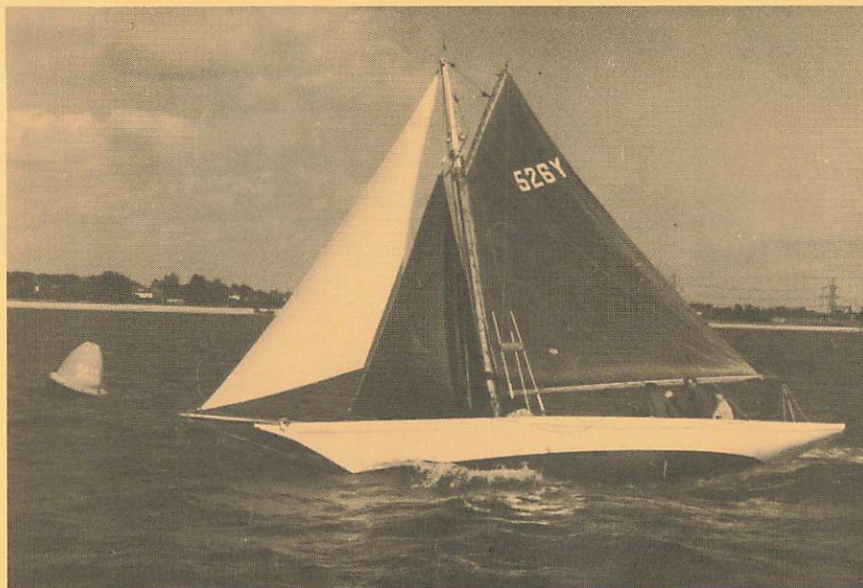
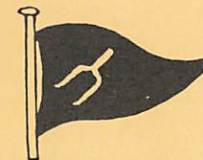




"Jade" (built 1907) and helpers (slightly younger) at the 1985 East Coast Boat Show at Ipswich.



"Benbecula" shows a clean bottom - Solent Race 1985.



Old Gaffers Association



Bawley "Helen and Violet" (Built 1906) with topmast housed in this year's East Coast Race.

OLD GAFFERS ASSOCIATION

President: ROBERT SIMPER,
Sluice Cottage, Ramsholt Woodbridge, Suffolk (0394) 411273

Hon. Treasurer and Membership Secretary: Bill Brown,
Wheal Cock, Porkellis, Helston, Cornwall TR13 0JS (0326) 40198

Newsletter Editor: David Cade,
Steps Cottage, Playden, Rye, Sussex TN31 7NT (0797) 223040

Boat Register: Dick and Pat Dawson,
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O.G.A. OFFICIAL ADDRESS: c/o Wheal Cock, Porkellis, Helston, Cornwall TR13 0JS.

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

Solent:
S.G. Bayliss, 135 Peperharow Road, Godalming, Surrey. 04868 28652

South West:
P. Heighway, 9 Duke Street, Dartmouth, S. Devon. 080422 287

Cornwall:
Mrs. H. Aitken, 21 St. Peters Way, Porthleven, Helston, Cornwall. 03265 3728

Bristol Channel:
M.E. White, 80 Kilmersdon Road, Haydon, Radstock, Bath, Somerset. 0761 32237

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Clyde:
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France:
Daniel Mitre, La Fleurais, 44130 Fay de Bretagne.

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

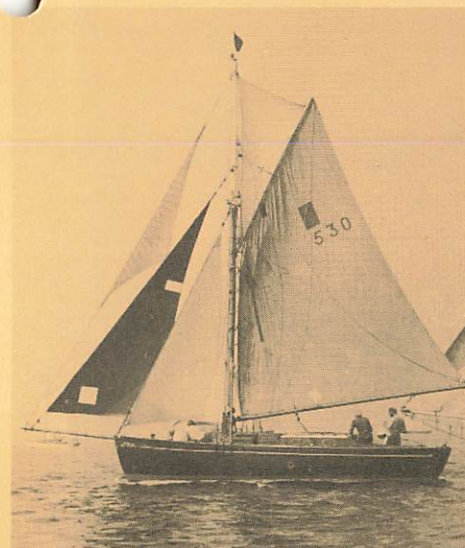
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Peter M. Heibery, 2445 West 7th Avenue, Vancouver B.C., Canada.

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OLD GAFFER - No! Young Gunter - Yes! 21'9" Drascombe Longboat. Built strip plank Utile. A sturdy, stable, family day-boat with cuddy. Some re-decking needed so only £750. A 2 wheel break back trailer with brakes and winch to suit longboat or similar in as new condition £500. Stubbington (0329) 665445.



Wilful



Mahal

WILFUL (530) 30' x 28' x 8.6' x 5.9' Gaff cutter designed and built by C. Sibbick of Cowes in 1899. Pitch pine on oak and Canadian rock elm, teak deck, copper fastened. Good sails. 4 berths. Ashore near St. Malo. Needs new engine and ground tackle hence price £6500. J. Ward-Hayne, 1 rue du Jerzual, 22100 Dinan, France.

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Prices include postage and packing - surface mail for overseas.
Please address orders, with cheques or postal orders made out to: The Old Gaffers Association, and if possible an addressed label for despatch to:
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Orders will not be despatched until payment has been received.

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A NEW COURSE IN TRADITIONAL TECHNIQUES
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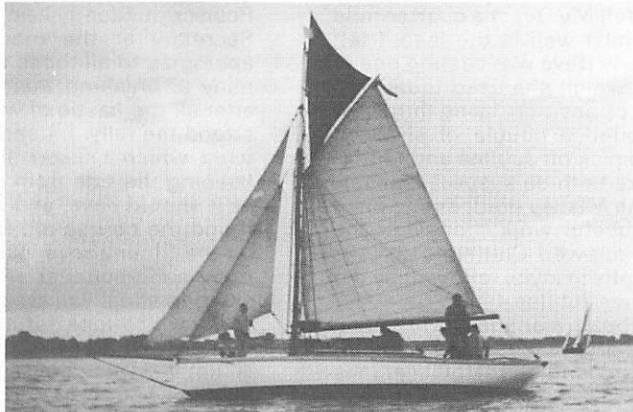
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All advertisements are published in good faith and, subject to editing, as received from contributors but we cannot guarantee or accept responsibility for their accuracy.

BOATS FOR SALE



FREYA II (647) Reg. Gaff Cutter 32' x 27' x 4'6". Built by Kidby of Brightlingsea in 1898 of pitchpine on oak. Lead keel, Sabb 10hp diesel. 4 berths, full inventory. A good sailing boat which has been in present ownership for 25 years. £9000. Telephone Keith Huds Winchester 69208.

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PRESENTATION TO MIRIAM SCARLETT

It is appropriate to start this newsletter with the photograph above of our President Robert Simper presenting a carriage clock, mounted on a very attractive mahogany base with an engraved plate, to Miriam Scarlett. This was given by the Association to mark the 21 years of enthusiasm and dedication which John put in to found and raise the O.G.A. and which we all know would not have been possible without Mim's enormous contribution and support. The gift was chosen and organised by our Treasurer Bill Brown who unfortunately could not be present at the ceremony which was on a Thursday evening in the Little Ship Club at Maldon - where it all began.

