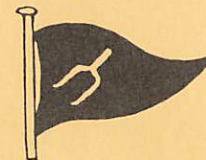




*Helen and Violet in contrast to her last issue cover picture.
Photo Alan E. Hidden.*



Old Gaffers Association



Skipjack (Built 1912)

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,
10 Hartscroft, Linton Glade, Croydon, Surrey CR0 9LA (01 657 0498)

O.G.A. OFFICIAL ADDRESS: c/o Wheal Cock, Porkellis, Helston, Cornwall TR13 0JS.

AREA SECRETARIES AND REPRESENTATIVES

North East
D. Bosomworth, 18 Briar Avenue, Whitley Bay, Tyne and Wear. 091 2522071

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

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. Highway, 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

North Wales:
D.A. Caton, Moss Towers, 30-32 Greenfield Road, Colwyn Bay, Clwyd. (0492) 30520

Clyde:
W.R. Courtney, 30 Millig Street, Helensburgh, Dunbartonshire, Scotland. 0436 6900

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

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

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

O.G.A., Vancouver:
Peter M. Heibery, 2445 West 7th Avenue, Vancouver B.C., Canada.

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

BODGERS DELIGHT. 19' Seawych G.R.P. rigged as a gaff cutter, tan sails, bowsprit. Honda 4 stroke outboard, trawler and many extras. £2,250. Phone W.R. Lomas, Clavering (N. Essex) 412.

MULDONICH (852). Varnished gaff yawl 29' 8" x 7' x 4' 6" registered Glasgow O.N.161928. Built 1930 by John McDonald, Portbeg, Oban. Designed by G.L. Watson. 3' bowsprit, 2' bumkin. Carvel planked in mahogany. Bent frames in elm, grown frames in oak. Oak hog. Pitch pine decking sheathed in canvas (1984). New oak stern post (1979) New teak stern (1981). Terylene mainsail (roller reefing) & large jib (1980), small jib (1983). Gaff mizzen, canvas storm sail. Brass roller reefing for headsail (not fitted). 10 H.P. P66 Stuart Turner reversible engine (1975) with electric start alternator & battery ignition overhauled (1985) electric light, 3 berth (1 settee, 2 cots), Colman two burner stove, Baby Blake, Sealine II VHF, Echosounder. Good sea boat, extensively cruised with pleasure. Featured in Yachting Monthly 1931. Lying Renfrew. £7,500. E.A. McBride, 4 Murieston Road, Edinburgh - 031-337-6503.

GEAR FOR SALE & WANTED

New Gaff mizzen sail. Unused and now unwanted. 6½-7oz. tan terylene. Traditional and well finished. Luff 68", Foot 73", Head 55", Leech 98". Offers. Tel. 0983-292719 Evenings.

WANTED, furling gear, wooden blocks, topsail spars and information about topsails for Venture (nobby). Tel. Richard Coles 0794 68701.

SERVICES & SPECIALISTS

MODELS BUILT. Bad back forces change of work from full size vessels to models. Half models, exact scale models, working models and models for trophies. Ideal Christmas presents. How about starting an O.G.A. model race to while away those winter weekends?. Contact Len Hatcher, 32 Saracen Way, Penryn, Cornwall. TR10 8PS. Tel. Falmouth 73074.

Boatbuilding and Carpentry. Specialist in gaffers and O.G.A. member. Kent & Sussex or further by arrangement. Telephone Chris Cooper at Rye (0797) 225684 evenings.

PORTRAIT of your boat by Simon Winch Marine Artist. Widely exhibited and a member of the O.G.A. offers special rates to members. Can work from photos. Enquiries to S.A.B. Winch, Atelier Aquarius, 12 Grosvenor Road, Swanage, Dorset. (0929) 423158.

ASSOCIATION STOCK LIST

		U.K.	OVERSEAS
Membership Flags	18"	£8.25	£8.50
	12"	£7.75	£8.00
Burgees	36"	£7.15	£7.50
	24"	£6.25	£6.50
	18"	£4.25	£4.50
	18"	£3.00	£3.25
Ties (Multi-motif)		£1.50	£1.65
Brooches (pin type)			

Car sticker 40p 50p

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:

Mrs. B.V. BROWN, Wheal Cock, Porkellis, Helston, Cornwall. TR13 0JS.
Orders will not be despatched until payment has been received.

CAMILLA (119) Gaff sloop/cutter of impeccable pedigree by G.L. Watson out of Alexander Robertson of Sandbank in 1894. 22' x 7' x 6'. Main, 3 headsails and topsail all terylene. 4 berths, cooker, W.C. Sounder, compass, log, Seagull C+ 1982 survey with 1985 update £3000 o.n.o. or exchange for other similar with inboard engine. Dilapidated bigger craft particularly interesting as an exchange. Anything considered. Apply Iain Nicholls Tighnabruiaich (0700) 811488.



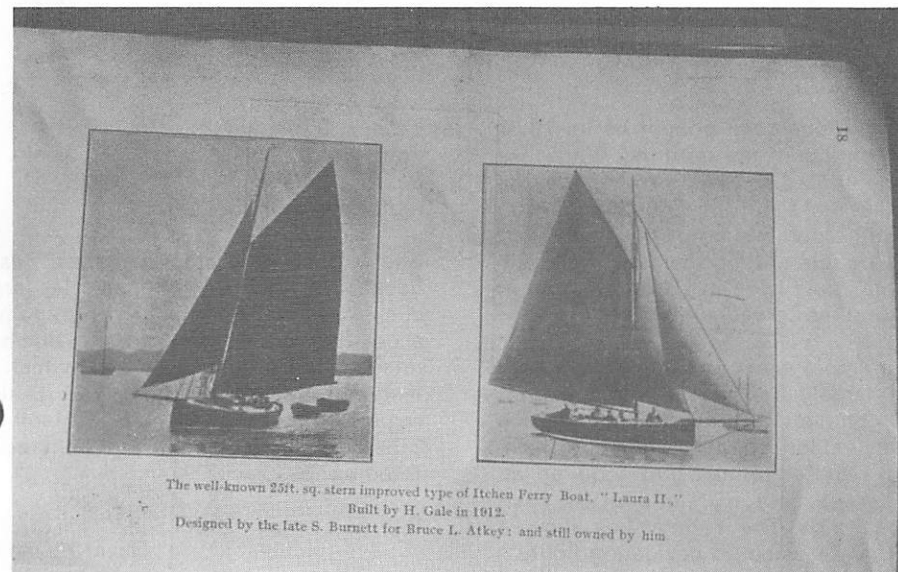
HIRONDELLE (800). Built Guernsey 1904, 16' x 6' 6" x 3'. Pine on oak hull, Coventry Victor 8 h.p. diesel engine, 8 sails, possible sale at £2,250. Apply G. Greenslade, The Arsenal, Alderney, Channel Islands. Tel. 0481-82-3148.

