of Sheppey, but that was only for the big and the brave. The escape route, which quite a few of the bigger ones took to, was the "inside" passage behind Sheppey via the West Swale and Swale, which one entered by a sharp "right hand down" just before reaching the ferry boats at Sheerness. This was the route for us - I was never meant to be a hero! But more anon.

A refresher course from Tony on dipping the lug (sounds like a morris dance manoeuvre!): once through the wind, drop the mains'l, unhook the tack from a pigtail hook inside the stemhead (the big one sets on the front of it), take it back round the mast and hook it on again, unhook the yard from the metal traveller ring on the mast to which the halliard is attached, push the whole yard aft if its not stuck against something, and pull it forward again on the other side of the mast whilst hanging onto the traveller to stop it shooting out of reach up the mast, then rehooking the eye on the yard back onto the traveller hook. This I found to be the hardest part as often the two just did not want to be reunited; the boat was inevitably rolling badly and as you lifted the sail some 18 inches to the hook, the wind tried to fill the bag of the sail and blow it over the side. Once done, "all" that remained was to hoist the sail again and get the luff really tight, an exercise that left its mark on the hands for a

few days. And that was just me! While all that was going on, Tony was beaver- ing away behind me, slackening and sheet- ing in the mizzen, changing the main sheet and halyard tackles from one side to the other, and so on - I didn't have much time to watch him and it was usual- ly a race to see who finished first. If I got a first-time hook on I sometimes won but not very often.

So, there we were, wondering that we had let ourselves in for as we headed up the Medway. Once clear of Hoo Island, passing the old fort on the eastern end of it, we had a comparatively long beat across to the northwest shore. The river is a series of straights and bends and we soon found that on the bends the water was fighting itself, and the opposing wind, to get by as quickly as possible. The effect of this was to make it extreme- ly lumpy, and I very soon regretted for- getting my neck towel. It wasn't long before great dollops of oggin were run- ning down my chest inside my oilies; for- tunately it was a very sunny day, though the wind strength made that less obvious, and the water was tolerably warm when it hit you. The actual route wasn't too diffi- cult to follow - just follow the other boats! - there was the odd occasion when a peep at the chart would have been wel- come but it was stuffed away irretrievably behind a buoyancy bag. Neither of us had sailed further in than the mouth of the Medway before and various islands are dotted about, bearing marks of previous human activity - farm buildings, old forts and more recent gun emplacements. We were not sure how much water we had near some of these and the fear of "going on" in those conditions contrasted with our desire to make the boards as long as possible. Other human activity was very much in evidence in the form of the many jetties and piers for big shipping project- ing from the N/NW shore; we didn't want

to get tangled up with these either.

After the start, the boats spread out fairly well. The ECOD Chittabob made her usual rapid start powered by a strange scrap of triangular green material - a storm sail or has Arthur gone bermudan? It certainly worked, and he was soon out of sight. Also up in front of us was a pocket cabin gaffer in the form of a 16 foot Oysterman whose long keel and 2 ton weight was helping to bash through the waves; the cheeky blighter even had both headsails in use whereas most cut- ters were only setting their stays'ls. A long way back was an apple-bowed Dutchman whose bluff entrance was not cutting much water; it later retired and motored past us in a haze of spray. For much of the way we were in very close company with the smack Kate, our paths crossing in mid channel, so sometimes we had priority, sometimes he did. I expect he cursed such a tiddler getting in his way, but every foot was hard fought for. We "lost" him when we went well in to the apex of one bend to replace some of the water which was beginning to slosh around our feet. It was rather soul- destroying to set off again and promptly get another big one over the side but all part of the game!

Eventually we passed Stangate Cree and soon neared the large ships at Sheerness, where we could turn into the peace of the Swale. Perhaps this lulled us into complacency as Tony suddenly realised that a cardinal buoy we were aiming to leave to starboard marked the end of a spit coming out from the port side shore! Past Queenborough and round the Z bend. Not only were we on a reach but the tall banks gave quite a lot of protection and out came the amber nectar - well, more coffee coloured! - sheer bliss, and a chocky bar too - to hell with Weight Watchers. It felt as if half the



Provident to leeward of a gaggle of Gaffers in the "Anchors Down" race in Southampton Water.

Photo J. Denner

traffic to cross the start line off the Island Sailing Club.

What happened from there to within an "inch" of the finish line was some sort of miracle. Storm sailed as never before and keeping away from all others we simply sailed past the fleet to near the front. Luck ran out though and 1 cable and talking distance from the finish we found a hole and there we stayed for 1 hour precisely. When the wind returned it brought with it all the rest of the fleet and the result was "as usual". Had we made those 200 yds. initially we would have broken all personal records and won our class and come second overall, but it was not to be.

It was a great pleasure to have Provident back with us after her renovation, and also to sail in company with the beautiful Tern IV (or Xanadu if you watched Howards Way).

Over sixty boats enjoyed a very convivial

weekend in Ocean Village including dinghy races and an anchors down race on Sunday. Light air and sunshine made the whole event one of great "togeth- erness" (see photos on page 20 and 21) and was very much enjoyed by all who took part. Our thanks are due to Graham Benton and all who put in much hard work to make the weekend so memo- rable.

David Cade

PRIZEWINNERS

Channel Cup	Betty
Dead Eye Trophy	Ariel
Le Havre Plate	Brilleen
Gaffers Eye	Kelpie
Emsworth Cleat	Betty
Channel Plate	Ariel
Quiver Trophy	Daisy
Edgar March Memorial Trophy	Foam
C.H. Paxton Memorial Trophy	Black Bess
Anchor Trophy	Ariel
Jim Rawlings Shield	Ariel
Pierce Eye Trophy	Ariel



Togetherness in the Solent Race this year

Photo Dick Couture

- 13. Moonstone VI 1540
- 15. Lady of Rock 1544
- 16. Natterjack 1557
- 17. Fleetwing 1611
- 18. Sheba 1630

DNS: Janty

MEDWAY AND NORTH KENT

As you will read elsewhere in this Newsletter, the first Old Gaffers Race in our area was held in July. As a result of the success of this and the interest shown by the local gaffer owners, a new Area has now been formed.

