

# Old Gaffers Association



*Alec Rangabe's COLLINA in 1960 Solent Race  
(one of the three founder boats).*

*Photo by Beken.*



*Benbecula (ex Myfanwy). Built Rock Ferry 1897.*



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

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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. 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

**North Wales:**  
D.A. Caton, Moss Towers, 30-32 Greenfield Road, Colwyn Bay, Clwyd. (0492) 3052

**Clyde:**  
I.S. Nicholls, 29 Berryburn, Kames, Tighnabruaich, Argyll. (0700) 811488

**France:**  
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**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.

**MAUD** (890) gaff sloop 22ft. x 6ft. x 3ft. 6ins. Built Thomas Waite of Twickenham in 1893. Very pretty traditional yacht. Teak on oak, straight stem, counter stern. Refit by professional boat builder at Yarmouth I.O.W. Cotton main and jib, 2 berths, no engine. £2,500 o.n.o. David Parr, 50 Albert Street, Cowes, I.O.W.



**FREYA II** (647) Reg. Gaff Cutter 32ft. x 27ft. x 10ft. x 4ft. 9ins. Built Kidby of Brightlingsea in 1898 of pitchpine on oak. Lead keel, Sabb 10 h.p. diesel, 4 berths, full inventory, has been in present ownership for 26 years. Sails well. At present in France on the Canal du Midi. £7,500. Telephone Keith Hudson, Winchester (0962) 69208.

**BEE**, a beautiful Gaff Ketch, 28ft. x 22ft. x 8ft. x 3ft. 6ins. built in 1903 of pitch pine on oak. Unfortunately she requires a fair amount of work to restore her. Full survey April 1986 available. Lying Plymouth. Offers and further details from Alastair Maclean 0372 63121.

**MEMORY** Class G.R.P. Gaff Cutter, 19ft. o.a. with 1ft. 9ins. draft with steel centreplate up (3ft. 9ins. plate down). About six years old, jib, staysail and main in tan and white topsail all by Austin Farrar. 2 berths in cuddy and amendment to standard plan to provide chemical toilet. Ashore at Eversons yard at Woodbridge. £1,900 o.n.o. P.L.N. Padfield, telephone Woodbridge 4574.

### GEAR FOR SALE

Suit of Jeckells red cotton sails in good condition (stored for past 15 years). Main 14ft. 6ins. foot, 11ft. 4ins. luff, 10ft. 3ins. head. Jib 9ft. 6ins. foot 19ft. 9ins luff. Also smaller jib in fair condition 5ft. 9ins. foot, 13ft. 3ins. luff. First sensible offer secures. Also 7ft. 8ins. bowsprit (approx. 3ins. dia.) £15. Phone D.J. Lindsay 0276 (Bagshot) 72006.

### PROFESSIONAL SERVICES AND GEAR

**Iron Work** - hand forged for Riggers and Boat Builders, keel bolts, floors, knees, steering irons, chainplates, hinges, goosenecks, etc. also steel fabrication, water and fuel tanks, engine beds, tabernacles all to your specification and drawings. David Pask, Gweek Quay, Forge, Gweek, Helston, Cornwall TR12 6UF. Tel. 0326 22710.

**Blocks**, custom made traditional hand crafted ranging in size from 3ins. to 9ins. shell in ash or elm. Head fixings either bow binding or oval eyes. Sheaves in galvanised steel, brass available in some sizes. Colin Frake, Blockmaker, 2 Stephens Close, Faversham, Kent. Tel. 0795 534561.

**Screws and Bolts.** Silicon bronze wood screws, machine screws, coach bolts, hex bolts and many others supplied. Special orders etc. Combwich Marine Enterprises, Riverside, Combwich, Bridgewater, Somerset. Tel. 0278 652584.

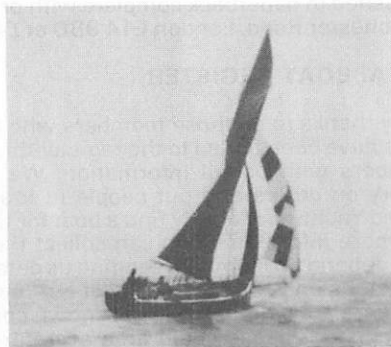


## ADVERTISEMENTS

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

### BOATS FOR SALE

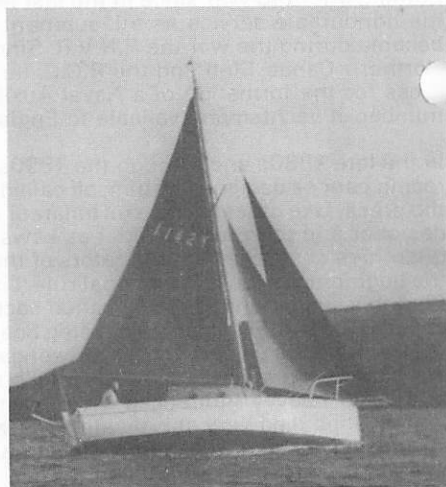
**CALUMET (223).** New Blossom gaff ctr. built Rowhedge 1968 L.O.A. 19ft. Sound condition but needing complete repaint. Original sails. Seagull 4hp long-shaft outboard, etc. Offers in region of £2,500. 8ft. fibreglass dinghy with Seagull outboard also available - £175 o.n.o. May be seen any time at Wheal Cock, Porkellis, Nr. Helston, Cornwall. Bill Brown - Falmouth 40198.



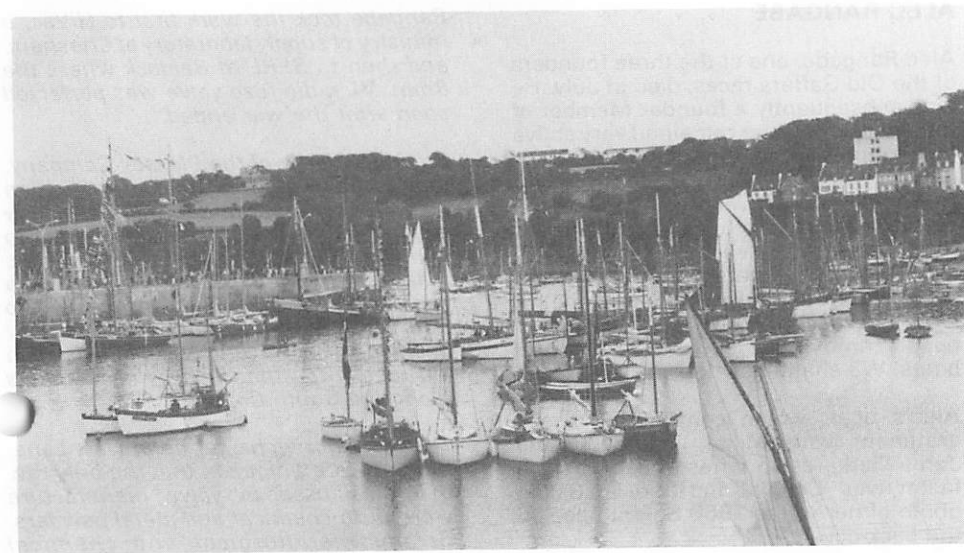
**PLYMOUTH HOOKER** built around 1930. Traditional cutter rigged smack conversion 31ft. x 10ft. x 5ft. larch on oak, in commission and lying Poole. A good cruising boat, registered, 4 berths, good headroom, galley, heads etc. Much new planking new mast and standing rigging, tan terylene sails. Twin petter diesel recently rebuilt and modern electrics. Offers around £9,000. John Stubbings. Tel. 0225 859898.