"DOROTHY" CK159. Traditional Oyster Smack 35' x 9' 6" x 3' 6" built in 1899 by Aldous of Brightlingsea. Rebuilt in 1977. 1½" pitch planking on 3" grown oak frames, decks laid in Oregon pine. B.M.C. 1.5 diesel engine, mast and sails all as new. Very fast, has won trophies at ECOGA races. £11,500. For more details phone Woolverstone 496 or write to A.R. Dunnett, 7 Wendy Close, Chelmondiston, Suffolk.

GWENELLA (1046) 22' x 8' x 3' 6" Falmouth Work Boat designed by Percy Dalton. Built 1981 in ferro cement. Five sails, tan coloured. 2/3 berths, cooker, good ground tackle and other equipment. Needs some finishing to interior. A spacious, safe, family cruising boat of pretty appearance. Came third in class in area race. Lying Penryn, Cornwall. Offers around £3750. Ring Len Hatcher at Falmouth 73074.

BRANDYSNAP. For sale only to someone who will care for her. 16' gaff rigged dayboat. Designed and built circa 1858 by McMullen of Tollesbury, hull rebuilt about 1940 at W. Mersea. Light carvel hull originally canvas covered now fibre mat (but not resin). Mast and spars, large mainsail, small jib and storm trysail. A spacious boat with small cuddy forward but was built for speed and provides very exhilarating sailing. Shallow keel heavy centreplate (draft 4' 6" down). Includes substantial road trailer (a bit rusty) and ancient Seagull century. £800 the lot. Hugh Turner, Croft End Cottages, Bures, Suffolk. Tel. Bures 227823 (home) Colchester 67261 (work).

DOBRAHN gaff cutter 33' x 11' x 5' 3" built 1893 by McCalmans at Islay on the West coast of Scotland. Registered in 1910. Now being offered as an open hull without deck beams or rig. Much work was done to the hull 4 years ago including re-framing, re-fastening to Waterline, new beamshelves, all copper fastened, new stern and horn timbers and much topsides planking. Construction is clinker larch on steamed oak and she has a straight and short fantail counterstern. Anxious to find someone able to finish her renovation any offer considered. Ian Urquhart Falmouth 319681.



A page from a 1920s Pascall Atkey catalogue.

SKIPJACK. A Brief History.

a. Built in 1912 by H. Gale + Co. Ltd. of Cowes for Bruce Atkey of Pascall Atkey, Chandlers of Cowes. She was apparently designed by Sidney Burnett to race against Itchen Ferries and similar craft in the Solent.

b. She was then named as Laura II and, as the accompanying photographs taken in the 1920s show, she was raced very successfully as a prototype for a design being marketed by Pascall Atkey. She is a successor to "Laura I" a 30' boat quite similar in design above the waterline, and which is still going strong at Newtown, Iow.

c. Atkey owned her on and off until 1935. Her first engine, a 2 CY paraffin Vectis was installed in 1933.

d. From 1936 to 1938 she was owned by one Charles Smith of Bishop's Stortford. She is shown, however, in the Lloyd's Yacht Register for 1939 as having been "run down and sunk". There is something of mystery since she was purchased, in commission, when lying at Poole in 1946

by P.J. "Lug" Parsons. He tells me that there was no indication then that she had ever been sunk and there is none now. I wonder if this could have been a ploy to prevent her lead keel being requisitioned by the Government for the manufacture of ammunition in anticipation of war in Europe?

e. We do not know who owned her during the war. "Lug" recalls purchasing her for about £200 from agents in Poole who no longer exist. If any one does know what happened to her during the war years I should be most interested to hear from them.

f. In 1952 Lt. Surg. E.E. Jackson bought her from Mr. Parsons. He owned her until 1970. He changed her name to "Skipjack" and fitted the Stuart 8. He recalls when he bought her she still had absolutely no accommodation apart from an old primus, a bucket and a wheelbarrow of empty beer bottles!

g. In 1971 she was bought by A.H.J. Davis who spent a fair bit of money over the next three years at the Elephant sorting out her garboards, providing new

accommodation and having her refastened. A new suit of working sails was also made.

h. John Richardson bought her in 1974 and continued the refitting work. He sailed her hard and well winning most of her class races and, also, the Channel Cup in a stiff blow. The only boat to give her much trouble at that time was the lovely "Ripple" now lying at Dartmouth, but in fact another Cowesbuilt vessel.

i. Our improvements to the boat have been largely "cosmetic" although we have completely rerigged her, we have slightly added to her accommodation, fitted a better primus and acquired an excellent Locata RDF and other navigational aids. The Yanmar has allowed the arrival of electric navigation lights.

j. Finally her details:-

Loa : 25'
lwl : 24'6"
beam : 8' 9"
draft : 4' 6"
depth : 5' 0"
registered tonnage : 5.2

She is pitch pine on oak frames, flush-decked and copper fastened. Her large cockpit is of teak and pitch pine, and her accommodation largely of cedar. She has retained her original lead keel which is fastened by bronze bolts. Her British registered name is "Skipjack of Hamb" - there already being another yacht registered as "Skipjack".

Roll on summer 1986!