Caroline Eagles is Area Vice President and the Steering Committee comprises Jon Tyrrell as Hon. Secretary supported by Robert Holden, Stuart Benthall, Julian Mannering and Tony Benstead. A first General Meeting will be held shortly and a programme of events will be produced for the coming year, details of these will

be published in the first Newsletter of 1991.

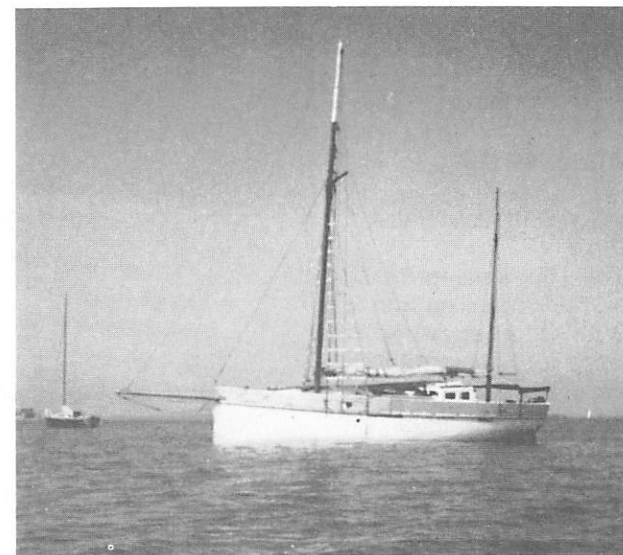
Note: Jon Tyrrell's address and phone number are now inside the front cover and on behalf of the O.G.A. best wishes and good sailing to this new Area - Ed.

SOLENT RACE

I have not received a report on the Solent Race although the results and prizewinners follow. However, I was there in Storm and I could tell you what went on near the rear of the fleet of fifty or sixty starters. I won't because I didn't even see much of that. As usual the ten minute gun had gone with my crew still ashore in search of "essentials" so we cast off just in time for the five minute gun and religiously stopped the engine. This was a mistake, it was a beautiful sunny day with little wind and it required twenty minutes of skilful avoidance of ferries and other

salt in the Medway was in our mouths.

The next landmark was the lifting bridge, where we caught up with two smacks and the little Oyster-terman who was not motoring, having sailed the hard part. We were not sure if we could get under as the gauge was not easy to read till you could see the whites of its eyes - and hear the crack of your mast! So, on the better safe than sorry principle, we lowered the main mast, a very quick task, and rowed through. We then reset the mast and tried to hoist sail, except that I had got something all crossed up and before we knew it we were back with the smacks. But now we knew we had clearance and set off again under sail, making a note to claim the prize for the most "goings through" of the bridge; once under oars, once in disarray and once under sail. The next bend proved difficult to tack round but we eventually made it. However, it was a portent of things to come. After a short straight which passed far too quickly - we only just had time for "seconds" of coffee - we came to the last bend before the 4 or 5 mile straight to Faversham. The wind was dead on the nose and the tide against us. Tack as we may, we just could not get through the narrows by the gas pipeline. We were passed by Hope, the only other open boat in the race, but despite her handier gaff rig, she was not progressing either, and was having frequent rendez-vous with the muddy bank. Tacking was not helped by the river being so narrow at low tide, so we both gave up, dropped anchor, and had a



"Early Dawn" built Penzance 1905 as lugger seen here in Fannie Bay, Darwin, Australia.

Photo F. Marchant

leisurely lunch. We decided it was not on to tack for so far up the narrow creek with neither wind nor tide helping, so we whistled up the Seagull to take us home. The wind had strengthened if anything. Later in the day, Hope arrived at Harty Ferry having done the impossible and was very deservedly given the Open Boat award.

We grabbed a mooring on the seething briny until Shirley and the trailer appeared then ventured ashore. Putting the Anna Louise back on the trailer went better than expected in the strong current but involved almost total immersion - of us! Fortunately there was a fresh artesian well just behind the sea wall and we got everything shipshape again, including ourselves. We then joined the gaffers at the Hollowshore S.C. on the banks of the very unspoilt creek for a most convivial evening including hearing Arthur's tales of 10 foot waves in the Thames. The local Gaffers are hoping to start their own Swale and Medway section; we wished

them all the best and au revoir till next year.

Graham Wadeson

AREA NOTES

WESTERN AUSTRALIA

The 1990 Sailing Season started for us on Sunday 30th October, when we were invited to join The East Fremantle Yacht Club on their Opening Day Regatta, sadly we had few starters, mainly because of illness and vessels still not quite ready, our prolonged winter did not help whilst working on boats outdoors.

Results:-

ROAMARICK	D. Rickman	1st & fastest
LYPRENA	T. Oliver	2nd
NICOLA T	J. Buchanan	3rd

We enjoyed pleasant conditions and those skippers who were unable to compete came along as spectators viewing the race from the balcony which overlooks the course.

The second Wooden and Classic Boat Show attracted some 80 vessels in which were included 14 of our craft, the venue is held in Success Harbour, Fremantle where there are sufficient water berths for all, plus hard standing area for static displays.

The event was well organised and successful, our members John & Nikki "Nicola T" were awarded a trophy for best prepared yacht which is a 16ft. sloop.

We were able to have a small information



Joe Pennington (L) from Ramsey I.O.M., overall winner of the N.I. Area Race, receiving the Vice President's Cup from Alan Aston, Area Vice President.

booth in the large marquee, manned by my wife Norma and self, promoting our association and am pleased to report we have five new members as a direct result.

Whilst visiting Darwin the Northern Territory the Cornish Lugger "Early Dawn" sailed into the Darwin Sailing Club via the European Canal system and the Mediterranean, then an island hopping course to Darwin, the skipper is Alastair Warrick Ching sailing by himself, he was a member of the English OGA. (Photo page 5).

The vessel is listed in Lloyds Calendar, 35ft. long, 12ft. beam, 13 tons, rebuilt 1948, Port Aberystwyth, 1905-1914. Name was "Snow Drop".

The photo shows her lying in Fannie Bay, the Darwin Sailing Club mooring area, I went aboard and enjoyed a chat with this unassuming seafaring gentleman who intends staying in Australia for some time.

Several events have been organised for

formed the Yanmars, despite the early morning insults - do you realise that they were still making Stuarts in Henley when the OGA was formed!