Bare wooden sailing hull 25ft. x 7ft. x 3ft. 6ins. Carvel planking on steamed ribs. No deck. Iron keel, slightly rounded stem, counter stern. Beautiful classical shape. Would make a fast day sailer or small cruiser. £250 lying here. D.G. Davies, Penlan, Llanis Road, Llangeitho, Tregaron, Dyfed. Tel. 097 423 225.

Mevagissy Lugger. 40ft. x 12ft. x 8ft. Pitch pine on double oak frames, straight keel, raked transom, date and builder not known. Lying in a mud berth near Heybridge Basin, Ford 4D diesel. Restoration or conversion subject, some gear also. £1,500. C.H. van der Zwan, Barnhouse, Lukestreet, Nr. Shaftesbury, Dorset.



**COMBERS.** Itchen Ferry, built 1926, should be gaff rigged, now Bermudian. This 4.5 tonner has a Volvo MD1 diesel, is a delight to sail and is looking for a new owner who will appreciate her. Berthed in the Helford River, contact Eric Deuchars 032 622 605.



*Part of the fleet at Douarnenez, Brittany in August.*

*Photo Sam Bayliss*

### EDITORIAL COMMENT

Enclosed with this newsletter is a voting slip with regard to the Name Debate. There are only two options, either we remain as we are i.e. Old Gaffers Association or the alternative Gaff Sail Association. Pieces on the issue were published in 1986/1 and letters in 1986/2. You are asked to put an X in the appropriate box and return the slip to Bill Brown as indicated. This is the end of discussion and time for action, please make sure that there is a clear result and VOTE.

I am pleased to say that my problem in editing the newsletter is what to leave out. It is not always easy to keep the balance between reports and matters of general interest. Bearing in mind that our membership is roughly one third East Coast (the Wash to Medway), one third South Coast (Chichester to Falmouth) and one third the rest of the country it is essential to keep the coverage general. I am, therefore, very keen to publish details, photos, drawings or whatever of some of those boats which do not win races or achieve glamorous publicity. They must, in fact, be the majority but there are few photos or details of your boats among the Association collection and perhaps you can help remedy that.

On a modern and specific note, can one of our sailmaker members supply me with information concerning the various choices of cloth (traditional and synthetic) suitable for gaffers and the weights which are best for different sails? I am sure this would be useful information.

Closing date for the next issue is November the 8th.

**DATA PROTECTION ACT.** Notice is given that names, addresses and brief boat details of Members of the Old Gaffers Association are held by the Hon. Treasurer on computer file. Anyone objecting should notify him in writing as soon as possible enclosing £2 to cover additional cost of manual filing and mailing.

## ALEC RANGABE

Alec Rangabe, one of the three founders of the Old Gaffers races, died in July. He was subsequently a founder Member of the Association and remained very active in it to the end with his wife Kate.

He liked to be involved in the Solent area organisation where his enthusiasm was infectious and very effective. He maintained a keen interest in the Association and always hoped that it would remain a body of like minded people enjoying themselves and their boats. We shall miss him.

Alec's boat, which contributed to the argument with Mike Richardson and John Clarke as to whose boat was the faster, was "Collina" and there is a Beken photo of her in the 1960 Solent Race on the back cover.

We knew little of Alec's other life at work but this proves to be fascinating and the following tribute is by his friend John Thompson:-

*"After being bombed out of his own laboratory near the Inns of Court in the early part of the war, Alec Rangabe joined a team of scientists gathered together under Professor Ellis of Christchurch, Hants. to work on the development of a shell proximity fuze. The so called VT radio fuze was the brain child of Alec Rangabe's cousin A.F.H. Thomson, but without a rugged valve the concept couldn't work.*

*Alec Rangabe was the man who was responsible for the successful development of a really rugged 8mm. valve capable of withstanding the shock of being fired from an AA gun.*

*An important part of this achievement was the development of mass production techniques, able to produce thousands of valves per hour.*

*Whilst development was getting underway in the UK the idea was rushed across to the United States. In fact, the highly successful radio fuzes in U.K. anti-aircraft shells which defeated the V1 and took toll of German aircraft, were American made.*

*Rangabe took the work first to HiVac, a ministry of supply laboratory at Chesham, and then to SERL at Baldock where the 8mm. VT radio fuze valve was perfected soon after the war ended.*

*Sir Alan Clarke of the Plessey Company, impressed with the mass production potential of these methods of making tiny rugged radio valves, invited Rangabe to join Plessey and set up a Company to make them commercially. This led to a search for a suitable site to set up operations and Rangabe eventually decided upon Havant, a decision which led rapidly to other Plessey acquisitions along the South Coast.*

*The laboratories he set up at New Lane, Havant were unique in that the only raw materials used in valve manufacture were pure chemical and metal powders. Strong metallurgical and chemical laboratories were required to support the specialist manufacturing techniques.*

*It is an irony of history that the outstanding Rangabe achievement in bringing the rugged miniature radio valve to commercial mass production was overtaken by the invention and almost unbelievable rapid development of the transistor. Rangabe knew more than most about the transistor but did not believe it would be developed as rapidly as history proved.*

*Rangabe was a prolific inventor, some of his inventions being fundamental and brilliant. He left a continual string of patents spanning fifty years and continued to invent right up to the last weeks of his life."*

## MYFANWY now BENBECULA

*(Photo on front cover)*

Built at Rock Ferry in 1897.

LOA 35ft., Beam 7ft. 5ins., LWL 21 ft., Draft 5ft. 7 tons TM

My first sight of Benbecula was in January of last year, and she fascinated me at once. She lay in a flat calm on a mooring at Falmouth, with the mainsail hoisted in readiness for a trial sail. On stepping aboard, we found her flush-decked and below, under the skylight,

## BOOKS

I have long coveted a copy of "Last of the Sailormen" by Bob Roberts which was first published in 1960. It is now available in paperback and has to be a good one for the stocking at Christmas.

Bob Roberts was, of course, the last sailing barge master in trade in Cambria and apart from his obvious skills as a sailor he can certainly tell a good yarn. Full of interest with boats, people and places vividly described, the passages made in his various ships are brought to life. There is a lot of technical interest too, although this is probably more for "spritties" than "gaffers". I am continually amazed, when reading this kind of tale, true as it is, that it is all such a short while ago. This story is about living a job and obviously enjoying it.

Published in paperback complete with original photos and drawings by Seafarer Books, 3 Manchester Road, London E14 9BD at £4.95, but with a 33% discount to OGA members!

## O.G.A. BOAT REGISTER

Many thanks to all those members who have sent us details on their boats. Many more boats have been added to the register this year. We have been able to provide a number of members with useful information. We have traced particular boats, given details of history on others and put people in touch with members who own similar boats. We helped Yachting Monthly find a boat for their 1926-36 slot in their 'Birthday Boat Series'. The more information we can collect the more useful the register will become but this does depend on members sending us details of their boats. Please do not assume we have full details on your boat. Many of our records have little more than the name of the boat and there are a number of well known competitors in recent O.G.A. races who are not on the register. Please could area secretaries let us have copies of this year's race entry forms so we can make a list of these missing boats.

## LETTER TO THE EDITOR

Dear Editor,

I write in no carping attitude simply to correct an error that you unwittingly perpetrated in your last editorial - since this magazine now carries some weight as an authority.

Guy Emfreville Laws did indeed design Jade and Chittabob IV but alas he designed nothing after the War since in the last few months he died of disease contracted during his honourable service as a Lieutenant-Commander in The Motor Boat patrol, which became during the war the R.N.V.R. Since his active canoeing days as a member of the Northern Canoe Club and the R.C.C. he had been an active proponent in the yachting press for the formation of a Naval Auxiliary to use the considerable skills of the large number of yachtsmen available to England in wartime.

