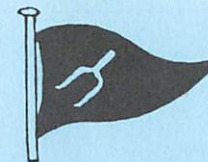




*Oliver Mary - sister to Wendy May.
Built 1931 by H. King at Pin Mill.*

Photo J. Denna



Old Gaffers Association



Wendy May designed Maurice Griffiths built 1936.

OLD GAFFERS ASSOCIATION

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

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

Hon. Treasurer and Membership Sec.: BILL BROWN,
Wheal Cock, Porkellis, Helston, Cornwall TR13 OJS (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

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. Lucas, Bay Tree House, Church Hill, Kingswear, S. Devon TQ6 0BX. 080425 457

Cornwall:
W. Stevenson, Moor View, Pink Moors, St. Day, Redruth, Cornwall. 0209 820620

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:
I.S. Nicholls, 12/1 Dumbain Road, Haldane, Balloch, Dumbartonshire.

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

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.

OLD GAFFERS CALENDAR FOR 1987

Organising areas in brackets. See Area Notes for details.

MAY
9th-10th SOLENT RALLY at Royal Victoria Y.C., Wooton Creek, I.O.W. (S).
13th First Fleet Re-enactment - Mother Bank in the Solent.
23rd-25th CROUCH RALLY (E.C.)
24th Match race with R.C.Y.C. in E.C.O.D. (Part of above Rally).
28th-31st Les Journees Nautique de Dunkerque. Rally of traditional sail at Dunkerque.

JUNE
4th-7th Wooden Boat Show at National Maritime Museum, Greenwich.
19th-21st FESTIVAL OF TRADITIONAL SAIL - Ipswich Wet Dock (E.C.)
20th PASSAGE RACE from your home port to Ipswich (E.C.)
20th Round the Island Race. [Gaff Class]
21st-24th Yachting Monthly Classic Yacht Rally, Yarmouth, I.O.W.
Friday evening races at Mylor Y.C. - CORNWALL AREA.

JULY
4th-5th Hamble Regatta [Gaff Class]
5th (Sunday) CORNWALL AREA OLD GAFFERS RACE. (C)
9th-15th "Euroceane" Festival of Traditional Sail at Le Havre.
11th-12th R. Solent Y.C. Regatta, Yarmouth, I.O.W. [Gaff Class]
18th IND COOPE EAST COAST AREA OLD GAFFERS RACE (E.C.)
18th SOUTH WEST AREA OLD GAFFERS RACE, Dartmouth. (S.W.)
18th-19th R. Southern Y.C., Hamble, 150th Anniversary Regatta. [Gaff Class].
24th-27th French Old Gaffers Rally at Plowmanach.
25th Wicormarine 21st Anniversary Rally, Portchester (S).
Friday evening races at Mylor Y.C. - CORNWALL AREA.

AUGUST
15th Swale Smack and Barge Race.
22nd Island Double, Cowes [Gaff Class].
29th TENDRING COAST PASSAGE RACE (E.C.).
30th-31st STOUR RALLY (E.C.).
30th DARTMOUTH ROYAL REGATTA (S.W.).

SEPTEMBER
5th SOLENT AREA OLD GAFFERS RACE (S).
12th Bursledon Regatta [Gaff Class].
12th Colne Smack and Barge Rally.
25th-27th O.G.A. ANNIVERSARY RALLY at Maldon (E.C.).

Dates still to be announced - Clyde Race and North East event.

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
Ties (Multi-motif)		£3.00	£3.25
Brooches (pin type)		£1.50	£1.65
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 OJS.
Orders will not be despatched until payment has been received.

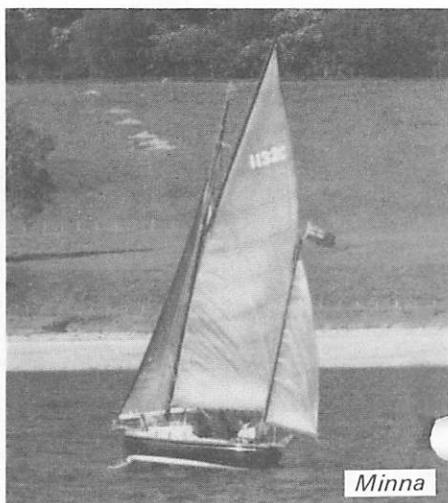
MINNA (32) Gaff yawl built 1934 25 x 7.7 x 2.5 feet with centreboard. Red pine on oak frames, hull sheathed, canoe stern, bowsprit and bumkin. 5 tons Thames measurement. 2 cum 4 berths, toilet, cooker and Vire 12 engine. Sails well and original plans are available. Lying Glasgow, price £1,800 or reasonable offer to good home. N.J. Crawford, telephone 041 942 2926.