With Classic Cruiser Island Maid officiating, the race to Brightlingsea soon started, the first boat off on the staggered start being the converted lifeboat Sheba. Group after group set off, until it was 6-metre Asti's turn, a long time afterwards.

By the time the North West Knoll was reached, such was the prawner-yacht Deva's lead, that the result seemed beyond question. In fact the real racing for her was against the President's Bermudan rigged Vertue, Maid of Tessa, as we beat towards the Wallet Spitway. Anna Crane appeared out of the mist, being drawn along by a new light-weather jib at a speed bound to attract handicapper's attention, but she was well down to leeward.

However, that Great Handicapper in the Sky started to take an interest in proceedings. Firstly a great calm befell the Area Secretary. Secondly the wind on the rest of the fleet eased 90 degrees before it headed the leading boat. Thirdly, unlike last year, all those who beat Deva to the Spitway did not run aground 3 feet short of the finish!

Sauntress, Martin Scannall's 27ft. cutter built 1913 by Wright and Ham's of Cardiff, surged past the Wallet Spitway into the lead, and suddenly the whole sea seemed to fill with gaffers, Wendy, a slightly bigger cutter of similar build and vintage, was close behind, and as the two boats began the long run into the Colne, a rare old tussle began between two boats and skippers who are normally the best of friends. Eventually Wendy managed to get her spinnaker to draw and went into the lead, but there was to be plenty of fun yet!

The smallest boat in the race, the little balanced lugger Native, went incredibly well under her single small sail, and Mistleyman Merlynn II, a 1948 22 footer built in Porthmadog, showed similar form. Anna Crane, the ferro bawley, who had also been caught out by the windshift at the Spitway, came surging through under a cloud, but even she was overtaken by Asti V, setting a massive spinnaker which almost touched the water. The Itchen Ferry Fearnought, under new ownership, but with the old crew, set a very pretty yellow genniker to catch up with the fray, whilst Deva and Plum, a modern Falmouth workboat from the Swale, had a friendly little duel. Yes, it was some finish, and it was a good job we had Richard Gavin (My Quest) standing by as reserve committee boat in his 350 ton freighter.

Thus ended the last 1990 East Coast event, as the fleet made its way to Brightlingsea and thence to the Anchor Hotel. Good food was enjoyed by all, and the landlady presented the prizes on behalf of Ind Coope.

Many thanks must go to MLSC and the Anchor Hotel for hosting us, to David Warner and John Huggett for running the line, and also to Brenda Jago in particular for her hard work in organising the event.

RESULTS

1. Wendy	1508	(Ind Coope Anniversary Trophy)
2. Sauntress	1515	(Downs Road Boatyard Shield)
3. Asti V	1515	(Third Prize)
4. Native	1523.15	(Fourth Prize)
5. Anna Crane	1523.30	
6. Fearnought	1523.31	
7. Deva	1524.30	
8. Plum	1529	
9. Merlynn	1530	
10. Sea Pig	1531	
11. Anna Louise	1534	
12. Sea Eagle	1536.30	

followed by Blue Hawk and Wendy.

The fleet then assembled off Fox's before proceeding into Ipswich Wet Dock, many going through the lock and mooring up under sail, a rare sight indeed outside OGA events. We were given the facilities of the TS Orwell, where we set up the OGA bar again, and enjoyed another social and prizegiving. The guest of honour was the Harbour Master, Gerry Jones, a person who has given us much help and assistance over the years on various OGA events in the area. We wish him well on his retirement.

There were not too many late nights by OGA members, for many were up again at 0400 to catch the morning tide down the river. But despite the set-backs, I think we all enjoyed this "proper" OGA rally, and found it a worthwhile week-end. My thanks go to Paul Granville for all the Ipswich arrangements, Eddie Williams for the bar, and the OGA committee.

THORN TROPHY RESULTS

- | | |
|----------------------------------|---------------------|
| 1. Jasmine | Thorn Trophy Winner |
| 2. Blue Hawk | 2nd Prize |
| 3. Wendy | 3rd Prize |
| 4. Sauntress | |
| 5. Merlin | |
| 6. Lady of Rock | |
| 7. Robinetta | |
| 8. Jubilee | |
| 9. Mole | |
| 10. Merlynn II | |
| 11. Déva (Coxswain Boats Trophy) | |
| 12. Sea Pig | |
| 13. Nirvana | |

ANNIVERSARY RALLY 28/29 September 1990

When the Solent and East Coast Areas met to form the OGA in September 1963, the traditional boat scene was much different to what it is today, especially on

the East Coast. 27 years ago, Maldon was something of a Mecca for old boats, and a logical place to form the Association. Maldon has become much more gentrified since then, and the scene is now predominately modern. There are now many other sailing centres which rival Maldon for gaffers, a tribute to the widespread work of the OGA and its officers. However, in my travels this year, I found an old Maldon look-a-like in Hol-lowshore off the Swale in Kent, and appropriately moves are afoot to establish a Medway-Swale OGA area.

Back in 1963, I am not sure our founders did our Association many favours by choosing a humorous name. In these days of big Festivals, sponsorship etc. I for one have a serious credibility problem when organising events and begging for money . . . even Classic Boat Magazine hardly recognises us, despite the fact that the majority of classic boat events are organised by the OGA, as is the biggest CBF in the country. Can any of those who voted against a name change a few years ago help?

Anyway it was proper old gaffers at Maldon on the 28th September. The MDC bailiff was not around (although his boat was prominently in the way on the visitors pontoon) and the Maldon Little Ship Club was not open, despite all the promise beforehand. Never mind, a couple of pints in the pub next door, and these irritations cease to matter!

Forty members enjoyed a buffet supper, and the President, Rob Williamson, proposed the toast to the Old Gaffers Association.

Next morning saw some hectic activity on Hythe Quay, as barges and gaffers got under way. I have to say that on this occasion vintage Stuart Turners out-per-

December which we will report on in due course.

Please with all your members the very best for Xmas and the New Year.

NORTHERN IRELAND

We were delighted that East Down YC recognised the NI Area of the OGA by introducing an Old Gaffers Handicap 'lass (using OGA T(H)CFs) into its regatta at the end of August. Five of our members took part, with Alan and Jane Hadden winning in *Mantis*.