EDITORIAL COMMENT

Since the start of the new format newsletter I have had many letters from members - happily mostly well satisfied. There have been many suggestions and a few criticisms. Two things are absolutely clear from these, one that you want as much illustration as possible and two that you would like to read more about the boats than have lengthy reports on races and rallies. I have said that it will take a year to iron out the problems and to make the best use of the 20 sides (the most we can afford) which we have available. So that everyone is in the picture I list as follows the material we must print as part of the O.G.A. record:

- A.G.M. notices, agenda, minutes and reports.
- Notices of Area Meetings, rallies, races and annual area race results.
- Officers, Secretaries and Overseas representatives of the O.G.A.
- Reports of all area activities.
- Financial matters and membership details.

All these matters, in fact, fill over half the newsletter each time. What I would like to encourage are:-

1. More technical articles e.g. Topsails, Rigs and Rigging, Sparmaking, Fastenings, Boat types, traditional Dinghies and others.
2. More notes from all round the coast and abroad to tell of people and boats and visitors. Just snippets of information - any member could send them in and it need not be only about members boats, we are surely interested in Gaff Rig wherever it is. (And they are all potential members).

The Boats for Sale section is one of the most popular features of our newsletter and I endeavour to illustrate where room permits and where I can find a suitable photo in the collection or if one is sent in with the advert.

The Cover picture with the boat's history is perhaps most popular of all but I do need you to contribute the information and photos.

We are all members because we love the rig and the boats that go with it. In order to promote the rig we must project ourselves and increase our membership. If we do this we shall have more money to provide better reading and produce a really up-to-date register and even an annual membership book.

What has brought this on you may ask, well it was hearing from Bill Brown that a

WELCOME TO THE FOLLOWING NEW MEMBERS

Michael & Judy Adda, The White Cottage, East Boldre, Nr. Beaulieu, Hants.

Paul R. Bedwell, 3 Roman Way, Dibden Purlieu, Hythe, Southampton, Hants. SO4 5RP.

Philip R. Blower, 71 Olive Avenue, Leigh on Sea, Essex SS9 3PU.

R.M. Bowker, White Walls, Harbour Way, Old Bosham, Sussex PO18 8QH.

Paul J.J. Brinson, Swatchways, Promenade, Maylandsea, Chelmsford, Essex CM3 6AR.

Brian Clayden, Down Westwick, Bradwell on Sea, Southminster, Essex CM0 7QZ.

Brian Deane, 71 Hurst Lane, East Molesey, Surrey KT8 9DZ.

Philip Edmett, 14 Finedon Road, Burton Latimer, Northants. NN15 5QB.

Brian Charles Elliott, 4 Holly Court, Theatre Street, Swaffham, Norfolk.

M.J. Foale, 1 Courtlands Close, Sanderstead, Surrey CR2 0LR.

Edward Halsall, Park Farm, Ardleigh, Colchester, Essex CO7 7SR.

Brian Hammett, Wrens Park, Chelmsford Road, Blackmore, Essex.

Chris M. Hedger, Cliff Cottage, Jeffreyston, Kilgetty, Dyfed.

Stephen Hetherington, 174 Oxford Road, Windsor, Berks.

Mrs. Stephanie Hunt, S.B. Goede Werwachting, Purifier Wharf, Flood Lane, Faversham, Kent.

H.W. Jervis, The Little Haven, Castle Road, Ventnor, I.O.W. PO38 1LG.

Steve Johnson, Houseboat Mulroy, Coast Road, West Mersea, Essex.

Michael Jones, Pennycomequick, Smithick Hill, Falmouth.

R.J. Leaman, La Petite Maison, Ville Amphrey, St. Martin's, Guernsey, C.I.

Christopher Libby, 39 Cogogs Park, Mylor Bridge, Falmouth, Cornwall.

H.A. Lucas, N.B. "Greenshank", The Bristol Packet, Wapping Wharf, Bristol.

Miss Clare Mackenzie, 1 The Orchard, Blackheath, London SE3 0QU.

Dr. Gordon McLaren, 4 Grange Court, North Grange Mount, Headingley, Leeds LS6 2BZ.

V.L.A. Maniez, Westfield Cottage, Beckley, Rye TN31 6RG.

John G Mitchell, Dolfijn, c/o The Butt & Oyster, Pin Mill, Nr. Ipswich, Suffolk.

Geoffrey W. Nockolds, Spencer Cottage, Upham, Southampton, Hants. SO3 1JD.

Tony F. Rendell, 18 Warren Road, Kingsbridge, Devon TQ7 1LB.

Steve Renvoize, 3 Alexandra Road, Kingston, Surrey.

Peter A.J. Scott, 13 Turpin House, Brownsover, Rugby, Warks. CV21 1LZ.

Alan K. Smellie, 11 Charlotte Square, Edinburgh.

Andrew H. Storey, 29 Craneswater Avenue, Southsea, Portsmouth, Hants.

Malcolm G. Streeter, 27 South Road, Drayton, Hants. PO8 1QB.

O.C.S. Swann, 31 Airedale Avenue, London W4 2NW.

C.R. Taylor, 10 Brickhouse Close, West Mersea, Essex.

Malcolm J. Ward, Half Moon House, 129 The Street, Black Notley, Braintree, Essex CM7 8LL.

John J. White, Mill Cottage, The Strood, Peldron, Colchester, Essex.

large number of you have not returned banker's orders or paid the increased subscription and the last thing we want is to have to write you off. We, in the hot seats, are anxious to give you some value for the increase (although the annual subscription at £6.50 is less than the price of a bottle of Scotch) and to do so we need you all.

CORNISH CRABBER 1428

ACEITUNA 655

FASHION 12

BENBECULA 1096

DUNLIN 172

BOY MARTIN 70

POLLY PISCES 1327

TRESCO LASS 1233

PERTLEW 1277

AVOLA 1242

STELLA MARIS 1248

WINDFLOWER 1101

SANDIA 1234

WINKLE 2144

NATIVE 1501

BLACKWATER 1261

JANET 11 1229

ARIEL 1268

TWO SISTERS 1204

BILANBIL 1305

ADA MARY 1241

CHARLOTTE MAY 1200

DOLFIJN 12

JUNO 1245

JUANITA 2039

TRIXIE 2125

AJAX 763

SHIREEN 19

GANNET 2237

HUSH 1309

ALBION 1244

THE BOAT REGISTER

Many thanks to those who responded to our pleas in the last newsletter for the return of Boat Register Forms. We have converted the register to a card index to make it easier to

stone we could see the Cockler, Avola, Jubilee and My Quest beating across the river. Whilst we could so little to stop the big boats drawing away from us, we were gaining on some of the smaller ones, although My Quest seemed to have an unassailable lead.

Then everything started to go wrong. Keen to take advantage of a favourable windshift along the Essex shore, the cockler ploughed into the mud, shortly followed by Skua, the Colin Archer, Noorderzon went slightly out of the channel off Wrabness, and took to the putty, whilst a similar fate befell Golden Plover shortly after overtaking us. But Chittabob

Despite her deep draft kept both a good Deze and a good line in the channel, unlike the Smack Quiz with two locals on board which grounded off Holbrook on the Suffolk side. Avola grounded next, followed by Colin Archer Scalloway, but worst luck befell My Quest a quarter-mile off Mistley whilst well in the lead. I felt awful, for clearly Deva was casting one of her spells for which she used to be well known on the opposition. Lying third now she only needed a couple of shots of black majic to pick off Jubilee and Chittabob, who were both on suspect courses. Fortunately the Mistley dredger had been doing some useful work alongside the channel, and allowed Chittabob to take the Thorn Trophy in style, followed by the Deben 4 tonner Jubilee.