In the late 1880s and through the 1890s he was immensely successful with a range of racing canoes designed by himself called Prucas, the pen name he used when writing to the press. Like other successful amateur canoeists he went on to turn professional yacht designer and then yacht builder as Laws, Youl and Co. at Burnham-on-Crouch building quantities of successful little raters of the day and a range of unbeatable metre boats at the beginning of the international rule. Like his canoeing confreres Linton Hope and Pain Clark his singlehanded racing canoe background gave him a considerable edge when it came to the design of very fast racing boats. He was a native of the north and held strong views on racing design and actively engaged in much of the debate about canoe classes and the design of singlehanded small cruisers - large numbers of which sprung out of, and were heavily influenced by, the amateur canoe movement. Unfortunately since Linton Hope died very shortly after the war and Albert Strange during it, much of this strong body of special expertise in canoe base design was lost; just a further example of the sad results of this great conflict.

M. Burn.

## EAST COAST RACE FULL RESULTS

| Name of Boat       | Corr. Time<br>Secs. | Posn. over<br>Line | Finish Time<br>Secs. | Class |
|--------------------|---------------------|--------------------|----------------------|-------|
| Jade               | 16461               | 7                  | 18189                | 2R    |
| Sheena             | 16598               | 3                  | 17527                | 2R    |
| Chittabob IV       | 17274               | 2                  | 17502                | 2R    |
| Asti V             | 17294               | 1                  | 17140                | 2R    |
| Golden Plover      | 17338               | 21                 | 19482                | 2R    |
| Shiela             | 17543               | 23                 | 19601                | 2Y    |
| Deva               | 17795               | 32                 | 21060                | 2W    |
| Hyacinth           | 17898               | 4                  | 17988                | 1W    |
| Playmate*          | 18182               | 11                 | 18459                | 2Y*   |
| Trumpet            | 18223               | 6                  | 18132                | 1Y    |
| Samphire           | 18288               | 35                 | 21515                | 2CSY  |
| Mermaid            | 18353               | 12                 | 18482                | 1W    |
| Little Kingfisher  | 18539               | 36                 | 21532                | 2Y    |
| Stonechat          | 18476               | 25                 | 20281                | 2FCY  |
| Aussie II          | 18615               | 37                 | 21900                | 2CSY  |
| Bonita             | 18615               | 18                 | 19291                | 1Y    |
| Elaine             | 18618               | 16                 | 19076                | 1Y    |
| Gracie             | 18657               | 13                 | 18751                | 1W    |
| Marigold           | 18636               | 17                 | 19076                | 1W    |
| Una B              | 18861               | 14                 | 19071                | 1Y    |
| Firefly            | 18834               | 20                 | 19437                | 2Y    |
| Iskra              | 18908               | 19                 | 19353                | 1Y    |
| Miranda            | 18965               | 22                 | 19552                | 1Y    |
| Botter             | 18965               | 15                 | 18965                | 1W    |
| Lizzie Annie       | 18979               | 10                 | 18284                | 1W    |
| Peace              | 19003               | 5                  | 18098                | 1W    |
| Fly                | 19510               | 26                 | 20515                | 1W    |
| Severn             | 19773               | 39                 | 22393                | 2W    |
| Prawnier           | 19841               | 34                 | 21380                | 1W    |
| Tarka              | 19904               | 46                 | 23280                | 2Y    |
| Helen & Violet     | 20002               | 9                  | 18267                | 1W    |
| Kitty              | 20022               | 52                 | 23583                | 2Y    |
| Tamarisk of Maldon | 20040               | 43                 | 22568                | 2Y    |
| Sea Pig            | 20091               | 41                 | 22574                | 2Y    |
| Charlotte Ellen    | 20119               | 8                  | 18207                | 1W    |
| Noorderzon         | 20230               | 24                 | 20129                | 1Y    |
| Paglesham Rose     | 20278               | 53                 | 23634                | 2Y    |
| L'Atalanta         | 20311               | 31                 | 20939                | 1W    |
| Pelican            | 20390               | 40                 | 22555                | 2Y    |
| Cygnets 2          | 20454               | 49                 | 23376                | 2Y    |
| Janet              | 20484               | 30                 | 20775                | 1W    |
| Phantom            | 20584               | 28                 | 20584                | 1W    |
| Memory             | 20633               | 51                 | 23580                | 2W    |
| Anna Crane         | 20884               | 27                 | 20414                | 1FCV  |
| Tamarisk           | 20980               | 54                 | 24682                | 2CS   |
| Demelza            | 21012               | 55                 | 24749                | 2Y    |
| Jade of Hull       | 21366               | 43                 | 22730                | 1Y    |
| Franchesca         | 21459               | 50                 | 23555                | 2Y    |
| Witch              | 21772               | 45                 | 23039                | 1Y    |
| Privateer          | 22150               | 48                 | 23316                | 1W    |
| Caliph             | 22170               | 58                 | 26938                | 2W    |
| Stormy Petrel      | 22177               | 38                 | 22067                | 1W    |
| Madeline           | 22355               | 44                 | 22858                | 2W    |
| Prospect           | 22318               | 29                 | 20684                | 1FCV  |
| Sorrel             | 22739               | 57                 | 26379                | 2Y    |
| Alice & Floray     | 23856               | 26                 | 24980                | 1W    |
| Band of Hope       | 24237               | 47                 | 23486                | 1W    |
| William & Emily    | 24822               | 53                 | 24146                | 1W    |

R = Racer; W = Workboat; FC = Ferrocement; CS = Cornish Shrimper; Y = Yacht.

Rtd. Lindy, Skua, Lady Beatrice.  
Did not start Stadarts, Ethel Alice, Olivia Mary.  
\* Playmate should have raced in Class 1.

## CLASS III OPEN BOATS

|               |       |    |       |
|---------------|-------|----|-------|
| Native        | 7811  | 3  | 18835 |
| Pewit         | 7838  | 4  | 19036 |
| Thrill        | 8001  | 1  | 17926 |
| Dorade        | 8110  | 5  | 19186 |
| Hush          | 8263  | 6  | 19256 |
| Winnie        | 8298  | 11 | 20127 |
| Miss Anything | 8456  | 10 | 20097 |
| Halcyon       | 8541  | 14 | 20767 |
| Coluna        | 8563  | 15 | 20906 |
| Mirror        | 8575  | 9  | 19968 |
| Jackcrick     | 8759  | 19 | 21054 |
| Mystery       | 8945  | 8  | 19810 |
| Boy Martin    | 8979  | 12 | 20300 |
| Taffy         | 9141  | 2  | 18569 |
| Moonstone V   | 9199  | 18 | 21024 |
| Bilanbil      | 9884  | 7  | 19705 |
| March Hare    | 9895  | 13 | 20721 |
| Natterjack    | 10064 | 17 | 21002 |
| Pepper        | 10434 | 22 | 22608 |
| Rapunzel      | 10534 | 20 | 22057 |
| Grange Waters | 10569 | 16 | 20954 |
| Peanuts       | 10854 | 21 | 22179 |
| Anna Louise   | 15375 | 23 | 25859 |

Rtd. Migrant.

just sitting headroom beneath the side decks. Tim Bertram and I surveyed the interior hull paint work, which must have been applied at least 20 years before; and observing the bunks and galley, I realised that this was going to be the worst accommodation with which I had ever sailed. In fact it was so awful that last autumn I threw the lot out bodily; and after raising the cockpit floor, started anew.