The NI Area Race was held at Killyleagh YC, Strangford Lough, on Sunday, 2nd September. Despite a poor weather forecast the day was fine. The breeze was reasonably good near the start and finish line off the YC, but because of a light patch out on the Lough the OOD, Ronnie Buchanan, made the second round of the course a short one.

There were seven starters: five Class II boats, including the indefatigable Joe Pennington with *Emerald* over from the IOM for the third time this year, and two in Class III. (For those not described here see *Newsletter 1990/1*.) All sailed the same course: from the KYC start line to a mark in the Quoile off Wee Wife, thence back out into the Lough and round marks in Holm Bay, at Neill Reef, at Jackdaw Island, and back across the line. The Neill Reef and Jackdaw Island marks were left out for the shortened second round.

Howard and Deirdre Marshall's 24ft. LWL gaff cutter, *Mandarin*, set a cracking pace. Designed by Howard himself, she originally sported a junk rig, though a couple of years back this was changed to cutter rig with a gaff mainsail fully bat-

tened in the junk manner. This rig clearly gives superb windward performance to a boat with a generously proportioned hull, and it was unfortunate that Howard and Deirdre had to retire after a misunderstanding about the shortened course. Leslie Hughes in his Cornish Shrimper, *Blue Chip*, racing for his first time, missed first place in Class II by just 9 seconds on corrected time from Joe Pennington's *Emerald*. Others in the class were Alan Aston and Irene Cree's *Golden Nomad* and *Anadyomene*, a Cooper 6-ton, 22ft. LWL gaff yawl, owned by John Neilly and Frank Tighe. (*Anadyomene*, then with a bermudan rig, was previously owned by Mike Clark of Laxey, IOM, whilst John and Frank had the Manx Nobby *White Heather*. Not so long ago an exchange was negotiated: *White Heather* has gone back home and *Anadyomene* has been rerigged).

The two Class III participants were Brian Williams' *Cara* and *Mantis*, with the latter recording another first place.

At the prizegiving the Vice-President's Cup for the overall winner went to *Emerald*. In planning for the event we had recognised that having different classes posed problems for selecting the overall winner: the courses might be different, and even if the same course were used the very disparate handicaps between the smaller class III boats and the larger craft of Classes I and II could give undue advantage to those at one or the other end of the size range, according to weather conditions. We solved the problem by defining the overall winner as that boat which, on handicap, gave the best corrected time as a fraction of the average for all boats of the class. (A possible refinement might be to use the average times of, say, the first two-thirds of the finishers in the class, as is done for readjusting handicaps in the RYA's

Portsmouth Yardstick Scheme).

The OOD viewed the craft at close quarters from a dory during the race, and on his resulting assessment the Isaac Agnew Trophy, kindly donated by Isaac Agnew Ltd. (NI's leading agents for VW, BMW, Mercedes-Benz, etc. vehicles) and awarded to the best turned out OGA boat and crew which started in the Area Race, went to Alan and Jane Hidden in *Mantis*.

The Area AGM is to be held at the Down Cruising Club on 19 October, and will be followed by a supper and musical entertainment: guests will be welcome. The Annual Dinner is to be held at the RNIYC, Cultra, on 23 November. There will be an evening lecture during each of the first three months of 1991, and a Yot Grot Jumble Sale on 23 March. The 1991 sailing programme has yet to be arranged, but it will certainly be arranged to work in with the Tall Ships' Race visit to Belfast between 23 and 27 July.

RESULTS OF NI AREA RACE: 2 September 1990

Class (I + II)			
Emerald	ET=2:23:02 CT=2:14:44* 1st		
& Overall Winner: Vice-President's Cup.			
Golden Nomad	2:34:30	2:24:27	2nd
Anadyomene	2:28:43	2:29:40	3rd
Blue Chip	2:41:32	2:14:53	2nd
Mandarin	Retired		
Average CT = 2:20:46			

Class III			
Mantis	ET = 2:31:38	CT = 1:55:14*	1st
Cara	2:40:15	2:04:40	2nd
Average CT = 1:59:57			

*CT as % of Class Average CT: Emerald, 95.6%;
Mantis 96.1%

Isaac Agnew Trophy for best turned out OGA boat and crew: *Mantis*.

MORECAMBE BAY

As the boats start laying up in the Channel it is with regret that we realise the season is nearly over. Unfortunately we did not have our fun race into the Bay or the Passage Race to Fleetwood with the added pleasure of the Blackpool Illuminations. Both of the occasions were marred with extremely foul weather and no sailing was possible. On the 8/9 September the Area arranged for a 100 years of gaff sail (1880-1986) with the 12ft. Princess dinghy 'Jemima' up to the 76ft. top sail schooner 'Emily Barret' to be in the old graving dock now the 'Furness Maritime Museum' to support the Museum's 'Extravaganza'. This event showed how the best laid plans of mice and men can go astray. In preparation the 28ft. nobby 'Heatherbell' arrived in the Channel two weeks early so as not to encounter bad weather as she had previously across the Duddon estuary. The day prior to the event an 1880 whammell 'Thistle' without power, was moved to opposite the dock entrance to reduce the tow on the day. As the entry parade was timed for 11.15 on the 8th the Princess launched and sailed away followed by the Shetlander 'Peree Maa'. Unfortunately the Rivers Class 'Dart', to my shame, had a blocked fuel line which had to be disconnected and blown through. By the time the Lysander 'Doghouse' put in appearance whilst 'Dart' proceeded up channel to find out why 'Thistle' had not moved off and had the shrimper 'Ghost' in attendance. The language soon let it be known that an old mooring line had fouled 'Thistle's' rudder and it was 11.30 before the rudder was unshipped and rehung and the Drascombe 'Mere Stille' could take her in tow over to the dock. All was not over the 'Mere's' skipper decided to take a short cut and go straight in, they went aground on the bar at the dock entrance. He was subsequently heard to



Some of the boats in Ipswich wet dock at Stour Rally.

Photo Tony Judd

Next morning was still very misty, and the transit mark of Holbrook school spire just could not be seen at the start line for the Two Rivers Race. But nobody complained about the arrangements, except Sea Pig, whom we all inadvertently left to have a lie-in after the passage race!