Many of the boats managed to lift off on the rising tide after we had passed without resorting to engines. However, the committee boat was still not on station to welcome them, having run aground herself en route!

After mooring at Mistley and Manningtree quays, we all adjourned to the Stour Sailing Club, where we had another barbeque, some Adnams, prize giving by the

Commodore Wilf Peeke and some more Adnams.

Results were as follows -

Position		
1	Chittabob IV	Thorn Trophy
2	Jubilee	1st Prize
3	Deva	2nd Prize
4	Alice & Floray	Coxswain Boats "Deva" Trophy
		1st working Boat (she freighted the beer)
5	Scalloway	3rd Prize
6	Avola	
Class III race		
1	Miss Anything	Thorn Open Boats Trophy

My special thanks go to all those who helped including Dick Patterson for being OOD. Dave Warner for ferrying the dinghies and running the Barbeque, Stour Sailing Club and my Wife Margaret.

Postscript: Clearly I am not a very popular Secretary at the moment. I can only apologize to all those who had the ignominy of finishing their race on the mud after all the hassle of weathering gales to attend the rally. Indeed it was the strong wind which caused all the troubles by keeping the tide from making as quickly as it should have, and pushing the boats round the course too fast. Unfortunately on the Stour above Wrabness a lead line or an echo-sounder are of little use. If it starts to shoal you are on the putty. What you have to look for are the seagulls. If they are standing rather than swimming it is time to go about. You also have to imagine you are taking the course of a merchant ship when navigating between buoys to establish the line of the deep water channel.

I think perhaps next year we will finish the race at Wrabness!

Jon Wainwright

BOOKS

There are two new books from Nautical Books due to be published later this month, both of which would make excellent Christmas presents. One is another of those wonderful collections of Mike Peyton's cartoons and the other is by Libby Purves and Paul Heiney and is titled The Sailing Week-End Book. More about this in the next issue.

Bowker & Bertram Ltd. publish The Channel Handbooks and many other titles including Make your own Sails by R.M. Bowker & S.A. Budd, The Riddle of the Sands (£8.95) and For the Term of His Natural Life by Marcus Clarke first published in 1874. This is about the transportation of criminals to Australia and compelling reading (£10.95). Also a book about Capt. Bligh of the Bounty - the true story compiled by R.M. Bowker with the aid of Bligh's official log (£11.95). Available from the publishers at Witewalls, Harbour Way, Old Bosham, Chichester, Sussex PO18 8QH. Add 75p for postage.

RALLY ON THE RIVER STOUR 24, 25, 26 August 1985

The 1985 Stour Rally should have had everything going for it. The tides were right, the Stour Sailing Club had arranged a useful bar extension and lots of people had shown interest in coming. But unfortunately I had forgotten it was 1985, the year of the 12 month winter.

My rally effectively started on the Friday when I helped Mike Burn bring the 1872 smack Quiz round to Manningtree Quay from Woodbridge with a cargo of best Deben packing case for the barbeque. With only four and a half hours to punch the flood tide down the Deben, sail along the coast to Harwich and navigate the length of the tidal Stour we really had to push the old girl very hard under sail and diesel. But when we arrived we found the Liegh Cockler Alice and Floray already tied up alongside the barge yacht Sunlight, all making a very pretty picture in a bermudan desert.

Unfortunately Saturday morning, when most people would have to set out for Wrabness turned out to be a real pig with rain and full gale blowing. Nobody with any sense would make the trip round. It looked as though I would have the beer barrel to myself. Luckily the OGA has more than its fair share of insanity and by the end of Saturday night I had 13 entries, a roaring fire and an empty beer barrel at Wrabness. Boats varied from the mighty steel Noorderzon to my tiddly nobby Deva, from the beamy Tjalk Willemein to the lean E C O D Chittabob IV plus the ferro archer brigade of Skua Scalloway and Stonechat. They say gaffers evolved in design terms from local conditions, well we had one which had clearly evolved from the 1985 summer. Called Avola she was built like a battle-cruiser and sported a full wheelhouse with a glazed roof so one could look at the sturdy gaff rig without getting cold and wet. Better still she had an ergonomically designed padded seating arrangement by the wheel with a drinks shelf in easy reach of the helmsman. No wonder she had made so light of plugging a full gale across the North Sea.

The forecast on Sunday morning was pretty grim with strong winds predicted, so at the last minute I delayed the start by an hour and shortened the seaward leg of

the course. As is usual in these events we had a staggered start, with the Liegh Cockler and the Tjalk going off first. The speed that Alice and Florie took off down river setting all plain sail and topsail made me think twice about my handicapping, but by then we were off in Deva, cautiously reefed down to reefed main and staysail. Last off by a considerable time was the ECOD Chittabob, even setting a spinaker.

Our group included a Deben 4 tonner called Jubilee, and a new boat to our events, a bit like a decked in Falmouth working boat but in yacht like condition called My Qwest. These two boats were really being sailed hard and well and sh away from us to the extent I was forced to set the flying jib. However I regretted my decision as we came on the wind on rounding the Guard in Harwich Harbour. With the heavy sea running we were just being heeled over not making any headway and carrying lee helm. By the time I had made amends we had drifted over Felixstowe ledge into some really horrible seas, which were shaking the wind out of our sails and not helping us cross the shipping lane with Dana Anglia coming in and the Saint Nicholas coming out.

First round the seaward mark was the Liegh Cockler, but the Tjalk had had the same trouble as us and was being swept by wind and tide to the north and had to retire. In Deva we had to make two short tacks to lay the Outer Ridge buoy, but Noorderzon and Quiz failed to allow for the tidal set and had to put in extra tacks too. The ferro archers Skua and Scalloway made no mistakes, and looked as though they were enjoying the choppy conditions as they smashed their way out to sea. The little Clyde racer Golden Plover was using her deep draft to advantage too and was fairly cutting through the water. But then came that gaff rigged torpedo Chittabob - how she got so far so quickly I do not know.

The broad reach into Harwich harbour was done in style by the fleet, the majority of gaps caused by the staggered start having closed up. The might Noorderzon made sailing in a stiff breeze look easy by comparison with us in Deva surfing on the crests of the waves. She overtook us before we rounded the Guard buoy and turned up the Stour, followed closely by Skua and Scalloway. As we cleared Park-

make additions. In many ways this proved to be a mundane task but at regular intervals it was relieved by coming across boats we know well or ones that have a famous history. As we worked our way through we began to realise just how many East Coast Smacks built by Aldous around the turn of the century and yachts built by David Hillyard in the 1920s and 30s still survive. Our yacht 'Lone Wolf', whose keel was laid in 1905, is a mere youngster compared to many boats in the register such as 'Foam' built in 1878. This extremely pretty yacht with a scratch rig and without her topmast showed most of the fleet at this year's Brighton race her attractive counter.

Equally interesting are the many new boats. Some successfully combine old designs with modern materials and techniques. Anyone who has had the chance to look at boats like 'Content of Leigh' will know what we mean. The hull, based on the design of 'Dyarchy', is ferrocement; the rest is traditional and built to a very high standard. She is rigged as a ketch. Others, despite the cost of good timber, are traditional in all respects. 'Jann' was launched last year. She is carvel, built of larch planking on larch sawn frames. She is based on Slocum's 'Spray', reduced by a 1/3 and given a transom rather than a counter stern. Like 'Content of Leigh' she was built by her owner.