The breeze sprang up and rain poured down (the Owner, David Carne, loved his boat, but he didn't bother to shut the hatch!) and we sped across the harbour. She was perfectly balanced, though I had thought she would not be from photographs, as the tiller is still out of centre on the rudder stock. She was beautiful; and taking a chance on her condition (I was informed she had been completely refastened), I bought her before we were moored up again; under sail, as she has no motor - just a shaft and propeller.

In the spring we had a superb sail to Bosham, stopping at the Yealm and Dartmouth; finally tacking through the moorings up the Bosham river, with genoa staysail only.

Benbecula must surely have been built for racing, though as yet nothing of her early racing record is known to me. Rock Ferry, Birkenhead, presided over by a royal yacht club, must, I thought, be a good yacht racing centre. Well, it may have been in 1897, but never have I seen so sad and down-at-heel place as when I went there the other day - a dismal anchorage bounded by gaunt iron jetties, a beach strewn with bricks and coloured red by the brick dust, with a car chassis decaying in the foreground. By the club, The Royal Mersey Y.C. there was a rough stone slipway with a few tired-looking dinghies padlocked with rusted chains. Overlooking the sea front was a row of splendid Edwardian houses whose woodwork one could see from the road was rotting. Even bricks were falling. And the clubhouse - this was shut, in October, and was overshadowed by a new road at the level of the ensign's gaff; a road not connecting with that on which the club stood.



*Benbecula shows her graceful sheer on a mooring in Falmouth.*

The yacht first appeared in Lloyds Register as Myfanwy (meaning Fair Maid in Welsh, I am told) in 1903. Four owners later, a Mr. Craig registered the yacht under the name Benbecula - there was already a Myfanwy on the register - as he planned to sail from Scotland to the Baltic via the Kiel Canal. He said he had named a number of his boats after places in the Highlands. Subsequently I gather she was raced regularly at Dublin.

I think she has potential as a racing boat. In the cabin, on an appallingly low quality partition, was stuck a printed sheet saying "Cornishmen do it dreckly". I wondered what it meant, but my brother Glen knew at once. I felt then that the whole accommodation had been subject to being fixed 'dreckly'. Not being Cornish, I couldn't wait to get at it with crowbar, saw and screwdriver. As I emptied the hull, it seemed to me that the boat rose in the water by 3 inches or so, for the woodwork was not only massive, but sodden heavy too. I feel certain that this will make her go faster.

Then there is the spinnaker. On the Round the Island race, I used an Etchell's 22 spinnaker, with which we went so fast that the standing waves just aft the cockpit actually came aboard. In fact we sailed alongside the Contessa 32s, with their masthead spinnakers, from the Needles to Bembridge. Most exciting. So when I found in the Solent race that the spinnaker was barred, I determined at once that I must have an old-fashioned triangular spinnaker as big, or bigger.

But who would know what to make? My



wife, Mary, found a postcard of the Schooner Susanne in about 1900, setting an immense triangular spinnaker on an enormous boom (about the same size as ours in proportion). Armed with this card, I went round the sailmakers at the Southampton Boat Show. First I came to Sobstad. I said what I wanted. He looked blank for a moment; then said "Oh, you want a cruising chute." "A cruising chute!" I exclaimed, in utmost disgust, while he admitted he knew nothing about period sails. The next sailmaker quoted me on a printed form without saying what the measurements of the sail were to be! What, I wondered, is the matter with people these days? In due time, I came to Rockall Sails Ltd. who have made me a plain red Terylene triangular spinnaker of Benbecula's period, designed by them and me from my postcard. I can't wait to try it out. If anyone else should want such a sail, do try Rockall.

Yes, I certainly am hoping to be able to make Benbecula go faster. I inherited the TCF and at present know nothing of the measurements which produced the figure. If I succeed in achieving extra speed, shall I get complaints, since clearly she goes well already? Yet I shall not have altered anything for the mainsail, topsail, headsails and spinnaker boom came with the boat. And, of course, with a shorter waterline, I might even get a better rating if she were re-measured.

#### OWNERSHIP OF BENBECULA OVER THE YEARS. (1897-1902 Not in Register).

|                                       |                                      |
|---------------------------------------|--------------------------------------|
| E.C. Bickersteth                      | 1903-1914 (dates in Lloyds Register) |
| W.R. Currie                           | 1915-1936                            |
| James MacDonald                       | 1937                                 |
| J. Kirke Craig                        | 1938-1951                            |
| J. Allison and A.T. Davis             | 1952                                 |
| A.T. Davis                            | 1953-1959                            |
|                                       | (1960-1966 not in Register)          |
| R. Woodward                           |                                      |
| Wilson                                | 1967                                 |
| R. Woodward                           |                                      |
| Wilson, J.F. Wilson and R.A. Woodward |                                      |
| Wilson                                | 1968-1974                            |
| J.E. Green and D.C. Burnett           | 1975-1976                            |

|                         |           |
|-------------------------|-----------|
| Mr. & Mrs. W.H.A. Cecil | 1978-1979 |
| David Carne             | 1980-1984 |
| R.M. Bewker             | 1985-     |

If any reader should know something of the yacht I would be most grateful if he would let me know.

R.M.B.

#### THOUGHTS

by Mike Burn.

They were sailing home from a successful race weekend, trophies in the locker, with a brisk following wind and not a care in the world when in the middle of the ocean - bonk - they were aground. There is always something more instantly frightening about "being ashore" at sea but this should not cloud the automatic reactions that must come into play in such circumstances. They were dead downwind with jib out one side and 'genoa' poled out the other and mizzen set, going a good six knots. It was the automatic work of a moment to set the main, lay the boat over under its power, and sail off across the wind till clear of the sand. There is far more power more correctly applied in a proper gaff main than there is in any engine. I have always thought that safety lies not in the terrified fear of accidents but in the confidence built up between man and boat that converts fear into action and a reliable feeling of harmony with one's boat in adversity. "Man is unnerved, not by events, but by his opinion of events" said Epictetus and complete harmony with the capabilities of one's boat, built up by consistent efforts to sail single or short-handed without an engine can bring a familiarity with those events, and a confidence in one's mutual capabilities, that, when the inevitable does happen, the reaction is sure in that knowledge and familiarity.

Let us all try to make the O.G.A. a byword for the preservation and practice of traditional standards of boathandling technique and seamanship as well as preserving the boats and rig themselves.

With 90 entrants, a third of them late entries, the admin machine is bound to hiccup occasionally - it always has, it always will!

On a nicer note, I would like to extend my personal thanks to Rob Williamson, our Vice president for standing in as OOD, so that I could have a sail, for the first time in four years.

Looking towards 1987, I think we could make a couple more improvements. With the marquee, band and everyone staying ashore longer, we must do better on the feeding side. There were problems with the contract caterers this year, despite Stone S.C.'s precise instructions on 200 proper meals. I will see what I can do.

On the Prizes side, we now have quite a good range of trophies, but there are eligibility problems, and a few gaps to fill.

There are the usual grumbles about the racing boats monopolizing the top of the

prize list, despite the TCF - the principle of our races is to embrace all gaff boats, and not to operate apartheid. Perhaps a special racers percentage age addition to the TCF?

'Save the Styx' - see previous Newsletter. I am pleased to report that Styx is saved. On the off chance, I sent a little poster to my old club Tranmere S.C. on Merseyside, as one or two of the old-timers might remember what a Rivers Class was. Alasdair Fairbairne, an owner two or three times removed saw the note, and Styx is now back in home territory, sand blasted and awaiting restoration. Hopefully, he will, after receiving a package of old surveys, Deva sail plans etc. fill in an OGA membership form!

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Could the person who in anonymity 'borrowed' our 1985 race video cassette, please return it to myself or Brenda Jago (in anonymity if he/she wishes!)

Peace with Lizzie Annie off Port Bow. 1986 E.C. Race.