David Reynolds

WELCOME TO THE FOLLOWING NEW MEMBERS

Martin Brooke, Brookside Health Centre, Freshwater, Isle of Wight,	CATALINA 1251
Capt. J.A. Bullock (Retd.), 16 Barrhill Road, Gourrock PA19 1LA.	CHRISTIAN BUGGE 1341
Daniel de Leiris, 3 Stevenson Place, Newport, Rhode Island, 02840, U.S.A.	SEA HARMONY 528
Peter Ford, 5 Rowan Way, Hatfield Peverel, Essex CM3 2LW.	
Jeremy Fordham, 16 Ellison Road, Barnes, London SW13 0AD.	FALMOUTH BAY 11 1311
Dr. A.W. Matthews, Lanewell, High Street, Bursledon, Hants. SO3 8DJ.	BADGER 1312
David P.H. Miller, 16 Chillis Wood Road, Haywards Heath, West Sussex RH16 1JT.	EAU DE VIE 2243
Fred Pullen, Glenderry, Antron Hill, Mabe, Penryn, Cornwall.	DORCAS ANNE 1251
G.C. Skinner, 8 Jesmond Grove, Locks Heath, Southampton SO3 6NW.	DAISY 1252
Trevor Wright, 1 Shamrock Close, Tollesbury, Maldon, Essex.	ELAINE 907
Newsletters have been returned from the following. If anyone knows the current address of this member would they please advise Bill Brown, Membership Secretary.	
Alan E. Tate, Flat 1, 46 Arundel Gdns., London W11 2LB	AIRY MOUSE 1253

NOTICE OF ANNUAL GENERAL MEETING

The 1986 Annual General Meeting of the Association will be held at The Naval Club, London, W.1 at 5.30 p.m. on Saturday, 11th January 1986.

About the same time as the Badminton Library was being published in England, a small boy in New Jersey was building a make-believe boat in an orchard. 'Of Yachts and Men' by William Atkin is the story of that small boy who grew up to be one of America's foremost designers, boat-builder and contributor to 'Motor Boating'. The book contains his own story with plenty of line drawings, plans and photographs. **Ashford Press Publishing** £14.95.

Most of us have heard of, if not read, Sailing Alone Around the World. 'The Voyages of Joshua Slocum' is not merely a reprint of this book but contains all Slocum's other known works plus biographical information and commentary

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.

BOATS FOR SALE



PINTAIL. 23 ft. long keeled gaff yawl built 1914 to a Morgan Giles design. Very pretty with swan stern. Hull - pitch pine on oak. Petter mini twin diesel engine. Comprehensive sail wardrobe all in good condition. Paraffin cabin heater. Gas cooker, lying Medina Yacht Harbour on the Isle of Wight. £2,950. Telephone Miss A.J. Tyrrell (0983) 529314 daytime.

by Walter Magnes Teller. Originally published in 1958, it has now been up-dated and re-issued by Ashford Press. It is well worth a place on any Old Gaffer's bookshelf. **Ashford Press Publishing.** £16.95

If you intend to make a boat cover but are wondering where to start, you must get hold of a copy of 'The Complete Canvas Worker's Guide' by Jim Grant. And not only a boat cover - the book contains full instructions, well illustrated, for everything from flags to sea anchors. It should prove invaluable to any real Old Gaffer who believes in D.I.Y. and would be a perfect Christmas present for your wife if you can't use a needle yourself! **Ashford Press Publishing.** £11.95

We welcome new members Mike Dunphy and Jill Turner and trust you will enjoy the Club.

Two items we hope will be of interest to all are also attached, the first being Rules of the road, a very old sailors rhyme and so right to this day. I first saw this in a Lloyds register of 1918 vintage, however it goes back much further than that and was probably done in verse so that the illiterate crewmen of the period could learn it the easy way, the second is the correct names for various timbers used in construction.

Here is the rhyme referred to above.

Rules of the Road for Sailing Ships.

(By a Naval Officer)

Preface

Now those four Rules, we all must note,
Are no use in a Sailing Boat.
As we're dependent on the Wind
Another set of Rules we find.

1. A "close-hauled" ship you'll NEVER see
Give way to one that's "running free."
It's easier running free to steer
And that's the reason she keeps clear.
2. With wind the same side, running free,
One's to Windward, one's to Lee.
The Leeward ship goes straight ahead,
The other alters course instead.
3. Both "close-hauled" or both quite "free"
ON DIFFERENT TACKS, we all agree,
The ship that has the wind to PORT
Must keep well clear, is what we're taught.
4. At other times the altering craft
Is that which has the wind right aft.

BOOKS

THE SAILING WEEK-END BOOK by Paul Heiney and Libby Purves.

Everyone must know the authors of this book as most excellent broadcasters. That they were husband and wife I was not aware nor did I realise their deep interest in the sea and sailing. Others obviously did because the book is dedicated to Chris Thornhill one of our early

We wish them all success - Ed.

members and the **Kathleen**, the latter sadly now departed. They say they were inspired by the Yachtsmans Week-End Book of pre war days and hope this may fill a similar niche. It is a book to dip in with sections on matters as diverse as weather and tonnage, anatomy of sea song to dressing ship. How to keep children happy, a guide to birds of the shore; ships that pass, a most interesting cruise to Ireland and much much more. The text as you might expect is light and humorous and the many illustrations by Trevor Ridley are a treat in themselves. Definitely one for these winter evenings. Published by **Nautical Books** at £12.50

OUT OF OUR DEPTH by Mike Peyton. Mike Peyton needs no introduction, he is after all one of us and is especially cruel to Old Gaffers in his cartoons. Have you studied the faces of his characters - I bet you know them. Without doubt the master of maritime cartoon this latest collection from his pen is full of familiar situations and a real tonic for these short days. Published by **Nautical Books** at £5.95.

One hundred years ago, no gentleman's bookshelves would have been complete without The Badminton Library of Sports and Pastimes. To ensure that the tradition continues, Ashford Press have just re-issued **Volumes 1 & 2 of Yachting**. These make fascinating reading for today's yachtsman. In addition to factual descriptions of famous yachts and races, past days of yachting are brought vividly to life with delightful illustrations. There is also a great deal of practical advice still relevant today. **Ashford Press Publishing**. £16.95 per volume.