Despite our efforts, many of our cards are incomplete and we find ourselves wondering about some of these boats. For example, 'White Mouse' O.G.A. No. 604, a cutter was built in Southampton in 1892. Was she a work boat, a gentleman's day yacht or something more grand? Is she still in existence? Then there is 'Dena' O.G.A. No. 304. All we have for her is a T(H)CF of 833, so presumably she must have joined in at least one Old Gaffers race. There are eight boats that appear only as a name and an O.G.A. number. They are:-

Kanaloa No. 242 Marie Louise of Coombe No. 638 Oddity No. 447 Petrel No. 10
Reverie No. 755 Sorceress No. 27 Ubique No. 104 Zanetta No. 66

If anyone can throw any light on these boats please let us know.

Pat and Dick Dawson.

"SPEEDWELL". I received an interesting letter from John Leather from which I quote: Ed.

"The SPEEDWELL was built for Smith Brothers, oyster merchants of Burnham on Crouch in 1908 by William King of Burnham as a motor oyster dredger. She was originally fitted with a single cylinder Dan paraffin engine developing 28 Brake Horse Power and attained 6 knots on trials, which was sufficient for her intended work over the oyster layings in the Rivers Crouch and Roach, which are sheltered waters.

There had previously been and contemporarily were several steam oyster dredgers working from Burnham, besides a number of sailing smacks from there and Paglesham. The decision to build a motor dredger was logical in the climate of that time when the marine internal combustion engine was advancing rapidly and was already well accepted in working small craft and yachts because of its economy and convenience. The SPEEDWELL's first cost was just over half that of a comparable steam dredger and the manning expenses were less. Her crew was three men, of whom one was engineer.

As far as can be discovered and photographs confirm, the SPEEDWELL was built without a rig. She had a clipper bow and a very short and light bowsprit for appearance and to balance her counter stern in profile. She was steered with a tiller, had a prominent coachroof over the engine room and a large cowl ventilator. Her principal dimensions were 50ft. x 12ft. 9ins. moulded breadth x 5ft. 9ins. depth moulded. She carried 12 tons of ballast to achieve an acceptable draught for dredging purposes.

I do not think she was ever subsequently rigged as a cutter and her full form had almost no resemblance to that of the typical Essex smack.

I do not know when she was rigged but it was probably when she was sold to owners in Kent, where her low power engine would have made her impracticable as a purely motor craft for work in the most exposed coastal waters, this no doubt led to her being re-engined with a 25-30 B.H.P. 2 cylinder Kelvin engine which gave 7 knots in smooth water, when owned by the Seesalter and Ham Oyster Co. She was then rigged as a ketch, without a topmast. The Dan engines were in 1908 a well known make for marine work and the first was installed in 1895. These operated on paraffin and by 1907 about 1500 had been

installed in fishing and commercial craft. The company located at Ipswich and also offered to build craft for clients. They were producing a diesel engine by 1912. It is possible that the SPEEDWELL was designed by Linton Hope and Co. naval architects of London as they were in 1908 suppliers of Dan engines and designed numbers of motor and auxiliary fishing vessels as well as yachts.

By 1908 Burnham on Crouch and most other coastal communities in Britain and elsewhere were familiar with auxiliary and full power motor driven craft, yachts and commercial vessels and had great interest in their efficiency, costs and development. The introduction of the reliable paraffin, petrol, petrol/paraffin,, diesel and semi-diesel marine engine was the greatest advance ever offered to those earning their living afloat in sailing fishing and coasting vessels, whatever romantics may think. It offered them independence from calms and to some extent from contrary tides and introduced the possibility of some regularity of landings or delivery of cargoes.

Burnham men were as well acquainted with this as any for the British Motor Boat Club held their annual racing meet there after the first in 1904, where some advanced boats competed and auxiliary and full power motor yachts were regularly using the anchorage from that time in increasing numbers and no doubt attracted keen interest."

TOWING by Martin Eve

We used to have a towing line permanently ready up forw'd; when you need a tow it's often in a hurry. Privateer's old Vedette, installed in the 1950s and second-hand even then, was apt to refuse at critical moments. We (and everyone else) got used to our quick snatches in and out of Heybridge Basin. Kindly neighbours towed us in and out of Tollesbury Fleet. A friendly Swedish family towed us all the way through the Kiel Canal, and (for DM 40) a barge skipper towed us back again. The last was a bit hair-raising as he was clearly in a hurry and exceeded the agreed 7 knots. Steering was like balancing on a tightrope, and to yaw either way brought the force of the barge's slipstream to bear on the bow and jeopardised the whole project.

There is always the problem of the bowsprit - ours projects 13' 6" and the tow rope is always the side you don't want it and wrapped around the bob-stay chain. It sounds ungrateful, but not everyone who offers you a tow is necessarily very proficient. Some motor boat owners seem to think we are equipped with brakes. One team of Dutchmen (chartering a large steel yacht) pulled us off a lee shore in Stavoren harbour, and then drifted on themselves, first becoming entangled with a line joining some marker buoys.

Mostly we have towed with the dinghy. Many's the time I have sculled up Woodrolfe Creek with one of my children on the helm, or tried to encourage the wind to get up on longer passages. Rowing is a

good way of overcoming the terrible frustration we all feel when becalmed, though it is as well to remember that this doesn't always help the crew left aboard to roll uncomfortably. We have (before the new regulations) rowed across the shipping lane in the Thames estuary and for about four hours once to get clear of the shipping by Nord Hinder.

The next stage in our development was when we bought a Seagull 40. Attached to the transom of the dinghy and towed alongside, this would produce 2½ knots in calm conditions, compared to one knot for man-powered traction. Steering was difficult with this, and it was best kept for when there was plenty of seaway. It was of course impossible to bring Privateer into the wind by this means, which was another limitation. Getting back to the mooring was still sometimes dependent on a sympathetic passing craft.

I remember very well our last such tow: my sole crew was an exceedingly sporting lady of 70 who had never sailed in her life before (it's time I tried, said she). The engine was going well and we were threading our way back home through the narrow channel when it hiccuped, cut and never fired again.

All this has changed dramatically (I am getting to the point) since we installed our single-cylinder Yanmar diesel. Some people said this was too small for a nine-tonner, but we have lost no time in trying to redress the balance of all the years of being at the receiving end of a tow. Our first success was to pluck the lovely

First Class One
Second Class One
Third Class One

Mermaid
Miranda
Peace

First Class Two
Second Class Two
Third Class Two

Sheena
Chittabob IV
Golden Plover

First Class Three

Blackwater Sailing
Canoe

Second Class Three
Third Class Three
Dorade
Winnie

P.S. BBC TV filmed the whole race with camera crews on Helen and Violet and Sunbeam, as well as from a power boat, for their Under Sail series. It should be some film to watch, and I gather it will be shown in January 1986.