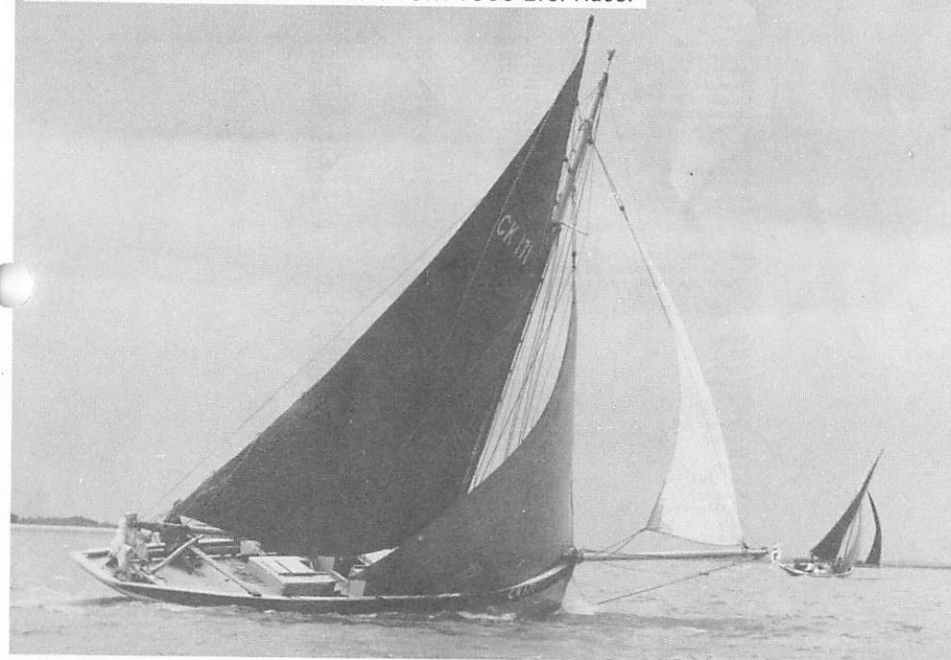


Photo: Basil Emmerson.

Head, although for Deva it was her best leg of the race, carrying full topsail and driving to windward ahead of sister Severn and many others.

However, the front runners' lead was considerable now as the great fleet of old-timers beat up the Blackwater. Many a bermudan boat had the indignity of being overtaken on a point of sailing by the ghost ships of yesteryear - they must be ghosts, for the experts say it's impossible for gaff to score over bermudan to windward.

The closing stages of the race still had their dramatic moments. Chittabob, having held off Asti all day had gear problems and saw the 6 metre slide through. Helen and Violet, having worked her way into a good position against the smacks to retain her title suffered the same fate to see Hyacinth and Peace beat her to the line. As the fleet came in it was interesting to see how the wide variety of yacht and workboat types compared. Strumpet, the intrepid traveller from Hull showed what good modern design in gaff rig can achieve with a 6th over the line, whilst the Lynn Shrimper Mermaid did well to be up with the top Essex smacks. The slippery Playmate equally was a credit to her owner and the one who converted her to a tough weatherly cruiser from a derelict shell. And talking of cruising, what about Iskra, that trans-Atlantic commuter turning in a very creditable 19th with a TV crew squeezed aboard?

With the fleet in, corrected times could be worked out. TCFs are always difficult to apply to boats never designed to rate. But this year the working boat types were well amongst the yachts in the order, and the placings were well spread in terms of size also.

There were four new prizes this year, for cruisers, racers, East Coast working boats and for Cornish Shrimpers. The prize list was as follows:-

East Coast Old Gaffers Trophy - Jade.  
(Rumours that Gayle Heard is now entitled to a commodore's pension are not confirmed).  
Purser's Rum Trophy - Sheena.  
Cruiser Trophy - Sheila.

Tom Bolton Memorial Trophy - Hyacinth.  
Davey Trophy - Mermaid.  
(First E.C. work boat on corr time).  
Cornish Shrimpers Trophy - Samphire.  
Stone Trophy - Strumpet.  
Sheave Trophy - Peace.  
Boat World Rose Bowl - Asti V.  
Titheridge Trophy - Tamarisk.  
(Husband and own wife trophy).  
Lifeboat Hire Co. Seamanship Cup -  
Prawner (awarded to crew only for retrieving skipper from drink?!)  
Old Harry Trophy - Caliph.  
Tarkas Pin - Botter MK 63.  
Austin Edge - Stonechat.  
Cup for trying - Alice & Floray.  
1st Class One - Bonita.  
2nd Class One - Elaine.  
2nd Class One - Gracie.  
1st Class Two - Chittabob IV.  
2nd Class Two - Golden Plover.  
3rd Class Two - Deva.  
Class Three  
Zetland Trophy - Native.  
Cockleshell Trophy - Pewit.  
Alpha Pitt - Thrift.  
1st Class 3 - Dorade.  
2nd Class 3 - Hush.  
3rd Class 3 - Winnie.

After the prize giving there was a band and marquee for entertainment of competitors, where a good time was had by all. I would like to thank all who helped make this one of our best races ever, especially the bridge team and Stone Sailing Club. And of course, our sponsor, who is one of our members, for enabling us to provide a reasonable service to our entrants.

Jon Wainwright, Secretary  
August 1986

#### Postscript.

Whilst the majority of entrants clearly enjoyed their weekend, there were a couple of complaints on positions, classes and handicaps. Unfortunately these did not reach me until after the prizegiving, when it was too late to do anything, and the record has to stand. On future occasions, could people who have queries on such matters please see me (or my successors) first, not the race officer (who can only go off the notes and documents I give him), not the Association secretary or anyone else.

#### SNIPPETS

A new magazine called CLASSIC BOAT, which must be of interest to all gaffer owners, is to be launched at the London Boat Show in January. It will be quarterly at first, and the dummy first issue has a fine picture of *Kirsty* (905) on the cover and inside there will be an article on Pilot Cutters by our President and many other good things.

Provident, the Brixham trawler run by the Island Cruising Club owned by the Maritime Trust and so familiar at Old Gaffers Races in the South, is in need of some major surgery. She has been out of action this year and an appeal has been launched to raise the money for the work.

There is going to be a major traditional sail meeting in Le Havre next year from 9th to 15th July. As you know these events are tremendous fun and all Association Members are invited. Le Havre is reasonably accessible to the majority so if you would like a leaflet let me know. Ed.