The wind was very fickle, swinging from N to E, and many of us had a hard time getting past Parkeston and Shotley when the tide changed. But as soon as the Wooden Boat photographers had been put ashore at the Shotley Point Marina, out came the sun and a gentle sea breeze to take us up the Orwell. There was desperation in American Quarters, as their charter boat Gem was recalled to the Marina. I hope they managed to take some good shots after all, although the Orwell is heavily polluted these days with

non-classics.

We had many interesting boats taking part, including some new to recent OGA events. There was a re-restored Quiz looking very smart and very much better than after her first recent restoration! Francis Cookes old boat, Lone Gull was with us too, as was the Albert Strange canoe yawl, Nirvana of Arklow. A craft which was showing a surprising turn of speed was the smack yacht Merlin, another restoration by Peter and Claire Thomas, who have now five boats to look after!

Jasmine, sailed by Nick Zienau of Golden Plover fame, showed much improved performance on last year, that new light weather jib proving very effective. She was first to finish through Orwell Bridge,



Jon Wainwright and Gerry Jones, Ipswich Harbour Master, present the Thorn trophy won by Jasmine.

Photo Tony Judd

those who made the effort (some 20 odd boats out of 30+ entrants), very necessary for an OG area which is getting very sot and yuppyish (even the EC sec. has been sent with a poser-phone recently).

Once the monsoon passed, 3 gaffers from Mistley, Deva, Merlynn II (1948 cutter) and Reverie (early GRP Itchen Ferry) brought the bar and barbeque down to Stutton Ness, where we had a very peaceful gathering while we awaited finishers in the passage race, who had much foul tide and very little wind.

The Commodore arrived with the Americans in his ketch, and I could just read their minds (Typical Limey weather, listen to them bullshitting about the marvellous weather they had until today etc. and

they still call beer lager). As various boats turned up they were greeted with great cheers as winners of the passage race, but we were on last orders in fact when the three finishers turned up, literally minutes of each other, despite having sailed all day from different ports (howza little d committee!)

First was Wendy a 28ft. cutter, designed by Morgan Giles and built 1912 by Sinden of Fishbourne IOW. She had set out from Brightlingsea, whilst a little further down the coast, Sea Pig, the Deben Cherub, set out from Brightlingsea to come second. Only minutes astern, hidden by the blackness of mist and night, was the Faversham entrant, the high-powered cutter Blue Hawk.

say that the 'Mere' did not go aground only the 'Thistle', what he did not say was he had his plate up at the time. 'Heatherbell' was last to arrive at 12.00 noon, the crew looking smug saying she waited for the confusion to clear before setting off. The real reason was she was neaped and they took an early lunch.

Anyway all the crews enjoyed themselves and we all had a pleasant weekend, the only regret was that a strong wind blew straight into the dock making it unwise to bread some canvas.

The Museum allocated tent and floor space to the O.G.A. and surprised us by taking our notes on the boats and producing a nice leaflet of which I still have a few copies left, and would be pleased to send one to any member who would like one.

The local area members are roughing out an activity programme for next year and are trying to fix alternative dates for events. Most certainly there will be a Round the Island and channel racing Any members who have suggestions for the 1991 season for any size gaffer let me know remembering that we can accommodate all sizes as we did in the dock.

(Ed. Note: Jack Miller has sent me details of the Emily Barratt and the plans of the Furness Maritime Trust to restore her).

EMILY BARRATT

The Furness Maritime Trust intends to restore to her former glory the last trading schooner built in England. The Old Gaffers Association participated recently in The Dock Extravaganza, an open weekend organised by the Trust, with a fine display which, together with the Emily Barratt, produced a line-up of over a Century of gaff-rig boats.

The Emily Barratt was launched at Millom on

Easter Monday 24th March 1913. Her construction is of pitch pine planking on English oak framing with the deck in Oregon pine. She is approximately 85ft. overall length, with a beam of 20 feet.

Built for the "Duddon Shipping Association", she traded around the coasts of Britain, mainly carrying iron ore and coal. The Emily Barratt was named after the daughter of James Barratt of Holywath, Coniston, one of the directors of the Hodbarrow Mining Co., who had placed the order for her construction. She was originally rigged as a single topsail schooner and was later changed to an auxiliary ketch during the period between the two world wars when she carried cargoes as and when she could find them

During the Second World War, she was requisitioned by the Admiralty for service as a barrage balloon barge, HMBB Emily Barratt. After the end of hostilities she was partially rebuilt and resumed trading in 1948. Conditions were hard for the old ship and, some two years later, she was sold for conversion to a yacht. Sold again in 1977, she was lying derelict and sunk in the Thames when she was purchased by Mr. George Patterson of St. Bees, Cumbria, in 1983. Her new owner had her raised and towed to Maldon in Essex where she had new topsides fitted.

In 1988 the Furness Maritime Trust purchased the vessel from Mr. Patterson. The purchase, which was carried out jointly with the Furness Museum, was aided by grants from the Science Museum and the Tudor Trust.

Much work will be required to restore the ship to her original condition and this can only be done with suitable funding and a great deal of help from individuals and organisations alike. It is hoped that, eventually, a separate Emily Barratt Trust may be formed to ensure her future preservation. The first stage of this was the launch of a "Friends" organisation.

If you would like to help, as a 'Friend of the Emily Barratt', membership is just £5 per year, please write to Friends of the Emily Barratt, Furness Maritime Trust, Steelworks Development Office, Walney Road, Barrow-in-Furness, Cumbria LA14 5UG. Cheques should be made payable to 'Furness Maritime Trust' which is a registered charity.

EAST COAST

1990 WHITSUN RALLY ON THE RIVER CROUCH - May 26th-28th.

Although the tidal conditions were far from favourable, some 30 craft from all over the region attended. At the larger end of the scale we were honoured by an entry from Florence Richmond, a beautiful craft on American fishing schooner lines, Sallie, an Essex Smack rebuilt at Maldon over more than a decade, and Saxonia, Jimmy Lawrences new (1930s) bawley. At the smaller end, we had the Albert Strange Yawl Sheila, thankfully in commission after a year's lay-up.

Once again the Royal Corinthian Yacht Club were our excellent hosts, providing moorings and ferry service as well as putting their superb club facilities at our disposal, where the OGA took supper.