1985 EAST COAST RACE RESULTS Class 1 & 2.

Final Pos'n	Boat	Corrected Time	Position on Line	Elapsed Time	Class
1	Jade	17316	4	19070	2
2	Sheena	17859	3	18999	2
3	Asti V	18065	1	17816	2
4	Chittabob IV	18301	2	18542	2
5	Golden Plover	19289	14	21673	2
6	Bonita	19439	10	20144	1
7	Mermaid	19509	6	19949	1
8	Greenshanks	20111	20	22470	2
9	Samphire	20332	23	23920	2
10	Scalloway	20441	19	22219	2
11	Miranda	20581	13	21218	1
12	Gracie	20621	12	20725	1
13	Gjoa	20659	11	20536	1
14	Aussie 2	20709	27	24368	2
15	Peace	21020	8	20019	1
16	Fly	21273	19	22369	1
17	Tarka	21302	29	24915	2
18	Marigold	21337	16	21952	1
19	Inanda	21348	26	24231	2
20	Capri	21378	25	24183	2
21	Stonechat	21418	22	23510	2
22	Una 3	21668	15	21909	1
23	Helen & Violet	21797	5	19906	1
24	Sandip	21999	31	25760	2
25	Charlotte Ellen	22001	7	19965	1
26	Kismet	22099	32	25907	2
27	ADC	22118	9	20071	1
28	Caliph	22900	35	27826	2
29	Kittiwake	23215	17	22047	1
30	Skua	23301	28	24527	1
31	Stormy Petrel	23871	21	22627	1
32	Alice & Florrie	26102	34	27332	1
33	L'Atlanta	26178	33	26988	1
34	Anna Crane	26202	30	25613	1
35	Sunbeam	27882	24	24057	1
36	Tiny Mite	28705	36	28907	1

Retired: Telegraph, Rainbow Gypsy

Class 3 Results

1	Native	6223	1	9734
2	Boy Martin	7155	3	10778
3	Blackwater Slg. Canoe	7291	2	10020
4	Dorade	7677	4	11420
5	Migrant	7746	5	11470
6	Winnie	7789	6	11915
7	Moonstone V	8568	9	12784
8	Albert & Florence	8651	7	12415
9	Mary Agnes	8817	10	12849
10	Pepper	8947	11	13271
11	Sunset	9206	8	12443

Retired: Thrift, Bashful, Marsh Hare.

clear of the melee into St. Lawrence Bay. Helen struck out for St. Lawrence, and Charlotte still just to windward followed suit and threw away her chances of The Tom Bolton in doing so. For Helen's move had been but a feint, for having made Charlotte tack, she tacked again herself in a desperate bid for the line. Charlotte saw her mistake, and went about. A squall came laying over the smack on her young tack, but it was just what the bawley needed. She did not heel, her bow wave just grew and grew until her stem was completely covered in foam. She had broken through! Charlotte panicked - her prey was escaping - if only she had not broken her topmast - she just could not seem to get moving in time.

But Helen's victory was far from assured yet. For Mermaid, setting reefed main, tow forsail and spiffire jib came reaching across from St. Lawrence Bay at great speed, shot past Charlotte Ellen and so very nearly got an edge on the bawley. However the Helen and Violet, with inches under her keel was really moving that much faster than the smaller shrimper, and took the line and the Tom Bolton Memorial Trophy in style, as poor old Mermaid grounded in her lee.

Within seconds in came Charlotte, Peace and ADC with Bonita finishing to windward of the Essex Smacks, her best ever performance. And there were very many more creditable performances to follow - everybody deserved a prize really! Gjoa, a new ferro Colin Archer came in 11th, hammering along under all plain sail to take the Austin Edge trophy, whilst the slightly smaller Ferro Archer Scalloway lapping up the stiff breeze came in to take the Stone trophy for the first new boat on corrected time. The smack yacht Miranda held a good course to finish 13th and 2nd in Class 1 corrected time, whilst the tiny Golden Plover only 20 ft. long, did very well to follow her.

There were many accounts of heroic activities to be considered for the Seamanship Trophy. Charlotte Ellen's topmast had folded, and must have required herculean efforts to sort out the wreckage aloft so she could continue racing. Inanda had been sailed single handed round the course. The smack Fly had been laid right over, and would have sunk through water pouring down her hatch, had her skipper not jumped in the hatchway op-

ening to form a human cork. But in the end it was Mick Wilkins in Skua who was awarded the Liferaft Hire Company Seamanship Cup, basically because he had more nominations, and because of the excellent way he spliced a broken main boom under appalling conditions.

It says much for the skill of so many gaff boat skippers and crews that we had but two retirements. Especially so as many of the boats are very old, some having seen a century and more of service. Appropriately we had Ted Heard, former professional crewman on the great J class yachts, such as Endeavour, Astra and Shamrock to present the prizes (and he had the pleasure of presenting the main one - his son Gayle).

The Organizers would like to record their thanks to the following who helped, in particular -

Stone Sailing Club for the loan of their premises for the day.

Stan Atkins for his invaluable guidance on the bridge.

Brenda Jago, Paddy O'Shea, Geoff Hugget, David Jago and Andrew Wainwright for all their work in taking entries, selling bunting and assistance to the OOD.

Gayle Heard and Mick Wilkins for organising the marquee and the band and the financing thereof.

John Laing Construction for kindly funding the prizewinners mugs and commemorative brass plaques.

Prizewinners

Thirstlet Spittoon and

East Coast Old

Gaffers Trophy

Tom Bolton Memorial

Trophy

Stone Trophy

Zetland Trophy

Sheave Trophy

Boat World Rose Bowl

Cockleshell Trophy

The Cup for Trying

Alpha Pitt Memorial

Trophy

Dulcibella Trophy

Neva Trophy

Liferaft Hire Seaman-

ship Cup

Titheridge Trophy

Old Harry Trophy

Austin Edge Trophy

Jade

Helen and

Violet

Scalloway

Native

Bonita

Asti V

Boy Martin

Caliph

Migrant

Capri

Gracie

Skua

Samphire

Tiny Mite

Gjoa

Allegro (45 feet LOA) out of Scheveningen harbour; more recently we pulled the massive **Telegraph** past Osea Island - this was a family matter, as she was built also at Gostelow's yard in Boston. Our most spectacular tow was conducted under sail as it happens. The little **Annabel** a local gaffer, had parted her mooring the previous night in a gale and was floating gently out to sea off the Bench Head. It was November, and there were few craft about, but there were one or two anxious

moments when we came into the anchorage and the **Annabel** showed a propensity to pass one side of a mooring buoy while we passed on the other.

Secured in Brightlingsea we came in for much criticism for our stupidity; we should have taken the **Annabel** out into the **Wallet** beyond the three-mile limit, before bringing her in and claiming salvage.

This is only a beginning of our career as a tug; we keep the tow-rope permanently belayed on the after keel these days.