*Blue Hawk visiting Rye in July.  
(Rebuilt Mascotte behind).*

#### WELCOME TO THE FOLLOWING NEW MEMBERS

|                                                                                 |                   |
|---------------------------------------------------------------------------------|-------------------|
| R.T. Austen, High House Farm, Old Heath Road, Althorne, Essex.                  | ADELLE 789        |
| Harry N. Bird, 7 Abbey Gate Street, Colchester, Essex.                          |                   |
| P.B. Chapman, 34 Abbot Road, Bury St. Edmunds, Suffolk IP33 3UB.                |                   |
| Anthony A. Cole, Erwardon Hall, Shotley, Suffolk.                               | PHANTOM 275       |
| Alan Dennett, 455 Chanterlands Ave., Hull HU5 4AY.                              | SPINDRIFT         |
| Col. John Fitzjohn, Turleigh Mill, Turleigh, Bradford on Avon BA15 2HF.         | EMMA              |
| Frank Hobbs, 30 Victoria Street, Dovercourt, Harwich, Essex CO12 3AR.           | JAKE              |
| A.E. Judd, 5 Faircroft, Kenilworth, Warwick. CV8 1JT.                           | THE ANNA LOUISE   |
| Peter Keeling, Rooke Hill, Amble, Wadebridge, Cornwall PL27 6ES.                | BUTTERFLY         |
| Peter Lindley, Flat 3, 432 Anlaby Road, Hull.                                   | JADE              |
| A.F. McGavin, 36 Faversham Road, Whitstable, Kent.                              | SPINAWAY          |
| John & Val McMeekin, Old Barley, Finch Lane, Knotty Green, Beaconsfield, Bucks. | MARIE OF ITCHENOR |
| Stephen B. Mark, 227 Popes Lane, Ealing, London W.5.                            |                   |
| John O. Mavor, 14 Kirklee Circus, Glasgow G12 0TW.                              | ALCYONE           |
| J.L. Munro, 74 Rokeby Crescent, Strathaven, Lanarkshire.                        |                   |
| Henry Noel, Windward House, First Avenue, Frinton on Sea, Essex CO13 9ha.       |                   |
| Jeremy S. Ohlson, 27 Church Avenue, Sidcup, Kent DA14 6BU.                      | TAMARISK          |
| F.S. Oliver, Heather House, Quarry Batch, Street, Somerset.                     | ROMILDA 504       |
| David L. Pask, Gweek Quay Forge, Gweek, Helson, Cornwall TR12 6UF.              | CALINDA           |
| W.J. Rea, Bramley Cottage, Lower Layham, Ipswich, Suffolk IP7 5LZ.              | SCHEHERAZADE      |
| Edwin J. Sayers, "Foam", c/o Post Office, Sandwich, Kent CT13.                  | QUEST             |
| A.A. Sclare, "Cirmhor", Hill Road, Haslemere, Surrey GU27 2JP.                  | FOAM              |
| Tom. K. Sherwood, 11 Poplar Road, Cambridge, Mass. 02138, U.S.A.                | CURLEW 927        |
| J.A. Stevens, "Querle", Budock Vean Lane, Falmouth, Cornwall.                   | LUCY              |



Dr. N.O.T. Temple, 53 Woodlane, Highgate, London N6 5UD.

LITTLE WINDFLOWER 1246

Barry L. Weeden, 33 Preston Road, Westcliff-on-Sea, Essex.

Peter B. Wright, 5 Darney Terrace, Kinghorn, Fife.

ZULU

## AREA NEWS

### SOLENT (August 1986)

Sad tidings came in July with the death of founder member and Elder Gaffer Alec Rangabe. He was one of those who organised the first race for gaffers which led to the formation of the O.G.A. and was a regular competitor in "Collina". Of recent years he had become very frail but still took a very active interest in the Association's affairs and it was a great pleasure to have him and his wife Kate at the Celebration Rally in 1984.

Douarnenez 86 was a superb event by any standards. Over three hundred boats attended with about forty from the U.K. amongst which were the pilot cutters Baroque, Hirta, Jolie Brise and Madcap as well as the large Goede Wil and Peggy and the beautiful Essex Smack Sumbeam. At the other end of the scale were our own winkle brig Mary Agnes, a coble from Whitby (Gratitude), a fishing skiff from lake Geneva (Surcouf) and a mass of small French luggers and the like. In between were many boats from the Solent Area including Nerak, Olive Mary, Patsy, Skipjack, Tee Jay, Venture, and Verity and contingents from the East Coast and West Country. If anything it was too big, with just too much to see and do both afloat and ashore. The old harbour, packed with traditional craft, was floodlit at night giving a flavour of the last century. Perhaps the highlight was on the first evening when over 1500 people sat down to a four course meal in the gigantic fish sheds that had been cleared specially.

Little Windflower has been sold by John Richardson to Dr. N. Temple of Highgate and will continue to be based on the South coast. Also Rodney Cleasby has settled for married bliss and sold Windhover to Leigh Rihan who used to crew on Pameta.

OCTOBER RALLY: 11-12 October at Yarmouth I.O.W. An informal gathering is planned so just turn up and look for

Richard Coles in Venture.

BOATBUILDING COURSES. The courses run at West Dean College near Chichester last winter were so successful that there will be three more this winter on 5-10 October, 8-13 February, and 22-27 March (telephone 0243-63-301). In addition Bob Forsyth is offering some short weekend courses at Dyers Yard, Cobden Bridge, Southampton covering a specific topic including surveying, spar building, lofting etc. He is also offering a six week dinghy building course so if you have the time and need a clinker dinghy here is your chance. No telephone so write for details.

FOR YOUR FUTURE PLANNING. Dates for next year:-

Solent Area Annual General Meeting 21 February at R.A.F.Y.C.

Solent Race 5 September.

Ploumanach 87 - sail festival 24-27 July. Leaflets available.

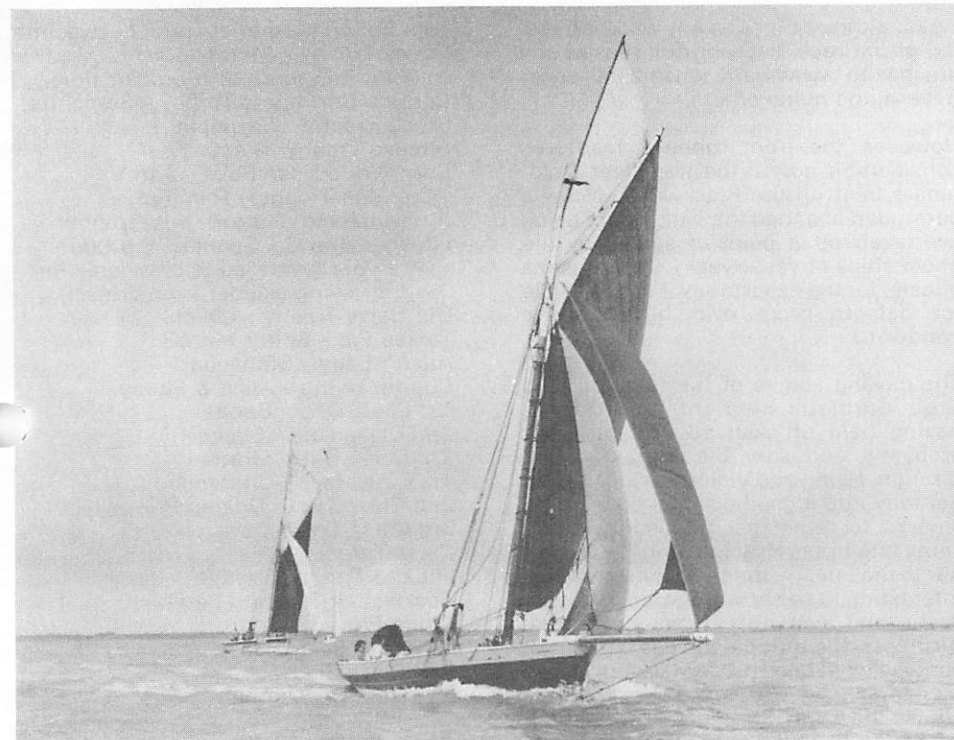
There are rumours of a big event in Le Havre in August, possibly in conjunction with the Tall Ships event in Honfleur.

### CINQUE PORTS

Very sadly the annual Race and Rally at Brighton Marina had to be cancelled at fairly short notice. This was due to the development work at the Marina. This is now well under way and next year should be as before.

As you will read elsewhere the **Styx** has gone home to the Mersey saved mainly by the efforts of Bob Holden of Ramsgate who raised her from the mud at Sandwich. Bob hopes to have **Emmanuel**, his own restoration project, finished next year.