AGENDA FOR ANNUAL GENERAL MEETING

1. Apologies for absence.
2. Minutes of meeting held on 12th January 1985 (as published in Newsletter 1985/1).
3. Matters arising.
4. President's Address.
5. Hon. Secretary's Report.
6. Hon. Treasurer's Report and Presentation of Accounts.
7. Election of Officers:-
 - a. President (R.N. Simper due for reelection Jan. '86)
 - b. Hon. Secretary (W.A. Brown due for reelection Jan. '88)
 - c. Hon. Treasurer (W.A. Brown due for reelection Jan. '87)
8. Any Other Business.

The meeting will be followed by a social evening. A cold buffet will be available at a charge of £1.50 per head.

Would all Committee members please note that there will be a Committee Meeting at 2.00 p.m. prior to the Annual General Meeting. Would Area Secretaries please ensure that they are represented at this meeting.

SPECIAL NOTE

At a recent informal meeting of the Association General Committee and other interested persons it was generally agreed that the time has come to have a general secretary again, Honorary of course. A person who can act as coordinator and deal with enquiries or direct them to the right person. If you have someone in mind please send proposals, with seconder please, to Bill Brown to be there at least 7 days before the Annual General Meeting.

KEEPING A WEATHER EYE OPEN

You know how it is when you are making a passage under sail. When the weather deteriorates, usually with the wind picking up, the tension mounts and everyone starts to put in some extra effort. With my own cutter, with its great loose footed mainsail, reefing is a dangerous time. To tuck up the last two reef points one has to stand on the lee rail with hands up in the air to tie the all important knots. Yet in the bad weather we break gear and sometimes tear sails, but seldom come to serious harm. The times when you run aground or drop something important overboard happen in the calm after the storm when everyone winds down and gets off their guard.

Take the sad demise of my old sailing pal Bill. He sailed round the world, had seen action in World War II and been in more nautical scrapes than he could remember. Bill thought he would like to get some sailing in where he could relax and not have to worry about the cruel sea. Off he went to the Norfolk Broads and on a calm cold autumn morning in a tranquil, slow moving river he slipped overboard and, perhaps weighed down by clothing, sank and was drowned. Everyone on board had been relaxed and off their guard, yet a man drowned before they could get back to him.

The patch of bad weather the O.G.A. has safely come through is the sad death of our long standing secretary. Everyone rallied round and rigged down the Association for different conditions, now we come to the calm patch after the storm. Members are finding that things are suddenly being done differently and are wondering why.

All the people who do the administrative work for the O.G.A. are doing it in their spare time. That means that they cannot devote as much time as they would like to on O.G.A. work. The newsletter/magazine, as the Editor said at the last A.G.M., will take about a year to perfect. Although smaller than the old newsletter it contains more material. The actual contents is really up to members. It seems that most areas are now sending round newsletters with imminent information of local dates. For the main newsletter let's have more good articles on your favourite gaff subjects. The better the material members produce, the better the newsletter/magazine will be.

The old subject of changing the name of the O.G.A. has come up again. I think it would be a mistake not to have Old Gaffers Races because it is a wonderful eye catching title. However, we do want to attract the owners of new gaff craft to join. After all, the whole idea of the O.G.A. was to publicise the gaff rig and it is a triumph to your Association that so many new gaff rigged vessels are taking to the water. What do you the members think of calling it the Gaff Rig Association and holding Old Gaffers Races or do we just chug on the way we have been?

We are an Association of people with very different ideas. Too many hard and fast rules are not our style and we have to be flexible to continue the good work. The rest is up to members to keep a weather eye open and to do anything they can to help the O.G.A. It will remain as good as you can make it.

Robert Simper
President

EDITORIAL COMMENT

I have been taken to task for saying "where it all began" with reference to Maldon Little Ship Club in the last issue. I was of course referring to the forming of the Association and not its grass roots which were originally in the Solent. A little later there was a similar group of East Coasters and the two groups got together and formed the Association. This took place in the Maldon Little Ship Club.

I find, when looking for photographs to publish, that there are few in the collection of boats which are currently active. The exception to this is the Solent Area who supply a good many. All other areas though are sparsely represented. The Association will pay for these if you feel unable to present them. Any number of any boat, colour or black and white (or slides) and if you don't know the name of the boats don't worry, I can always run a series - what boat is this?

HEAVY WEATHER SAILING ON SMALL YAWLS

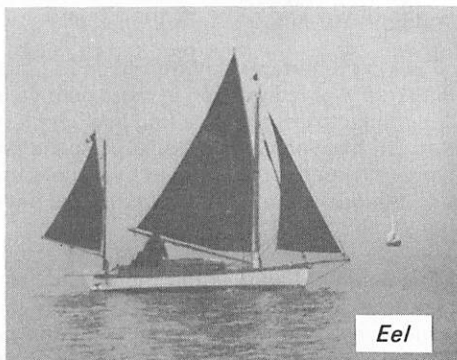
By David Bosomworth who has EEL, a Humber Yawl built by Akester in 1897 and sails her in her home waters.

Ed.

Experimenting with various rigs, in wind strength of F5 minimum, blowing offshore. Sea state about .75 metre chop.

Force 5

1. Full jib. Deep reef main (2 slabs). Single reef mizzen. Mizzen stay sail. Well over-



The handicapping is also necessary as the vessels range in size as follows:-

San Souce	26 feet	Kooroldhoo	35 feet
Genevieve	18 feet	Toucan	17 feet
Endeavor	28 feet	Roamarick	23 feet
Wungarra	28 feet	Susy Wren	26 feet
Dirk Hartog	38 feet	Vandra	18 feet
Lady Rose	18 feet	Morning Glory	
Abigail	28 feet		

The race was sailed in wind condition of no more than 12 knots which same is very light for W.A. however all enjoyed the day which was conducted by The Perth Flying Squadron our oldest W.A. Yacht Club.

We have recently held our meeting when the following appointments were made

J. Marchant	President
D. Rickman	Race Control & Handicapper
P. Hick	Trophies & display (Boat Shows etc.)

and Mr. Barry Hicks was invited to the position of Patron.