SOLENT AREA OLD GAFFERS RACE 1985

Boat	Elapsed Time	Corrected Time	Pos'n on line	Final pos'n	Class
Arrow	5.37.15	4.32.30	28	1	III
Benbecula	4.51.58	4.38.32	3	2	IIA
Sorella	5.01.09	4.38.52	8	3	IIA
Falmouth Bay II	4.44.14	4.41.57	2	4	GRP
Zephyr 621	5.56.16	4.43.13	38	5	IIA
Rula	4.57.38	4.43.21	5	6	GRP
Skate	5.26.30	4.43.44	21	7	IIA
Gem	5.22.08	4.44.27	17	8	IIA
Chirya	5.17.40	4.46.51	13	9	IIA
Juno	4.59.15	4.50.16	6	10	IIA
Wonder	5.35.44	4.50.25	25	11	IIA
Tee Jay	5.09.07	4.51.30	10	12	IIA
Lisa	5.23.33	4.52.10	19	13	IIA
Mary Agnes	6.06.18	4.52.18	40	14	III
Onward of Ito	5.17.57	4.52.50	14	15	IIA
Verity	5.18.20	4.53.50	16	16	GRP
Trammel	5.38.45	4.54.02	30	17	IIB
Zephyr 878	5.15.02	4.54.14	12	18	IIA
Olive Mary	5.18.18	4.56.01	15	19	IIA
Maistra	4.39.52	4.58.20	1	20	IA
Iseult	4.54.56	4.58.46	4	21	IA
Daisy	5.44.51	4.59.20	36	22	GRP
Badger	5.43.54	5.01.57	35	23	GRP
Nerak	5.11.45	5.02.05	11	24	IA
Betty	5.29.21	5.03.00	23	25	IIA
Gannet	5.46.42	5.03.01	37	26	GRP
Venture	5.03.20	5.03.20	9	27	IA
Jennie	5.43.41	5.04.10	34	28	IIB
Mary Niven	6.02.40	5.04.17	39	29	IIB
Fritha	5.24.36	5.05.27	20	30	GRP
Patsy	5.36.40	5.05.42	27	31	IIA
White Moth	5.27.17	5.12.33	22	32	IIA
Maggie	5.38.52	5.13.47	31	33	IIA
Catalina	5.42.18	5.18.00	32	34	IIA
Little Windflower	5.00.22	5.22.00	7	35	IA
Impudence	6.13.17	5.33.21	43	36	GRP
Content of Leigh	5.36.32	5.44.57	26	37	GRP
Ajax	6.09.39	5.46.44	42	38	IIA
Sundown	6.56.32	5.48.13	44	39	IIA
Pameta	6.07.39	6.03.58	41	40	IA
Provident	5.22.57	6.42.43	18	41	I
Black Bess	7.07.00	5.53.59	45	40	IIA
Retired or did not start					
Foam	6.57.55				
Young Alert					
Daisy Bell	5.31.38	4.33.16	24		IIA
Disqualified (over line at start, failed to return)					
Catriona	5.37.50	5.22.58			
Winkle	5.42.48	4.44.50			

Prizes

Channel Cup
Dead Eye Trophy
Le Havre Plate
Gaffers Eye
Emsworth Cleat
Channel Plate
Quiver Trophy

Arrow
Maistra
Maistra
Provident
Benbecula
Tammel
Arrow

Edgar March Memorial
C H Paxton Memorial
Anchor Trophy
Jim Rawlings Shield
Pitchfork
Pierce Eye Trophy
Laggards Ladle

Sorella
Benbecula
Tammel
Falmouth Bay II
Provident
Juno
Black Bess

CLYDE RACES - 8 & 9 June 1985

If the weather of this damp and chilly early summer had relented it would not have been before time.

But on the Saturday at least, it didn't. It was only through the murk that the gaff mains took late shape as the twelve entrants collected south of Kilcreggan.

In the grey light the Firth could almost have been one of the more mundane stretches of water around the south and east coasts.

The forecast was light to moderate, south westerly and so it was, though already moderate rather than light. This suggested a beat to Toward Point then a reach across Rothesay Bay and down the East Kyle to the finish at Colintraive.

Philip Pendred, the Race Officer in "Ker-lo", showing an understandable sense of self-preservation, had so laid the line as to keep himself downwind. He need not have worried. The fleet made its usual decorous start apart from "Thistle". Her apparently aggressive, thrusting start arose from a miscalculation on the helmsman's part.

Thereafter all that can be said is that the fleet took a variety of routes to the finish - not all of them seemed to be the shortest - in what throughout the day were fresh conditions. Not only were they fresh, they were for the most part wet and gloomy.

Progress was not easy to follow in the reducing visibility but in the brief moments of improvement, the fleet was seen to have smeared itself over a fair area of the Upper Firth.

In rough terms the course was S.W. by W. to the Cloch, then S.W. by S. to Toward, W. to Ardyne Pt. and finally N.W. to Ardmaleish and down the East Kyle to the finish. Those who know the vagaries of the Clyde will not be surprised to learn that the boats were hard on the wind throughout - but, let it be noted, not for

much of the time was the wind truly on the nose.

Racing ended after six hours at 5.30 p.m. Unhappily only two boats contrived to finish. These were "Thistle" and "Beroe". But more of that later.

The evening muster in Colintraive Village Hall worked well due in great measure to the unsung efforts of the Secretary's wife.

The rain continued in the evening. This had some advantages. It enabled crews to come ashore swathed in oilskins with large towels round necks, looking suitably masculine. Stumping around in their yellow boots, they looked like so many Billy Connolly look-alikes. That was partly the beards. Hairy jerseys and beards merged imperceptibly. Here and there a man was seen attempting to fill and light a pipe with one hand and a beer can nestling in the armpit - the other limb apparently atrophied - and all the while gazing over the bowl with steady blue eyes.

As the evening progressed there were outbreaks of manly singing - about good ale and buxom lasses etc; all in all, not a bad night.

Sunday saw improved conditions for the shorter race back to Kip. The rain had stopped. The sun thought of shining. Some felt obliged to take off their oilskins. Best of all it was a run followed by that great equaliser, a reach.

The boats had a fast passage. All finished within fifteen minutes of each other in just over two hours. "Thistle" took line honours followed by "Rose and Ada" and "Beroe" in that order.

The week-end had its controversy. It centred on the Saturday race. The proposition by some was that six hours to race the course was not enough. Now on the face of it if only two boats out of

of speed at the start, she suddenly turned to windward, apparently having pulled out a deck fastening for a running backstay.

However, the main attention of the bridge crew turned to the Class 3 start for the small craft. These little gaffers had to face wind and tide for the first leg up to Osea and 14 of them turned up to the start. There were Mersea Boats carrying working sail, there were Tollesbury boats under reefed canvas. There was the Blackwater sailing Canoe carrying full sail and four gorillas on the weather rail. There was a Scaffie all the way from Cumbria, together with boats from the South Coast. All told there were 14 brave boats.

The start was not as spectacular as the big boats' but the skill shown by the hard pressed skippers was equal, as they fought their way through squall and shoal for every inch of ground to windward. The Blackwater Canoe, with her unusual wishbone ketch rig, was showing the best form, and should really have walked the race. But first she was challenged by Mersea boat Thrift, who surfed past the BSC on the run down river, the lead changing several times between these two, with Mersea Native a distant third. But Thrift carrying full sail with only two crew found it too much to keep pace with the high-powered BSC and retired at the end of the first lap, much to the delight of the Tollesburyites. However Steve and Elspeth Johnson had done incredibly well in working the tides in the shallows, and Native was now in range of the BSC and leaving the Tollesbury Dorade astern. The BSC mistakenly tacked out into the

and left Native to work the Stone Shore and Southerly windshifts to advantage. Bashful retired full of water whilst the Cumbrian Marsh Hare was unable to make ground to windward, unused to local tides. Native's tactics paid off handsomely, as she led the BSC to the finish. The seaworthy Boy Martin came in third, whilst Hamish Stuart in Dorade saved Tollesbury's reputation by coming in a very creditable fourth in front of stable-mate Migrant.