GAFF KETCH, 35 x 8 x 4 ft. horizontal diagonal planked, teak throughout. 4 berths. Ex Admiralty, good hull but needs painting. BMC 1.5 diesel (no gearbox). 3 sails all red ochred, main mizzen and foresail. W.C., cooker and much gear all of which can be seen at 44 Watson Avenue, East Ham, London E.6. The boat is ashore at the Dauntless yard Canvey Island with a berth paid for to end of June. Cheap to someone who will care for her. Open to offers. John Williamson, telephone 01 470 5891.

MAUD (890) gaff sloop 22 ft. x 6 ft. x 3 ft. 6 ins. 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. or part exchange for larger boat. David Parr, 50 Albert Street, Cowes, I.O.W.

SARABANDE, Falmouth Quay Punt. Built R.S. Burt 1925. Registered. 25 ft. 6 ins. (+ 8 ft. bowsprit) x 8 ft. 6 ins. x 5 ft. 7 ins. 6.3 tons T.M. Very sound condition, new keel bolts, Yanmar diesel engine, Taylor cooker, marine loo, usual seagoing inventory, dinghy. Presently rigged as bermudian cutter with good sails and spars. Allocated OGA number 1647 but waiting to be re-rigged. Offers around £7,000. Telephone M. Sherwen, Woodbridge 4067.

BLUE GANSEY. 23 ft. x 8 ft. x 3 ft. gaff cutter built 1965 by A.F. Platt of Essex to John Leather design of mahogany on elm. 2 ft. bowsprit, centreplate, four berths, cooker, Seafarer Mk.5 echosounder, Seafix RDF, very reliable 7½hp diesel, 8 ft. Tabur Yak dinghy included. Family cruiser in good condition, has been much admired. £5,000 offers welcomed. Michael Ellis, Southampton (048 92) 5588.



IRIS Built circa 1900 is about 33 x 7 x 5 ft. She was a fast traditional gaff cutter with long lead keel, raked stem and counter stern, tumblehome amidships and very nice sheerline. The hull is basically sound of pitch pine on oak with many newly laminated ribs and new stringers. Planking is good and refastened throughout. All fastenings are non ferrous. The hull is partly caulked. A good home is sought for her continued restoration. £1,500. Contact W.A. Garrett, 15 Colley Road, Great Baddow, Essex CM2 7JH. Tel: 0245 76805.

BOATS FOR CHARTER

BRITANNIA. A chance to sail a beautiful 74 year old 60 ft. gaff cutter among the seas and lochs of Western Scotland. We shall be cruising from May to September. Come with us! Britannia sleeps six plus the skipper. 6/13 day cruises available. For brochure contact Skyes'I Charters, Dunsgaith, 1 Quay Street, Portree, Isle of Skyes IV 519DE or telephone 0478 2851 (OGA members).

GEAR FOR SALE

Vernier Sextant. Hughes 1921, good condition £80.
Recording Barograph, clockwork type full size £120.
Sam Bayliss, 135 Peperharow Road, Godalming. 04868 28652.



To complete the portraits of the three founder boats here is John Clarke's MARESCA in the 1962 Solent Race.

EDITORIAL COMMENT

You will be wanting to know the result of the ballot on the name of our Association. The result was very clearly in favour of keeping the **Old Gaffers Association**. 253 votes were registered with 205 in favour of the present name and 48 in favour of the alternative. The Committee wish to thank all of you who returned the slips to give a return of 36.7% of the membership as it stood at the time. This is very good, better than national averages for this type of ballot, and confirms that our Association is in a healthy and active state.

What is now behind us and with fitting out in progress everywhere (in the Northern Hemisphere!) may we have fair winds and sunny skies this season. There is a programme of Old Gaffers events which will call for stamina from the most enthusiastic while for those who prefer less hectic sailing Gaffers everywhere will be pleased to see you.