Sunday morning saw a total lack of wind, the ECOD and Crouch Plate Races being postponed. The Scow races did eventually get under way after a fashion, the RCYC taking junior and senior events, but the OGA did not disgrace themselves!

The East Coast One-Design Race for the Mason Trophy was especially interesting this year, with two bermudans Joyce and Redshank competing against the gaff-rigged Chittabob IV. For the past three years Chittabob had won this race in match racing conditions where (outside of UK competitors in the American Cup), it is possible to shadow opponents to keep leads down to a minimum. A three-horse race would possibly be a better test of boats and rigs.

At 1400 hours they were off, Chittabob making the best of the start, maintaining the lead until the Cliff Buoy, where confusion over identifying the turning mark caused her to overshoot.

Joyce took the lead, but strangely chose to tack down the South shore against the flood tide, while Redshank and Chittabob chose to make the best of the North Shore eddy. With Chittabob's wise old skipper and his deft young crew, she worked the frequent headers to her advantage, building up windward lead which she



*Avola, designed J. Francis Jones
built at Brightlingsea in 1965.*

Photo R. Holden

held to the Roach entrance.

However, as the gaffer entered the Roach expecting to ease sheets, the wind went Southerly, forcing her to tack again. But this did nothing to stop her increasing her lead to half-a-mile so, a situation made even better by Redshank touching the mud, allowing Joyce go close the gap.

These positions were maintained to the finish, giving Chittabob IV the Mason Trophy for the fourth year on the run.

Arthur Keeble tends to play down the significance of his boat's amazing performance and her gaff rig. But had the results over the last four years been in favour of the bermudan, the so-called experts in the yachting press would have wasted no time lordling the virtues of the modern rig.

1st Class 1	Fearnought
1st Class 2	Deva
1st Class 3	Ula
2nd Class 1	Prawnner
2nd Class 2	My Quest
2nd Class 3	Tern
3rd Class 1	Unity
3rd Class 2	Sea Pig
3rd Class 3	Albert Harry

Note 1991 Race will be 20th July, start at reasonable time for once!

EAST COAST RACE RESULTS

Pos.	Craft	Pos O/L	Elaps'd time	Corr. Time
1	Chittabob	3	21602	20694
2	Victoria	28	25460	20928
3	Moonstone	15	24354	20944
4	Asti V	1	21320	21213
5	Stroller	40	25588	21366
6	Jade	11	23972	21646
7	Sheena	7	23240	21892
8	Blue Hawk	30	25466	22028
9	Deva	47	26583	22383
10	My Quest	24	25387	22671
11	Sea Pig	50	27163	22681
12	Demelza	51	27176	22692
13	Greenshank	34	25485	22809
14	Pelican	32	25472	23027
15	Mary of C.	49	27140	23069
16	Fearnought	9	23766	23100
17	Laura	4	22410	23194
18	Stonechat	31	25469	23202
19	Eliza Maude	46	26559	23372
20	Lady of Rock	52	27187	23381
21	Prawnner	22	25335	23511
22	Sauntress	33	25483	23572
23	Jubilee	55	27792	23901
24	Wendy	36	25494	23939
25	Mole	54	27769	23965
26	Adelle	63	29120	23995
27	Aussie II	59	28927	24154
28	Mermaid	13	24345	24174
29	Unity	14	24350	24228
30	Hypatia	26	25393	24301
31	Janity	58	27999	24331
32	Pagan	62	29078	24338
33	Eleanor Mary	17	24644	24348
34	Fleetwing	66	30033	24387
35	Firefly	25	25390	24603
36	Peace	8	23473	24646
37	Orinoco	44	25962	24716
38	Stormy Petrel	18	24738	24862
39	Phantom	20	25196	24944
40	Nellie	21	25270	24992
41	Una B	42	25738	25069
42	Gracie	27	25407	25280
43	Olivia M.	37	25530	25377
44	Francesca	56	27993	25390
45	Phoebe	38	25542	25491
46	Sea Eagle	43	25831	25547
47	Miranda	48	26682	25748
48	Sallie	5	23150	25812
49	Touchstone	23	25358	25865
50	Anna Crn	28	25409	25993
51	Thistle	41	25594	26080

52	Peg	68	30461	26196
53	Charlotte E	10	23817	26317
54	Bonita	45	26360	26518
55	Helen & V	12	24219	26519
56	Little W. Fl.	19	24934	26677
57	L'Atalanta	53	27552	26725
58	Severn	67	30383	26828
59	Sunbeam	6	23154	26835
60	Ellen	35	25489	26840
61	Elsie	65	29994	26965
62	Snoopy	70	32020	27089
63	Florence R.	16	24482	27224
64	Hyacinth	56	27898	27759
65	Saxonia	39	25560	27988
66	Dafne	2	21450 + 3600 OSL	28181
67	Ostrea Rose	64	29596	28205
68	Margaret C	69	30890	28820
69	Dusmarie	61	29068	29998
70	Privateer	72	32566	30937
71	Band of Hope	71	32241	33273
72	Willow	60	28975	34655
73	Stadats	73	38222	39063

Class III				
1	Hush	5	13710	10913
2	Native	4	13665	10986
3	Ula	1	13469	1381
4	Pewit	7	14362	11475
5	Tern	6	14150	11546
6	Albert Harry	9	14698	11655
7	Linnet	11	15012	11724
8	Thrill	2	13478	11725
9	Taffy	3	13554	11764
10	Kestrel	10	14938	11890
11	Oyster	12	15214	11897
12	Phoebe	8	14443	11901
13	424/65	13	16366	13256
14	Rapunzel	14	16944	13385
15	Gremelin	15	16973	13832
16	Coluna	17	17769	13397
17	Vancouver	16	17123	15496
18	Susan	18	21439	15543

STOUR RALLY 25/26 August 1990

In the year of a near perfect summer, it's amazing how I can plan events to pick up any awkward weather going. With "Wooden Boat Magazine" coming all the way over from America to photograph gaffers on the East Coast, I managed to arrange a downpour in the year of the drought which caused a once-in-a-hundred years flood which Anglian Water are building sea-walls to keep out (of the sea, not the land seemingly) and near zippos vis. in the season of cloudless skies. A family emergency also deprived us of our OOD and committee boat.