In Oare creek at Faversham the other day I spotted a bevy of gaffers; smacks **Lilly May** and **Kate**, bawley rigged **Thistle of Rochester**, **Unity of Lynn** at present without rigging. Also **Skylark** an incredibly original looking gaff sloop



*Hyacinth with Charlotte Ellen astern, 1986 E.C. Race.*

*Photo: Basil Emmerson.*

first place to stablemate Native, and with Pewit it was Mersea 1.2.3. Dorade saved Tollesbury's reputation, but one speculates what might have happened in lighter airs if Taffy, a 1939 Thames Estuary OD from Heybridge setting a cloud of sail on a mere 18 ft. like a Sydney Harbour job, had had better conditions - as it was she was second across the line. Despite the wind there was only one retirement, Migrant, but there were some gear failures which tested the resourcefulness of some skippers.

Back on the run between Buxey and the Wallet Spitway tustles between pairs of boats were in evidence as skippers fought for position at the gybe mark and Cornish shrimpers Aussie II and Samphire, incredibly well up the field for their size, were fighting it out, while Skua unfortunately, hit the mark and was holed.

Positions for the beat back were being

established now, as the ECOD Chittabob IV had incredibly established an overlap over Spanish 6 metre Asti V and French 7.5 metre Sheena. But the Essex smacks Charlotte Ellen, Hyacinth, Gracie were up there too fighting champion Bawley Helen, with Maldon smack Lizzie Anne closing in for the kill. However, keeping clear of the big fellows was Commodore Heard in Medway OD Jade - he is the professional of them all, for when the wind is in your teeth at the end of a day's sail and lesser mortals start to lose their edge, Jade is there, looking for every lift from the wind and every gain from the current.

As the coming of Stormy Petrel had foretold, the wind came as the tide turned, causing many a topsail to be handed and sail to be reefed. Noorderzon found herself grounded on the shoals off Mersea Island and many of the little boats found the going difficult as they were blown into the dreadful slop off Bench



competing with skippers of local fishing boats and sailmakers. But very noticeable these days is the rise of the fair sex, who are showing the beard-and-smock brigade what's what when it comes to gaffers. Two young ladies caught my eye in particular, Louise Perrotta sailing the nobby Severn, and Clare Mackenzie the Walton and Frinton OD Bilanbil neither are easy boats to sail in a capfull of wind.

Although a force 4-6 Southwesterly was forecast, there was nothing like this when possibly England's largest traditional sail fleet started at 0730 hrs. on the line of Stone Sailing Club on the River Blackwater. Old reefs were shaken out, light weather spinnakers and topsails were set - the botter even set an 'aap' -, and 100000 square feet of canvas spread across the estuary to catch the early morning airs. Whilst racers Asti, Chittabob, Sheena and Jade quickly worked up a lead over the bulk of the fleet, the big smacks such as Charlotte Ellen and Hyacinth, and Bawley Helen and Violet put their massive sail-plans into top gear and moved through to the front of the fleet as well.

As the great fleet moved seawards, the wind started to increase, giving impetus to the craft at the rear of the fleet. The Colin Archer Skua setting an incredible 1000 sq. ft. of measured sail on a 33 ft. hull found her new lightweight topsail paying dividends, whilst Shiela felt she could improve on the genius of Albert Strange by setting a lofty jackyarder also. As the wind continued to pipe up, it was becoming clear that it was going to be a big boats' race where waterline length at maximum hull speed was the critical factor - just to prove this Elaine, a schooner of all length and pencil-slim beam came sweeping through with her erotic figurehead commanding a fine bow-wave.

Gaffers races often have their illusions and at one time the scene might have been Morecambe Bay as nobbies Severn, Janet, Bonita, Prawner and Deva grouped together for a while. Half a century ago Deva and Severn used to race each other in the Royal Mersey YC Rivers class - how incredible they should do battle again all those years on, in a very grey day on the North Sea many

miles from home waters.

As the bulk of the fleet moved towards the N.W. Knoll, many skippers started to show concern at the straining acreages of canvas aloft, but not so the converted tripper boat Madeleine, who set a 500 sq. ft. balloon jib ahead of her reefed main and tore through the fleet, with sturdy little Scot Tarka and new bawley Anna Crane chasing her wake.

The fleet rounded the NW Knoll and came on the wind for the first time, and realized the wind now had plenty of weight and tactics became the order of the day. Stormy Petrel, that big Whitstable smar appeared to have made the right decision as she swept round the Buxey buoy ahead of Deva, but Stormy to the East Coast is like the Flying Dutchman is to Cape Horn, and the experienced knew that there was trouble and strong winds in store for the remainder of the race.

Meanwhile, back at Stone the class 3 winkle brig race had started with a record number of 24 at the line. Whilst there were many foreign entrants, the class 3 race is reckoned to be something of a needle match between the local communities of Tollesbury and Mersea Island. The Tollesburyites tend to have heavily canvassed boats and do well in a light air, but Mersea folk come through in a blow.

Although the wind was piping up, these open boats opted for the seaward course, which can be very nasty for an open boat in the wind over tide slop. Whilst loosely described as winkle brigs, there is in fact a wide range of traditional and model types in the class. There was Miss Anything, a Trinity House Pilot gig, Anna Louise, an ex Mersey Ferry lifeboat, Scaffies Moonstone, Pepper and March Hare, Drascombes and a Mirror from the present day, all superb little sea-boats showing what dinghy sailing should be about, but modern fashion has dictated otherwise.

As expected, the smart Mersea brigs found conditions to their liking, and the high powered Thrift, having found a lee in St. Lawrence Bay, stormed in front of the melee to take the gun. But handicaps being what they are, she had to concede

rigged sailing tripper boat. Not in that day but Romilda now resides there (see new members). This will bring back happy memories to Solent members where she was known affectionately as the "black pig" when owned by the late Fred Hillier.

In Rye we had two welcome visitors from the East Coast, Simon Brown in **Blue Hawk** (197) and Andy Harman in the smack **A.D.C.** both on passage home.

In Brighton it was good to see **Nell** (188) built 1887 that most interesting Watson designed ketch now kept there by David Stabb.

## CLYDE

The 1986 Clyde Area race took place on June 21st. A new course was sailed this year as some members had requested a change. Ironically the competitor keenest to avoid the annual slog to windward up the Kyles of Bute had another commitment and was unable to race this year as it seems were many others as only Veryan, Hildasay, Alcyone, Ferryman and late starter Beroe crossed the start line.

For a change both wind and tide were favourable on the down river part of the course and Ferryman first across the line (a little early?) was soon passed by Veryan and Hildasay. These two leapfrogged all the way from Inverkip to Cumbrae the duel being made more interesting by numerous "holes" in the dying wind. The Cornish Crabber Alcyone pursued the leaders at a respectful distance while the Vhen Ferry Ferryman not giving her best till further and further behind and then the graceful shape of Beroe our oldest boat at 99 years appeared from behind having started over half an hour late.

Round the bottom end of great Cumbrae the wind was funnelled by the hills gaining some strength thereby and causing problems for Ferryman who broke her gaff in a sudden gybe and had to retire.

The remaining four spread themselves right across the firth in search of slacker tide and favouring wind. Veryan and Hildasay were becalmed for a while but Beroe and Alcyone crept up the Cumbrae

shore very close in and were able to keep going. At this point it was anybody's race but suddenly the wind returned at first Veryan and then Hildasay put their lee rails under and went haring off up river striking canvas as they went. Hildasay then developed a leak from the sudden stress so sail had to be reduced quickly but as is so often the case at such times what would normally be easy became a really hairy experience and something jammed the jib furling gear causing Skipper Duggan to go out to the end of his sprit. With the boat going full and bye like a train poor Tom was being 'dunked' under every wave.