All were accepted.

Our association is fortunate to be able to work closely with the W.A. Maritime Museum which same is a museum of world standard and they have generously let us have an area to display one of our craft in the forthcoming Boat Show.

And here is the Newsletter:-

JUNE NEWSLETTER

Firstly my regrets for the lapse of time since our last meeting which was unavoidable in my case, my apologies.

In future we will have meetings Bi-Monthly and projected dates are as follows, at Perth Flying Squadron, 19.30 hours.

Wednesday 14th August 1985; Wednesday 16th October 1985; Wednesday 4th November 1985 also a raft up is planned for 18th August 1985.

Sunday, 24th March, was certainly a memorable day, all competitors expressed their enjoyment, the only improvement would have been some more breeze.

The roll up was very gratifying with 15 starters plus Bronwyn who missed the start, however they sailed the course joining other spectator craft which increased the fleet, thanks to all attending and we must especially thank The Perth Flying Squadron Committee and Officials for their time and hospitality, Dudley Arnold the Starter and Norma Marchant who spent hours in the Start Box, the trophy donors amongst whom were Neil Woods of Perth Flying Squadron, Mr. Boat of Fremantle, the T.V. coverage was excellent.

Results are attached.

It was gratifying that Brian Excell, Jack Gardiner and crew represented the Old Gaffers' Asscn. at the East Fremantle Yacht Club Power Boat Opening Day, many thanks.

realised that my quite reasonable French did not extend to parts of a boat, other than "sail" and "mast". However, there were three capable Frenchmen and it is surprising what can be done with signs!

We got the sails ready, but not raised, as there was a sort of "Le Mans" start - moored with sails down. When the whistle was blown (yes, whistle! but it was a small bay) umpteen lugsails were quickly raised, and moorings cast off, or anchors weighed. We were at a disadvantage with our gaff but were soon away. I don't think Rene was too worried as there was no handicapping and he realised he had it sewn up. It was half flood and we carved through the strong surge of water into the bay. Outside the entrance are three clumps of rocks, each with its own green or red fez-shaped lump of concrete with topmarks. We passed one of these at uncomfortably close quarters and already seemed to have gained the lead.

Looking about, the most unusual and impressive boat was a black double ended, two masted craft with a full sized (and equal sized) tan lugsail on each mast. There was a crew of six to dip the sails when she went about and in the fresh force 4 she was going great guns. She obviously didn't point as well as us and went out much further to the left before going onto the other tack which took her nicely to the weather mark - a small boat moored way out to the right. We rounded this, exchanging a few remarks with the organisers on board, before running back to near the entrance where we had to go round a few other marks, close in, before heading into the river and the finish. Whilst doing this last part we had excellent views of the twin-lugger running

goosewinged, with one large sail out on either side.

I could have done with a pad and pencil to make notes, but these would not have been much use as our boat was quite tender and sailed at a considerable angle and velocity with occasional dollops of spray which were pleasantly cooling. I remember a medium sized smack with one large white lugsail. The smaller Misainers were bobbing and battling away and our strip plank boat was also doing well, having less beam and draft to drive through the waves. I think she was actually a standing lug, of fairly high aspect and high peaking. A nice Colin Archer style gaff ketch was stooging about without competing.

All too soon we were re-entering the river and got the final fog-horn, comfortable winners. The twin lugger came second, not so far behind, followed in due course by the strip-planked boat, and the rest of the fleet. We were soon anchored and shipshape. Rene was spending the night with his family before heading north to his home port at or near Camaret. He, and no doubt several others, had been to a very large Gaffers rally at Concarneau the previous weekend and were stopping off here on the way home. And lucky it was for me too, as instead of being a frustrated spectator I was able to actually take part.

After that bout of excitement we lapsed back into festering on the beach, spotting topless dolly-birds and categorising them into spitfires, stormsails, working, jennies, bloopers or spinakers!

Graham Wadeson

WESTERN AUSTRALIA O.G.A.

The following is an extract from a letter from Frank Marchant in July this year:-

Enclosed please find copy of our Newsletter and details of race results, you will note that we have both Gaff and Gunter Classes racing, a necessary aspect in relation to the smallness of our present fleet.

powered, mainly by M. Staysail. Heavy on helm. Mizzen mast in danger of snapping off as unstayed. Removed staysail.

Force 5-6.

2. Full jib. No main. Full mizzen. Well balanced, will close reach, but no feeling of power. Bigger seas tended to stop her somewhat. Eel felt better in F6 with this rig. Just enough weather helm to give feel. Eel went as fast when reaching with split rig, as she did with 2/3 jib out, and full reef main and no mizzen. Very little heel under split rig. Comfortable ride.

Force 6½-7-Gusting and Blowing Offshore. Sea State Max. 1 Metre.

(a) Storm jib tacked to stem head. Full reef main, no mizzen. Outer jib fully rolled. This is more of a racing rig. O.K. in the steady wind on all points of sailing. Gaff needs dropping at the peak when on the wind. This brings sail area lower down and helps stability. Rig overpowers yacht in the gusts. Helm fairly balanced on the wind. Yacht tends to glide to windward in the gusts when broad reaching, with consequent heavy weather helm.

(b) Main removed. Storm jib removed. Outer jib unrolled to 2/3 full size. Mizzen single reef. Boat now steady, going fast on reach. Close reaches quite well, but felt lack of power on this point of sailing. Helm balanced.

(c) I then set the storm jib up the mainmast, using the throat tackle. This sail is only about 25 sq' but the slot created with the jib (outer) gave power and pointing ability. The storm jib was clewed on to the main boom which gave greater control. I was now able to sail much closer to the wind, but needed the reefed mizzen to balance and point the yacht. The yacht felt comfortable and was making good speed. Balanced helm.

Conclusions

Split rig has not enough power when on the wind. A main trysail - not gaff - is the answer, but size needs judging carefully if

power is required. Rig this sail on the boom - loose footed. The clew of the sail will probably be halfway along the boom. Ensure throat tackle is man enough to withstand the heavy strain when acting as a main halyard.