Nevertheless it was character-building for

ECOD, Chittabob IV, who has beaten bermudan rigged sisters so often in match-racing that the yachting press has put a D-notice on OGA events, was to have her day, Arthur Keeble working every windshift to whittle down Asti's lead mark by mark, eventually giving her skipper victory on corrected time after 6 years campaigning.

But the greatest upset to the form-books was in the work-boats competing for the Tom Bolton Cup. After being won almost exclusively by the local racing smacks and bawlies for quarter of a century, the 36ft. Morecambe Prawner Laura, regaffed for the first-time since the war was to show them all the way round the course. She is the best restoration of a nobby I have seen (and I have seen more than a few North and South), probably the only nobby that has been restored to her proper pre-engine rig, giving her a similar performance to the specialised racers. Indeed it was a proud day for the Ghost of Francis John Crossfield of Arneside, for two other products of his Edwardian production line, Prawner and Deva, took class prizes as well.

With the very light airs swinging to the SE, it was possible for most of the boats to stay within sight of each other. The Crouch mafia, such as Aussie II, Blackwater sloop Adelle, Deben 4 tonner Janty and Francesca were sailing as a squadron, but at the other end of the physical scale there were craft like Willow and Martje, both ketch-rigged steel trawlers.

Although the conditions were not as interesting to the tactical specialist as they might have been, it was quite a good test of the THCF, and indeed the "little d" committee's work. There was a reasonable mixture of boat types in the first third of the fleet, but the d=2/3 b amendment is giving a big advantage to open racers who use it, who tend to have great natural advantage already over heavily laden deep-chested cruisers.

The open boats used a shorter course to the mouth of the Blackwater. Again they were hampered with fickle airs at the start, and some of their number failed to make the outer mark before the flood set in. However the sea-breeze eventually set in, sending the 12 square metre Sharpie Ula scudding home in front of the high performance Mersea brigs. There were, as with the larger boats, some interesting newcomers,

including a Naval Whaler, Vancouver, and John Huggett's new smack's skiff Susan.

The manage of the Maldon Barclays Bank, who had donated the programme covers, was guest of honour, and presented the prizes, ending a very pleasant day. The OGA must thank all the many people who help this race become a reality; Stone Sailing Club Committee, Stan Atkins the race officer, the ladies who run the launch service; the committee/film boats; Brian Hammett for being OOD; Rob Williamson, Lorna H, Paddy O'Shea and the Holdens for helping the race officers; Brenda, the new Commodore and the Aussie II's for all the admin, and sorting everything out on the ground; Derek Whymark for typing out the programme, and its photo-copying; J. Huggett for organising the prizes and plaques' and of course those 100 plus entrants.

East Coast Old Gaffers Trophy Chittabob IV
Brittania Trophy (Line Honours) Asti V
Pussers Rum (First racer on

corr. time)	Jade
Cruiser Trophy	Moonstone V
Cornish Shrimper Trophy	Stroller
Stone Trophy (first under 50 years old)	Demelza

Austin Edge (first ferro)	Stonechat
Davey (first East Coast fishing boat)	Mermaid

Dulcibella (first lifeboat or whaler)	Pagan
Hunt (first workboat class 2)	Victoria

Sheave (class 1 line honours)	Sallie
Boat World Rose Bowl (class 2 line hons.)	Sheena

Titheridge (husband and wife)	Blue Hawk
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Tarka's Pin (furthest distance to race)	Snoopy (Holland)
Old Harry	Stadara

Dan Webb & Feesey (first 1990 boat)	Susan
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Zetland Trophy (first open boat)	Hush
Cockleshell	Native

Alpha Pitt (first traditional built)	Pewit
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Class IV Tankard (over 50ft.)	Willow
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Sure, it is possible to point to slightly different sail arrangements forward of the mast. The bermudans set proper spinnakers against the gaffer's genniker, but the gaffer's staysail has a longer foot. The bermudans have newer gear, but Arthur has more racing experience and a crew in Arnie Blake who has an instinctive feel for the boat, especially in light airs.

I understand, though, that Arthur on one classic boat race last year swapped boats with a bermudan, only to find that Chittabob still had the nerve to overtake her master!

Whilst our races can hardly be a scientific basis on which to assess merits of rigs, they are the best information available and worth further study into the merits of gaff. On Classic Boat Races, I have seen Asti V, the gaff rigged six, walk away from a bermudan six metre. On working out THCFs for mixed bermudan and gaff events, I have not used the RYA recommended rig allowance for gaff - generally a gaff boat of a similar THCF seems to be able to beat a similar craft rigged bermudan.

Perhaps the modern materials, which can be coaxied into all sorts of shapes with gaff sail arrangements, are the reasons for this. Perhaps the long leading edge of the bermudan and the cleaner air-flow are not as significant as the extra horse-power developed by gaff.

The continued dominance by bermudan in the non-classic racing circuits may be more to do with headsail technology, I think the powers-that-be still only calculate headsail area at 80pc of the foretriangle, and they still do not count overlaps up to 50pc at all, which when you see what they do to topsails is ridiculous. No wonder we have fleets of un-balanced unsafe craft racing in the Solent, but should cruising boat designers pass such racing prejudice on to their clients?

The challenge race between Sheila and the Quarter Tonner eventually was started as part of the OGA race (Lord knows what constitutional sins were committed thereby, but it was the National Sec. and his Mrs. doing it!).

After the Stour and even the Blackwater, it is a bit like driving in London after the country! The buoys and marks are indistinguishable, and the locals have no respect for old age, pushing in

and not giving way to anyone not in their race. But again, like London, they know how to get out of your way if they have to . . . so don't let that bowsprit waver.

Perhaps you can understand why the Schooner Florence Richmond went completely the wrong way, and the area secretary in Deva took 25 goes to get round the first mark in Cliff Reach!

Brian Barker in Pelican did incredibly well to manoeuvre round these local difficulties to take the lead, and really he should have had the race sewn up, as the fleet turned up the Roach for the last mile to the finish. But the local mafia (Janty, Marshmallow, Aussie II etc.) had many tricks left up their sleeves. Very craftily, they let Deva (who was now shadowing them) slide through their lee, and when their godfather in Blackwater Sloop Adelle let him overtake at the Branklet, a false sense of victory was instilled, for Pelican, Blue Hawk and Sheila seemed stuck in very foul tide.