At the finish Veryan crossed first to take line honours followed by Beroe, the greyhound of the fleet, which in turn was followed by the now very wet Hildasay and some way behind came Alcyone. On corrected time Veryan took first place by two minutes from Hildasay, ten minutes behind her was Alcyone with Beroe fourth.

Everyone enjoyed the race but we remain puzzled at the low entry. What do you want lads? Starting money?

Other news from the area is that Camilla has been sold to a probable new member Bill Inglis and his family. We welcome John Mavor and his family in their smart new Cornish Crabber Alcyone and we revel in the sight of the Colin Archer (a genuine example of the breed) Christian Bugge as she plys our waters with the YTS trainees sampling traditional sailing. Yours truly is busy making Bunty, the first Falmouth Quay punt built as a yacht, as seaworthy as possible to enjoy the remainder of the season prior to full restoration next winter.

## EAST COAST

### 1986 Crouch Rally

East coast traditionalists, whilst they hold sway on the Blackwater and Colne, have had to take very much a back seat on the Crouch for the last 50 years. Until the Crouch Rally that is, for this second OGA event on the most bermudan of rivers proved so successful that it should be around for many years to come.



Despite the awkward tides and the monotonous South Westerly, we had 17 gaff rigged boats in attendance. Attending a gaffers rally is half the challenge for many boats. From the North we had the beautifully restored smack Phantom, the singlehanded Crabber Kitty, the intrepid Shiela and the midnight rider Madeleine. From the South we had barge yacht Tiny Mite, whilst from the Blackwater we received ECOD Chittabob IV, the sturdy My Quest, the little Tarka and a brace of Ferro Archers, Skua and Stonechat. Local boats included the mighty Noorderzon, Shrimper Aussie II, cockler Alice and Floray, Essex smack Fashion, the slippery Playmate and lovable Franchesca. A pretty impossible mixture to handicap even for the secretary's patent joy-spreading system.

The fleet moored off Cliff Reach, where we enjoyed a barbecue off the Wilkins' machine and drunk Ind Coope's health, then we retired to our boats after a jolly good evening.

As the wind was forecast SW 5-7, the Course 'A' (North Wind) was chosen. Too bad, because of the very low water springs, that Brenda's proposed leg up the Roach had to be cut out.

Galway Princess, the committee boat, was on station off Cliff Reach Buoy, it was 0800, and group one was off! Fashion made a perfect start, a start which was to stand her in great stead for the rest of the day.

Group by group the gaffers started, until by 0910, there was just Chittabob straining at the leash, cursing the E.C. Secretary's handicap system. The Secretary, meanwhile, had pigged the helm on Madeleine, thinking it would be the best place to be for the beat back up to Fambridge.

I very nearly disgraced myself clipping the first bend off Wallasey, but thanks to Madeleine's shoal draft, we skidded back into shoal water. Not so lucky was Skua, the Colin Archer, who ground up something horrible on the same patch.

Although still in the relative shelter of the Crouch, it was quite hairy powering through the Burnham moorings at the



*My Quest in Crouch Rally.  
Photo Jan Wise.*

best part of 8 knots. But despite being over canvassed - we had not had time to set up the third reef on Madeleine's maiden passage - the old girl held steady on her course, chasing after the smartly sailed Phantom and the sturdy Stonechat. As we neared the Outer Crouch, the boiling seas of the Crouch estuary were making us surf. As the waves slowly caught her helm would go slack, her bow would rise, and my goodness she flew.

Even the heaviest weather boats had to reef, and some of the boats were having difficulty in going about. Tiny Mite and Noorderzon grounded on the Foulness shore, whilst Tarka was wearing ship in stead of tacking. On Madeleine we were regretting not being able to reef, and wishing we could trade in the new light-weight Lawrence beater for a small headsail. But somehow she kept going on her ear, with feathered main and big staysail.

By the time we passed Burnham, we were back in the twentieth century again, as the Corinthian and the Royal Burnham emptied their bermudans on to the river. Indeed the upper reaches were quite hazardous with numerous capsized dinghies to avoid.

After so much short tacking, many of us must have been glad to see North

Fambridge hove into sight. Brenda had kindly stationed the committee boat just down stream of the moorings. The finish, as is often the case with staggered starts, most interesting.

Fashion had done incredibly well for a heavy smack under shortened canvas to beat up the length of the Crouch, holding off some pretty useful boats to take the Ind Coope and Allsop Old Gaffers trophy. Second in was Francesca followed by Noorderzon.

Fourth place was very close indeed, the smack Phantom, the ferro Archer Stonechat and the cutter Playmate coming in together. My Quest came in shortly afterwards, proving herself worthy of her wicked handicap, beating Blackwater sloop Adelle and Shrimper Aussie II (I've worked out who Aussie I is, Denise), whilst Chittabob zoomed in, still within 20 minutes of the winner. The constant tacking in restricted waters was clearly tiring the crews of the last four boats, Crabber Kitty (sailed single-handed), bowspritless Alice, little Tarka and smack-yacht Madeleine, but the whole fleet was in within an hour after 5 hours tricky sailing.

We had three retirements. The small spritty Tiny Mite had gear failure off the Outer Crouch, Shiela's new high performance shrouds forced her to lower main and sail 'jib and jigger' only. Skua, gunwhales overflowing with association presidents, local pilots etc. preferred to carry out a detail survey of the shoaler parts of the Crouch to this silly racing business. However, all came ashore at North Fambridge for the social at the Ferry Boat Inn. Norris Silk of Ind Coope presented the prizes, the Brewery trophy going to Fashion, the Teal to Noorderzon and the Skua trophy to Franchesca.

Some of us had to catch a tide at 0400 hrs. next day, but it was a lovely run back up the coast and so ended the second Crouch Rally. The organizers would like to thank all those who helped make the event such a great success, particularly Mic and Brenda for their ideas and enthusiasm, Dave Woodford for providing Galloway Princess as committee boat, Dick Norris for playing Mother Duck in Irene, Ind Coope, the

Ferry Boat Inn and staff, Don, George and Derrick, and the North Fambridge Yacht Station. As you can see, it was some act to put together.

1987? Crouch Rally same time next year, put it in your mental diaries, it's worth fitting out for!

Jon Wainwright (with Brenda's help).

## CROUCH RALLY May 25

### Results

1. Fashion: P. Blower. Ind Coope and Allsop Old Gaffers Trophy
2. Franchesca: N. Bishop. Skua Trophy.
3. Noorderzon: R. & J. Walker. Teal Trophy.
4. Phantom: A. Cole.
5. Stonechat: M. Lewis.
6. Playmate: J. Essam.
7. My Quest: R. Gavin.
8. Adelle: R. Austin.
9. Aussie II: T. Rawlinson.
10. Chittabob IV: A. Keeble.
11. Kitty: W. Coleman.
12. Alice & Floray: D. Garman.
13. Tarka: A. Bailey.
14. Madeleine: J. Hugget.

### Retired:

Skua: M. Wilkins.  
Shiela: M. Burn.  
Tiny Mite: F. Cozennes.

EAST COAST RALLY 26 July 1986.  
(sponsored by Atlanta Unit Trust Managers Ltd.)

After last year's poor entry caused by strong winds, 1986 saw entries back in the 90s, even though the Sou'wester was still very much in evidence for those who had to plug their way down the Wallt. Every year sees different boats competing with the regulars, some sailing considerable distances. We had two boats from Hull, Strumpet and Jade, and a real Botter, MK 63, fresh from the Isle of Marken. More locally we had the magnificently restored smack Phantom back in commission, and a very unusual boat in class 3, the Anna Louise, sporting a two masted lugsail rig with a mizzen topsail like a Cornish mackerel driver.

The skippers are almost as interesting as the boats, with captains of industry