Fly more jib than you think you ought to. If the boat isn't heeling, it will give you more power. Try barber haulers to open the top of the leech. Always keep the mizzen if you can, even if only a small size. It keeps the boat heading.

Don't forget the ballast. I find that moving it forward often helps weather helm, and it will stop the boat 'bobbing'. When trimming ballast, the boat should be slightly bow down when in still water with no sail up, and no crew on board. This is best viewed from the dinghy.

These comments are applicable to small yawls, in my experience.

Eel displaces almost 2 tonnes with all gear on board and crew and the rudder is hung on the stern post. She draws 2' with plate up, 4' 6" plate down. Beam 7' 3", lwl 19' double ended. Total ballast 1 tonne, including iron keel (12½ cwt.) and c'plate 2½ cwt. Thames measurement 3.27 tons. Bowsprit has shrouds and bobstay (not original).

All wind strengths recorded on hand held anemometer (Wind Wizard). Worth buying, in order to support bragging at the bar.

SOLENT NEWS

THE ANNUAL GENERAL MEETING of the Solent Area will be held at 6.30 p.m. on Saturday February 22 at the Royal Air Force Yacht Club, Hamble. Agenda: Apologies, minutes of last meeting, secretary's report, approval of accounts, election of committee, programme for 1986, any other business.

It will be followed by the usual SOCIAL EVENING, and a meal will be available at £4 but must be booked in advance no

later than February 18. Details will be sent to members on the Solent mailing list and to others on request but please note that the Area Hon. Sec. will be away in Australia, hopefully enjoying some gaff sailing on the Swan River, until January 23.

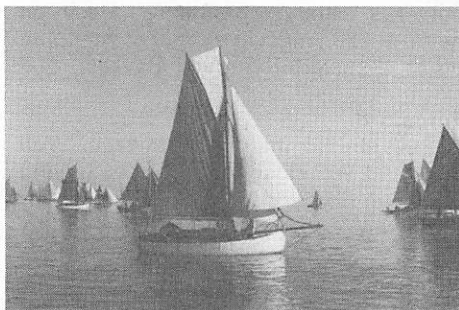
EVENTS in 1986 include a Rally in June, the Solent Race on September 13 Bursledon Regatta on September 6, and the big French Sail Festival at Douarnenez, Brittany, August 14 to 17. Please try to support the latter; it would make a fine summer cruise and should be well worth the effort.

OTHER NEWS. Alex Sternini has left the Hamble after remodelling the interior of Jardine and discarding the engine in favour of a large sweep, and is bound for Costa Rica. Lil, the small and very original Itchen Ferry that lay in a derelict state at Deacons and at one time sank, has at last changed hands. She is now ashore at Dyers Yard, Southampton for restoration. The Maldon smack Priscilla, lying at Salterns Yard, Bursledon, is for sale, as is a half share in Baroque, and also the almost new but totally traditional Cloe May. Occasional postcards have been received from Nick Skeates during a rapid passage across the Pacific and Wylo II is expected in New Zealand early in December. My sister ship recently moved from the Hamble to Dyers Yard at Southampton under her own power and is now ashore for interior outfitting. The traditional boatbuilding repair course at West Dean College was soon oversubscribed and with five on the waiting list at the end of November it is likely that a further course will be run later in the year, so if interested do contact the College.

1985 SOLENT RACE

Taking part in any sailing race in the Solent is interesting with its always contrary tides and often fickle winds, but throw in a bunch of enthusiastic gaffers and the result is bound to be - well, different!

Starting a race is something Solent gaffers are loathe to do, there are of



Conditions at the start.

course the keen exceptions, but it is a certainty that at least half the fleet will be only approximately in the area of the start line. Many will be motoring (as quietly as possible) up from a late breakfast in Cowes while others will be close to the wooded delights of the shore in Osborne Bay where there is never any wind anyway.

This year was no exception and when a course was announced with an East going start surprise mixed with dismay was the result. Take the conditions, sunshine almost no wind and an East going tide for the next 5 hours: would it be possible to stop before Selsey Bill? Why the surprise? Well since moving to the Island for our Race starts something like sixteen years ago we have never had a start to the East.

First away was the very shapely Benbecula followed by Catalina, Little Windflower and Arrow with the main body in close attendance with following wind and tide. The various other participants previously described were drifting along with some, because by now the wind had dropped to nothing, gently going the wrong way. Now it was only 3 miles to the first mark and after three quarters of an hour the fleet in two very close order gaggles were close to it but in danger of disappearing into the unknown beyond. It was at this point that several still hoping to start (including Provident who was investigating Queen Victoria's Bathing Hut) were discreetly assisted to the line and pledged to silence. It's all right none of them won any prizes!

That really is the end of the story,

at its mouth. There is a pleasant, sandy beach facing out to sea, and round the corner with its old lighthouse is the port, in the river itself. 'Port' is actually an overstatement, more a waterfront; there are a couple of concrete jetties for the ferry across the river and the larger pleasure steamers which take an hour and a quarter to reach Quimper at the head of navigation. Also, there is a quayside where yachts can moor alongside and be fitted out, or where some small fishing boats unload. There are many, many boats moored in the river for the first mile of its length, and looking up-river there is a very high, graceful, pay-bridge. The vicinity, whilst not really the same, still had very much the same feel and atmosphere as St. Mawes and the River Fal, though scaled down slightly.

Looking around we saw a number of posters proclaiming a "Fete des Misainers" that very weekend, at St. Marine (a good name!) which is the village across the river from Benodet. Enquiries revealed that it was an "all the fun of the fair" event in a riverside meadow, with a special link up with old boats who were to gather there and have a race on the Sunday afternoon. A Misainer is a local type of small traditional lugsail working boat. We saw various interesting craft arriving on the Saturday (I cursed the lack of a telephoto lens) and the next day we got across to St. Marine about mid-day. The meadow had a curved shoreline with a sandy beach, and moored in the bay was a considerable assortment of craft. In the shallower water were some Misainers and similar small boats, whilst a little further out were mainly old working boats and a yacht or two (ignoring the Tupperware moderns). It was sunny with beautifully clear, blue skies, so I waded out to peer into several reachable boats. Although I doubt that they are still used for fishing (except for pleasure) they were generally in sound but not tarded up condition.