That was a cunning move, for as Deva sailed over to the Foulness side to work the shallows and a lee bow or two, the Mafia as a squadron tacked and turned up the wrong side of the river, taking a rare little back eddy up the western shore. The Floundering foreigners such as Phoebe and Sauntress looked aghast as they made their way past, and it would have been a complete whitewash if Pelican and Sheila had not seen their mistake in the nick of time as Adelle took the gun!

But the trickery had not finished. At a pre-arranged signal, all those astern of Deva abandoned the race, ensuring the Area Secretary's record of coming last or retiring in every Crouch Rally was maintained.

The River at Quay reach was a magnificent sight, with over 30 gaffers anchored. Unlike Burnham or Farnbridge, where the beauty of gaff is somewhat diluted by "moderns" on moorings, the scene was very traditional. And as we made our way over Foulness Island to the George and Dragon, the rural tranquility undisturbed by bank holiday traffic seemed very appropriate too.

Despite the rude remarks about locals above, they do put on a very good show for us. Brenda Jago, a native of Foulness, put a tremendous

amount of work into the event, ably assisted by the Aussie II's, and the motor-boat men Dave and John from Farnbridge, together with Dick Morris in Irene doing his mother-duck operation with the dinghies. And we must not forget our own president, Rob Williamson, for running the line and the speeches.

We were not able to complete the Challenge match, as we couldn't find the quarter-tonner to shorten course. Maybe we can renew the challenge next year!

RESULTS

1.	Adelle	17.17	Ind Coope & Allsopp OG Trophy
2.	Sheila	17.19	Skua Trophy
3.	Pelican	17.21	Teal Trophy (3rd year running)
4.	Blue Hawk	17.24	
5.	Aussie II	17.34	
6.	Marsh Mallow	18.01	
7.	Janty	18.02	
8.	Jaunty	18.06	
9.	Sauntress	18.12	
10.	Deva	18.25	

Retd. Anna Louise, Sea Pig, Pleione, Sea Eagle, Francesca, Vivid, Ostrea Rose, Miranda, Zhivago, Florence Richmond, Sheba, Fashion, Pegasus, Gold Link, Phoebe, Merlynn II, Cygnet II.

Also in attendance: Advent, Sallie, Anna Crane, Saxonia.

MEDWAY - SWALE RALLY 14th July 1990

Whilst the OGA programme of events round the country has grown to the point where some areas are being stretched past their abilities, we just had to get something going in the Medway/Swale region. It's quite East Coastish, being muddy, scruffy with several very interesting old craft lurking in various creeks and gullies, but friendly and welcoming too!

Jon Tyrell and Caroline Eagles, the instigators of the event, hit on the idea of a passage race round the Isle of Sheppey, from one river to another, to give the rally a special flavour of its

own. Of course, managing a two-ended race is no easy business, with separate venues for social events to organise, plus two lines to run, and it is to their great credit that this was done.

The race attracted several entries from Essex and Kent, including many boats we had not seen before at our rallies, which makes me think there is much local potential to be tapped by the OGA.

Race day itself was unfortunately blighted by heavy winds, the start on the Medway CC line at Gillingham seeing one or two minor disasters, with the normally unflappable Jon Tyrell having headsail trouble on his smack yacht Sweeti which forced him to retire. Several other boats chose the inner passage through the Swale, but five decided to have a go for it, beating into the Nor'Easter and the breaking seas across the Cant.

First across the line was Rubicon, a 37ft. Cutter, followed by Chittabob IV, the celebrated ECOD. Locally based boat, and the winner of the first Medway-Swale passage race on corrected time, was the Itchen Ferry Blue Jacket. Ferro cutter Sea Eagle and ex-police boat Prince of Wales also completed the course.

Prizegiving was at Hollowshore Cruising Club, Marion Tester of Kentish Sail Association fame presenting the prizes.

RESULTS

Final Pos.	Boat	Corr. Time	Elapsed Time
1.	Blue Jacket	355 min.	399
2.	Rubicon	388	390
3.	Chittabob IV	399	405
4.	Prince of Wales	449	499
5.	Sea Eagle	476	481

Rtd/Dns: Vital Spark, Polly, Linnea, Lady of Stavoren, Kate, Primrose, Enterprize, Nercissa, Hope, Anna Louise*, Janty, Proud Maw Sweetie.

*The crew of Janty recommend to all sufferers of Liverpool Street renovation phobia the excellent Network South-East service from Gillingham to Faversham.



Character

Photo Tony Judd

EAST COAST RACE 28th July 1990

Inept establishment attitudes have made the UK classic boat movement the poor man of Europe, but the start of the East Coast Old Gaffers Race at Stone Sailing Club must rank as one of the world's best traditional sail sights anywhere. Despite all the other attractions in the East Coast Calendar, this race still draws in the entries.

Even the most Phillistine bermudan man would have been impressed by the prospect of a 110 boat fleet of gaff riggers putting to sea upon the tide, reviving old memories of the great days of sail when such views were common place.

We see many new entries each year despite the finite number of old craft, despite the number of times we have run the race - this year again we had several interesting new craft - Bawlies, such as Saxonia, Evelyn and Thistle' smacks like Sallie and Ellen' prawners such as Laura and Mary of Chester; the Lynn shrimper Unity; the police boat

Victoria; the big Dutch Trawler Willow; the 10 metre Dafne, the tiny clinker cutter Snoopy all the way from Holland, the big Alden Schooner Florence Richmond and many others.

Of course the old favourites such as the Boston Smack Privateer, or the bawley Band of Hope really give the event a special character of its own. With Stone Sailing Clubs hospitality, it becomes more of a reunion than a race. We had a visitor from the Chasse-Maree, organisers of the Mega - events such as DZ 88 and Brest 92, and he was actually quite impressed with the unsophisticated camaraderie shown in the bar and on the water. I think he was also very impressed with his sail on the Whitstable smack Stormy Petrel, another regular entrant!

Light airs from the South-West saw the Classic racers leading the way out of the Blackwater Estuary, craft such as the 10-metre Dafne, the six Asti V and French 7.5 metre Sheena. However, once the great Essex smacks and lofty Bawlies set their kites, the fleet held together well.