As the last of the winkle brigs came in, attention turned to the big boats' race. Smack sails could be seen just beyond Bradwell, but there was general surprise when a radio report came through saying

that Charlotte Ellen sailed by Souter Haris and John Webb (they call him Flexible) was leading both the joint favourites Helen and Violet and Sunbeam. Tragedy struck the race when the First Class Smack Sunbeam tried to split the atom with her bowsprit at Bradwell power station, allowing the Lynn Shrimper Mermaid to go into third smack position. But it was the Class 2 racers which were leading the fleet, despite the heavy weather. These 4 boats had cleaned up all the open races against both gaff and bermudan craft, and the East Coast Old Gaffers Race was no exception. Asti V, Chittabob IV, Sheena and Jade were all beating for the line, their lean hulls heeling right over in the gusts, but their deep keels still gripping the water.

First boat over the line was Asti V, a six metre built in 1930 for the King of Spain in 1930, clearly enjoying her first season with gaff rig, with her gaff reefed almost down to her gooseneck. She was followed by the East Coast One Design Chittabob IV, who like Asti was enjoying a return to gaff for the first time since 1920. Yet another ex-bermudan craft came third in the form of the French 7.5 metre Sheena.

But all eyes were on last year's winner Jade. Whilst this little 25 footer had made good ground against her larger sisters on the beat back, she still had some way to go to save her time on handicap. I don't know if Gayle Heard runs to an on-board computer but he must have sensed that if he did not tack for the line now he would lose his trophy. It was a knife-edge piece of judgement, for as Jade hit the line, she also hit Thirstlet Spit, giving her skipper the Thirstlet Spi-toon and the East Coast Old Gaffers Trophy at the same time, a near technical impossibility!

After this drama, the Smacks took centre stage again. The lofty bawley Helen and Violet, setting a topsail even in these conditions, was desperately trying to shake off the smacks so she could have a clear run at the line. It was a scene reminiscent of the wild, the smacks like a pack of wolves snapping at their bawley prey. Charlotte Ellen just to windward of the bawley cover tacked her every move, whilst Peace and ADC relishing the dog fight closed to her lee. The Lynn shrimper Mermaid and the prawnier Bonita tacked

RESULTS

Name	Elapsed	Corrected	Line	Final	Class
Olive Mary	4.14.00	3.56.13	1	1	2
Nerak	4.30.30	4.19.57	2	2	1
Foam	4.57.30	4.33.24	4	3	2
Molly	4.46.07	4.44.41	3	4	1
Hotel Papa	5.56.42	5.17.06	6	5	2
Vemara	6.06.56	5.55.33	7	6	1
Mildred	6.16.00	6.02.05	8	7	1
Vigilance	5.20.26	6.33.48	5	8	1

Retired: Sprite, Impudence, Senora
Finished after time limit: Larvik
Did not race: Charlotte May

Entered but did not arrive:
Noorderzon
Gjoa
Valkerie II

Prizes:	British Navy Pursers Rum	Olive Mary
	Peter Blackburn Trophy	Vigilance
	John Perkins Trophy	Olive Mary
	Ron Wooler Memorial Trophy	Vigilance
	Evening Argus Prize	Foam
	Speedwell Prize	Hotel Papa

Sunday Fun Race

Le Mans Start from jetty (crews ashore) to Palace Pier and return moored up and crew reporting to Race Officer.

1. Senora 2. Vemara 3. Larvik 4. Molly

EAST COAST RACE 27 July 1985.

Secretary's report

By the law of averages 1985 had, I suppose, to be different for this major rally of traditional craft. For years there have been light airs and rather stately processions of gaff rigged old ladies.

But 1985 gave us half a gale and the best sights of gaff rig at full power I have seen in twenty years. (I even include the gale stricken race of 1970 in that comparison, for we only had 5 craft finish then).

Friday's strong winds stopped many entrants from getting to Stone Sailing Club on the River Blackwater. Even of those brave ones who made it to Stone, such as the little Shiela who had beat 40 miles to windward to get there, there were many who felt so shattered on Saturday they could not start the race. Indeed it was no time to sail with a tired crew or suspect boat. But the southerly blast had brought the piratical Stormy Petrel from Kent to haunt the race like the Flying Dutchman.

Saturday morning saw a bleak sight of grey river laced with rain and squalls. Previous E.C. secretaries have sensibly shortened course in lesser winds, but as one of the survivors of the 1970 race and being bloody-minded at not being able to sail myself, we announced the full course for the big boats. However for the wind-brig race we did feel some sympathy and set a river course using Stone S.C. marks.

Then they were off! Some had started their run for the line at Osea Island, whilst others hovered on the line, but they all went off as one, incredibly without incident. Rather like an off-shore power boat race, the whole of the Blackwater seemed to be turned into a welter of foam by the wakes of 36 gaffers going at maximum hull speed.

As the fleet shot off out of the River (many cleared Bench Head Buoy some 8 miles distant in the hour) we noticed the first casualty, the big Boston Smack Telegraph. After showing a tremendous turn

twelve can finish, there must be force in this. One owner even put indignant pen to paper to complain that six hours could never be enough for such a course.

This is surely rubbish. It could never be foreseeable that the time would be too short for most boats except through lack of wind.

What certain owners were saying was that in plenty of wind, they could not make good about sixteen miles in six hours. This is not a complaint; it's a confession, except in the case of one or two of the smaller boats with no windward ability.

Even in hindsight the time allowed should not have been too short for the majority of boats.

It must be remembered that two boats did finish. The first was "Thistle" a wee, light weather boat with big overhangs and only eighteen feet on the waterline. In conditions unsuited to her she slammed and staggered down the Firth to the finish in 4 hours, 48 minutes.

"Beroe" wasn't all that far behind. Now "Beroe", 98 years old, is a great boat and Ian Abernethy a fine helmsman. But he was only out for a family jaunt. He was sailing virtually single-handed. To rub noses in it still further, he towed a hefty dinghy.

Moreover, "Minna", keenly sailed as ever, but still one of the smaller boats, was out of time by only an agonisingly small margin.

One salty looking figure was very strong in his condemnation of the inadequate time allowed. He was from a powerful, able boat which will be nameless. He introduced himself as her tactician. (This is not some dead pan joke; he was serious). But when last seen his boat's tactics were apparently taking her up Loch Long as though seeking an overland route.

Yet another owner expressed his disgust by saying he decided to abandon the race and call into Kip for diesel. Kip was rather less than one-third of the way to the finish. The adrenalin could hardly have been flowing.

It was notable that there were few suggestions as to how long should have been allowed. Long enough presumably to let the particular complainer's boat finish.

One suggestion was that the Saturday

race should be without time limit. Bearing in mind that the Saturday so-called race is only one element in what is essentially a social week-end, this suggestion is too absurd to dwell on.

In any event the opposite view was expressed by other owners who thought that on such an unpleasant day, six hours was more than enough. They found positive pleasure in putting on the engine then the kettle in rapid succession.

Perhaps the few dissidents would care to reflect on the object of the week-end. It is certainly not to help found reputations as racing helmsmen.

There were remarkably few recriminations about handicaps. One owner spoke darkly of "widespread speculation" about the fairness of the handicaps. What of course he wants is his own correction factor reduced and habitual winners' increased. It's a more comfortable theory than acknowledging at least one other possibility for lack of success.

Being secretary is a great privilege; too great to cling to selfishly! A successor is now required if the event is to continue.

The results were:-

Saturday	1. "Thistle"	2. "Beroe"
Sunday	1. "Thistle"	2. "Capt Muntz"
	3. "Camilla"	4. "Minna"
Overall	1. "Thistle"	2. "Beroe"
	3. "Capt Muntz"	4. "Camilla"
	5. "Minna"	6. "Hildasay"
	7. "Emerald"	8. "Puffin"
	9. "Idaho"	10. "Rose & Ada"

"Penelee" and "Ferryman" raced on Saturday but not on Sunday.