I was looking at one boat when the owner arrived, and we had a chat. This

fourteen footer was somewhat different, being fairly new, sleeker and shallower, with a dagger board. It was built up of strip planks only about one inch or so wide. Like the Missiners, she had a single lugsail and no jib - they seemed to be dipping lugsails mainly although they tended not to dip them (they didn't extend as far forward of the mast as some English varieties, such as Cobles) and almost invariably were loose footed with no boom. This gentleman was the builder and his "yard" was at Locktudy a few miles north. Most of these little luggers had either a thumb cleat on each quarter gunell, and rehung the main sheet on each tack, or had a horse which ran under the tiller (mainly on old ones) so presumably you had to "dip" the sheet under the tiller on each tack.

Taking my chance in both hands I said that I had an old Gaffer in England (the French use the term "Vieux Gaffer" or often, collectively, "Vieux Greements" - my dictionary shows greements as "rigging" and I suppose a closer translation might be "Old Timers") I wondered if perhaps one of the larger boats might just have room for one more crew? He instructed his daughter to take me to the main organiser who said, in effect, "I'm sure we can". I was introduced to a crew member who indicated a white yacht of similar size to my own, moored in the bay. We went off to find the Skipper and the arrangement was confirmed.

The programme said that there would be a sail past at 3 p.m., and the old boats would return about 5 p.m. I checked the 2 hour duration with Rene and he replied "In my boat, only one and a half hours!" - and he wasn't far wrong.

Time was pressing on so with a fourth crew member we made towards the water and went out to the boat. She was about 21 feet, wooden, long keel and built just after the war. She was a gaff cutter in contrast to some 80% of the 25 entrants who were luggers, big and small. It was when we came to get the sails ready that I

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Reproduced is the Cover of the publicity brochure for the big French Rally next year. The photo is from the Pors Beac'h Festival 1984 and yes that is Provident coming into view on the left. To follow that here is an article from Graham Wadeson about a holiday this year in the same area.

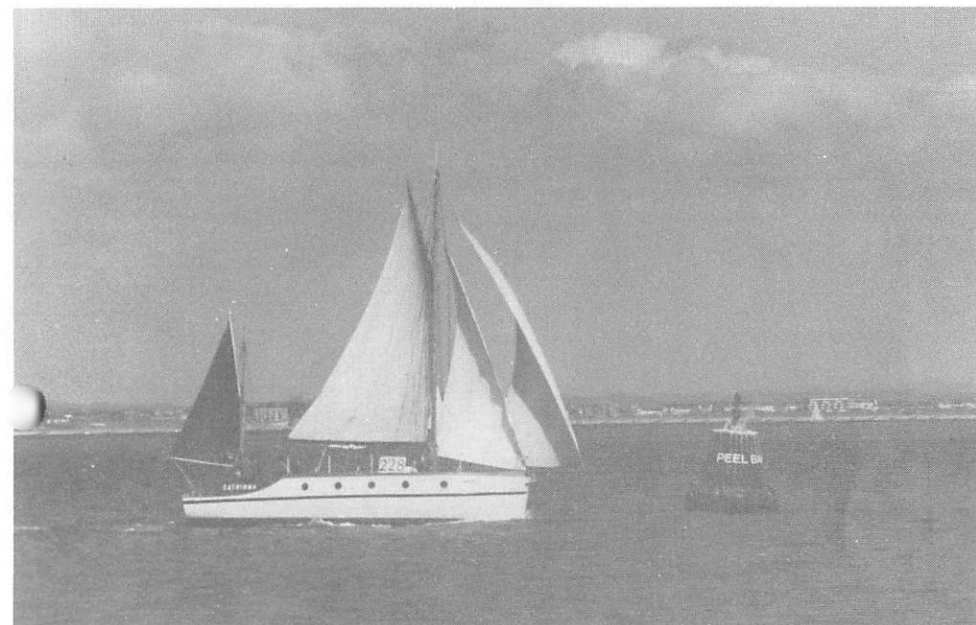
FETE DE MISAINERS

The good news was that we were setting off on holiday; the bad news was that we would miss the East Coast Old Gaffers race. Oh well, you can't do everything, especially these days when the calendar seems to get so full, so early.

We were off to Brittany; Benodet, at the top of the Biscay coast, just below the ragged fingers of rock which probe out

into the Atlantic near Brest. It was a new area to us although we knew "lower" Brittany and the Gulf of Morbihan quite well. We did consider taking Cobweb, our twelve foot lugsail dinghy but the exorbitant additional fare across the Channel dissuaded us.

After a late arrival on the Thursday evening we enjoyed a good lay-in before exploring the town and environs. Benodet is on the south bank of the River Odet,



Catriona built William Osborne 1922. A regular entry.

because when the leaders were thinking that a grappling iron on Ryde Pier might be the answer, the wind came and steadily improved during the afternoon to give a fine sail.

There was some fun at Peel Bank which had to be approached close hauled across the tide, by then running fast, and some boats made two or even three attempts before getting it right.

"Maistra" our French visitor showed a very clean counter to the rest sailing on the near and pointing very high to be first across the line by a clear four minutes over Falmouth Bayll. On handicap however she only managed 20th. The results were in the last newsletter though so you will all have studied them.

Praise indeed is due to Arrow the little open day boat 17 ft. long built in 1893 and sailed by Southbourne Sea Scouts in what were really tough conditions by the end of the race. She finished 28th but won by six minutes on handicap and she deserved it!

Notice from the results that there were 9 non wooden contenders, who we are very

glad to have with us, but here's the point, see how evenly they are spread through the results - who says the handicapping doesn't work!

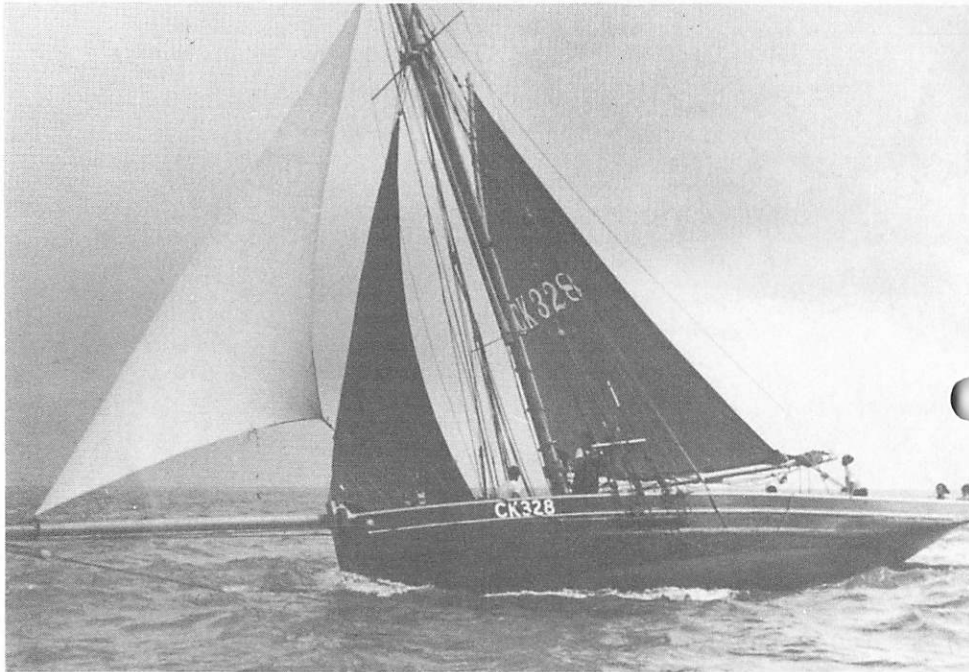
A wonderful day and the evening afterwards is always a success with the barbecue in the ever welcoming Elephant Boatyard - thanks Tom! Then there's that pub - The Jolly Sailor is it? I'll say!

David Cade

MALDON RALLY 20-22 Sept. 1985

The Maldon Rally is an informal rally to celebrate the formation of the 'world' Old Gaffers Association at the Maldon Little Ship Club 22 years ago. It was first organized last year as a 21st birthday event, with a supper at MLSC followed by a passage race to Brightlingsea. So successful was the event, the East Coast area OGA decided to make it an annual event.

Last year the event saw a spectacular return of the East Coast One Design Chittabob IV to gaff racing, a return which



Sunbeam - Built 1881 - in 1985 E.C. Race

has added some real spice to many sailing events in 1985, with her skipper Arthur Keeble covering his mantelpiece in silverware.

This year saw probably the last commercial freight under sail with the former Morecambe Bay Prawner 'Deva' delivering a cargo of Flywheel Collets from Mistley to Fairways Marine at Maldon.

The supper at Maldon Little Ship Club was enjoyed by 40 delegates, including the World Vice President and the East Coast Commodore. The Adnams Ale and the good food mixed well with talk of gaff rigged boats as members exchanged yarns and boaty gossip.

The race next morning started off Osea Pier. The 10 starters included the famous Asti V, a six metre sailed by Peter Brookes with his leg in plaster, and last year's winner Chittabob IV the ECOD. There was the slippery Playmate, the Quay Punt Greenshank and the Clyde racer Golden

Plover. There were the moderns, the bawley Anna Crane, the ferro Archer Stonechat and the Cornish Shrimper Ausie II. And last but no means least the lovable Franchesca and the nobby Deva, already loaded with a return cargo of topsails from Tollesbury.

The wind, which had been non existent when the little flotilla left Maldon, was showing signs of piping up into the breeze from the South West which has typified almost the whole of the season. But the fleet bravely clung on to full sail, with the exception of Deva, who reefed her main but still set her topsail, a tactic which was to serve her well later in the day.

Great speeds were set up on the run down river, the sleek Playmate registering 10 knots on her log and even the little boats were near planing on the backs of the waves. But the wind blew stronger still, overwhelming the Quay Punt Greenshank whose topsail sheet jammed in the

pressure of the wind. Disaster struck Golden Plover who ploughed into a mud-bank off Bradwell, whilst breaking seas on Asti forced Peter Brookes to retire through his leg plaster becoming damp and dissolving.

The fleet raced on, with Playmate making up ground on early starters, but it was Franchesca's hour when setting a water sail in the now force six winds she overtook Deva whose topsail was blowing out off Bench Head. The gybe round Colne bar brought its troubles to some as Greenshank broke her gaff and Chittabob was forced to tack through the wind. Easiest gybe was on the Bawley Anna Crane, who simply brailed up her main as she went round the mark.

Franchesca through a navigational error let Aussie II and Deva slip back into the lead. However the wind was now so strong that all the fleet were forced to lose time through reefing, with the exception of Deva who could lower her jib and topsail without slowing down, allowing her to storm to the finish line under easy canvas. Second in was shrimper Aussie II, who went over to East Mersea point to join in a shrimper rally, whilst taking her first placing ever in an Old Gaffers race was the Franchesca. Within four minutes of the winner and just ahead of bawley Anna Crane came the Playmate, probably the fastest boat of the day. The most comfortable boat, however, looked like Stonechat, her cosy ketch rig relishing the strong beam wind and looking fit for the Roaring Forties. If there were a prize for trying it would have gone to Greenshank, who deprived of her gaff main had carried on racing under massive balloon headsails and tiny lug mizzen. Uncharacteristically last came the ECOD Chittabob, proving that with some forms of ECOGA handicapping the best can be last and worst can be first.

As the fleet anchored in the Colne, it was interesting to note they all did under sail, in contrast to modern bermudan boats, generally with more crew and

labour saving devices who downed sail and motored in. It has to be said that either gaff rig is not as awkward as pundits make out, or that the sailors of gaffers have a higher level of expertise. There were even some gaffers who sailed into the very congested port of Brightlingsea to moor between piles.

The rally finished off in the Anchor Hotel where Brenda Jago, the principal organizer of the rally presented the prizes to conclude a most enjoyable week-end.

Jon Wainwright
E.C. Area Secretary



Sunbeam in lighter airs.