SOLENT NEWS

Like everywhere else the Solent weather has been pretty poor and many events spoilt. The June Rally on the Beaulieu river happened on a day of gales and driving rain. A few boats did well to get there: Venture and Young Alert from the Hamble, Moya from Portsmouth and Pameta. They were joined by two pointed sail boats, Ron Frances in his new GRP sloop who sailed from Weymouth in conditions that many younger men would have eschewed, and the Ungley's in Tar Baby, their replacement for Janty. The latter remains unsold and wanting a good

home so anyone who wants a fine small gaffer might do worse than look at her. Fortunately quite a lot of members came by car and 26 enjoyed the hospitality of the Royal Southampton Y.C. in the evening.

Hamble Regatta on 20/21 July fared a bit better and had a Gaffer Class for the first time this year, in which there were 12 starters. The race on Saturday had strong winds, and only Sorella and Venture finished the course, in that order. On Sunday the conditions were less arduous, although still cool and blustery. Sorella won again followed by Nerak and Venture.

Bursledon Regatta on 31 August had a fleet of 18 Gaffers starting and is becoming increasingly popular. The race in the morning was over a triangular course taking in racing marks off Cowes and Hill Head. Weather dull but wind moderate increasing to force 5. The visiting French gaff yawl Maistra (J P Bosc) won on corrected time by only 30 sec. from Nerak who in turn was only 20 sec. ahead of Byphyr. A belt of rain passed through at lunch time but the sun came out for the watersports in the afternoon. Our own Mary Agnes was kept busy, having raced in the morning, by being pressed into use for both rowing and sculling races as well as a fancy dress float as an Egyptian galley. The fireworks in the evening were easily the best yet.

The **Solent Race** on 7 September was lucky to have some really good weather at last and a fine race in sun and good breeze was enjoyed by the crews of 47 starters. Full report and results elsewhere. Of particular interest was the French yawl Maistra which again proved fast. She is long, slim and handsome and resembles a gaff rigged 8 metre. Another new entry was Rula, a ferro-cement Colin Archer and sister ship to Mahler but ketch rigged. Recently launched on the Hamble she was built by owner B Cooper of Netley. Foam was looking and going well in the hands of new owner Dave Rockall. What a spread of canvas she sets. It was also a great pleasure to have the 70 ft. Brixham trawler Provident (Island Cruising Club) racing again after an absence of two years.

Television addicts among you will have recognised the Elephant Boatyard in the new serial "Howards Way". Glimpses of

Venture and Skipjack can be seen, while the topside being regularly whiped down for some obscure reason are those of Betty. Quite how the pontoons at Mercury Yacht Harbour get transported to Bursledon is not clear and the way the tide rushes in and out from one shot to the next makes one gasp!

Dates for 1986. The Race next year will be on Saturday 13 September. It is hoped to hold a rally sometime in June. A big event for traditional vessels is to be held by the French on 15th-17th August at Douarnenez, West Brittany. If anything like last year's event at Camaret it will be well worth attending. Details in the next Newsletter. Make a note in your diary now.



Sorella (built 1858) at start of 1985 Solent Race - Photo J. Denner.

BLACKSMITHING AT WEST DEAN by Sam Bayliss

The beer flowed smoothly down the dry throat. Earlier the warm bath water had eased the aching limbs and lifted off the layer of coke dust. At the bar in the panelled hall I surveyed my fellow craft workers - all ages, sizes, shapes. Music makers, enamellers, silver smiths, wood

turners. Novice to talented amateur or semi-professional. Ron Bennett our tutor comes in for a drink before dinner. Now retired, he used to have his business in Poole so has a wealth of marine experience useful to me. We discuss the end fittings for the new boom. Ron will not let me use flat bar bent around. He insists that I curve the metal to fit the curve of the wooden spar using swage and swage-block. Tomorrow he says we will learn to forge bolts, round headed, hexagon headed and counter sunk in steel and bronze. Then perhaps progress to forging fittings and fire-welding. The dinner gong sounds and we go down to the new refectory the elegant high ceilinged room with long windows. Choice of cold table or hot dish or vegetarian meal; this is more like a first class hotel than an educational establishment. After the meal we can go back to the workshops until 10 p.m. So we walk back to the forge shop admiring the elegant front of this flint-faced mansion in the Sussex Downs lit by the evening sun. Light up the forge and finish the mast band. Nearly 10 o'clock now so back for a final drink and a comfortable bed. How soon the 3 day course is over and tomorrow, Sunday, I go home with a satisfying collection of blacksmith's tools and yacht parts I have made myself. This is the last of 4 three day courses covering basic blacksmithing techniques and I am almost confident now that the metal will do what I want.

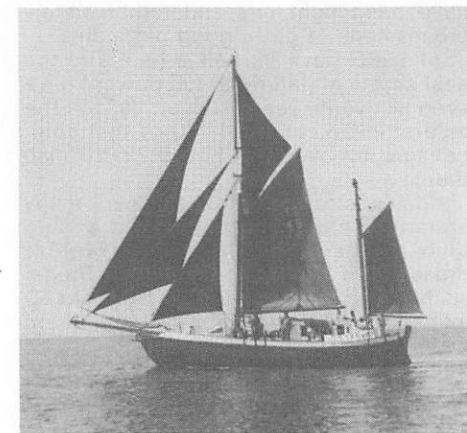
Postscript. Following a suggestion to the Principal, the college is putting on a practical course on **Traditional Boat-building Repairs**. The tutor will be Bob Forsyth who hopes to cover clinker and gel planking; spiling methods; steaming and bending timbers, planks and mast hoops; caulking and fastenings. If there is sufficient interest other courses could follow. The first course of this new venture will run for four days 2-6th January 1986 and costs from £78 for a day student to £131 resident (recommended) in a single room. Details may be obtained from West Dean College, West Dean, Chichester, PO18 0QZ.

BRIGHTON MARINA RALLY & RACE 13th July 1985.

The sixth rally at Brighton was particularly lucky with the weather. After gales

on the Thursday and Friday which unfortunately prevented several boats from getting to Brighton Saturday was a superb hot day. This is a splendid event and each successive year seems to be better than the last. With the boats all on one long outer pontoon there is great conviviality and when there was no wind in sight near the start time there was no problem in delaying the start for 1 hour. One hour later on at 11 a.m. we fired a gun as the 10 mins. signal without a boat in sight. This had the desired effect though and in moments sails could be seen over the harbour wall, by the start all boats were out (but we won't mention motoring to the line!). It was good to see Vigilance at our gathering and how such a large boat goes so fast in light airs I fail to understand. It was also a pleasure to welcome the Colin Archer "Larvik" which is run as a training ship out of Brighton, also Molly, Impudence, Hotel Papa and Charlotte May all of which are new to our rallies. Dave and Sally Rockall brought Foam for her first airing since buying her and although without a topsail went very well. Nothing went like Olive Mary however who opened up an enormous lead and held it to the end to win the Rum - our major trophy. Our many thanks again to our sponsors for the prizes and particularly to the Marina Company for a most enjoyable weekend. Please make it a date next year and to everyone else a big welcome is waiting.

David Cade.



Larvik (Built 1920) Light airs did not suit her.