For myself, **Storm** is at last ready for the water again after the Cowes storm of 1975 and hopefully now fit for a further 77 years or so. Good sailing for 1987.

Next newsletter to be published in June, closing date for copy end of May.

WELCOME TO THE FOLLOWING NEW MEMBERS

K.W. Aldis, 18 Willowbed Drive, Chichester, West Sussex PO19 2JB.
 ANDROMEDA OF WIGHT 156
 G.P. Allington, Newton Cottages, Metherell, Callington, Cornwall PL17 8DQ.
 CRYSTAL STREAM
 Major P.E. Broad, REME, Aldershot Garrison Officers' Mess, Hospital Road, Aldershot,
 Hants. GU11 2BW.
 FOAM
 A.W. Cozens, Flat 2, Stephen McCadden House, Southend on Sea. BEAGLE 995
 Tony Dale, Waverley Cottage, Relubbus Lane, St. Hilary, Penzance, Cornwall TR20 9EF.
 CRAB APPLE
 B.C. Deacon, c/o Post Office, Tollesbury, Essex. DOROTHY ANN
 A.J. De La Mare, Crosspost, Stithians, Truro, Cornwall TR3 7DW. LUFRA 697
 David W.G. Earle, 4 Sunnyhill, Waldringfield, Woodbridge, Suffolk IP12 4QS.
 LITTLE MINT 626
 Mary Finney, c/o St. Maarten Vocational Training School, South Reward, Sint Maarten,
 Netherlands Antilles.
 Ian Fraser, 2 Frogston Grove, Edinburgh. CALLOO OF APPI
 Harvey Fudge, Pitt Farmhouse, Chevithorne, Tiverton, Devon EX16 7PU. EL
 M.B. Garnham, 2 Hexham Close, Ipswich, Suffolk IP1 9BE. ROBINETTA 315
 David Gurdon, Swan Cottage, 17 Warwick Road, Tunbridge Wells, Kent TN1 1YL.
 TRINITY
 Henry Hock, 378 Beverly Road, Douglaston, 11363, New York, U.S.A. HERANDIS
 Frank Huggins, Salterns Boatyard, Old Bursledon, Southampton, Hants. MAHLER
 P.E. Keen, Schooner 'Helga', Ocean Village Marina, Southampton, SO1 1JJ. HELGA
 Brian R. Lea, April Cottage, Crampshaw Lane, Ashted, Surrey, KT21 2UD. JANNA
 Robt. K. Long, 6 Kirkwood Crescent, Cookridge, Leeds, LS16 7EA. GIGHA 90
 R. Morris, Half Tide, Main Road, Bicknacre, Chelmsford, Essex, CM3 4HD. IRENE
 Bruce A. Moss, 18 Pond Lane, Baldock, Herts. SG7 5AS. RAFFLES
 Derek R.H. Phillips, 24 High Street, Bovington, Herts. HP3 0HH. MIDLEY BELLE
 Haydn & Vicki Samuels, Dunsgiath, 1 Quay Street, Portreath, Isle of Skye. BRITANNIA
 D.E. Smith, Tabitha's Cottage, Curbridge, Botley, Southampton, SO3 2HB.
 ALARGH DU
 Dr. A.J.H. Stephens, Howrigg Lane Cottage, Howrigg, Nr. Wigton, Cumbria, CA7 8BL.
 MARCH HARE
 A.G. Stuart, c/o Priscilla, Medina Yacht Harbour, Binfield, Newport, I.o.W.
 PRISCILLA 876
 Bruce Thorogood, 6 School Steps, Dartmouth, Devon, TQ6 9RF. NUTKIN
 Victor A. Wardale, 16 Fairfield, Farnham, Suth, GU9 8AJ.
 D.R. West, 6 Goings Lane, West Mersea, Colchester, Essex, CO5 8AL. IBIS

MESSAGE FROM THE MEMBERSHIP SECRETARY

One day they may get it right but a number of members' Banks are still not paying the correct subscription of £6.50 to Barclay's Bank, Helston. Will all members please check that they have paid the right amount. If not, please send me a cheque or ask your Bank to make payment. If you find you are entitled to a refund, please let me know.

Members outside the United Kingdom who cannot pay in Sterling should ask their local Bank to give them a Sterling cheque drawn on a London Bank. Please note that it costs the Association 75p. - £1.00 to negotiate payment of a non-Sterling cheque.

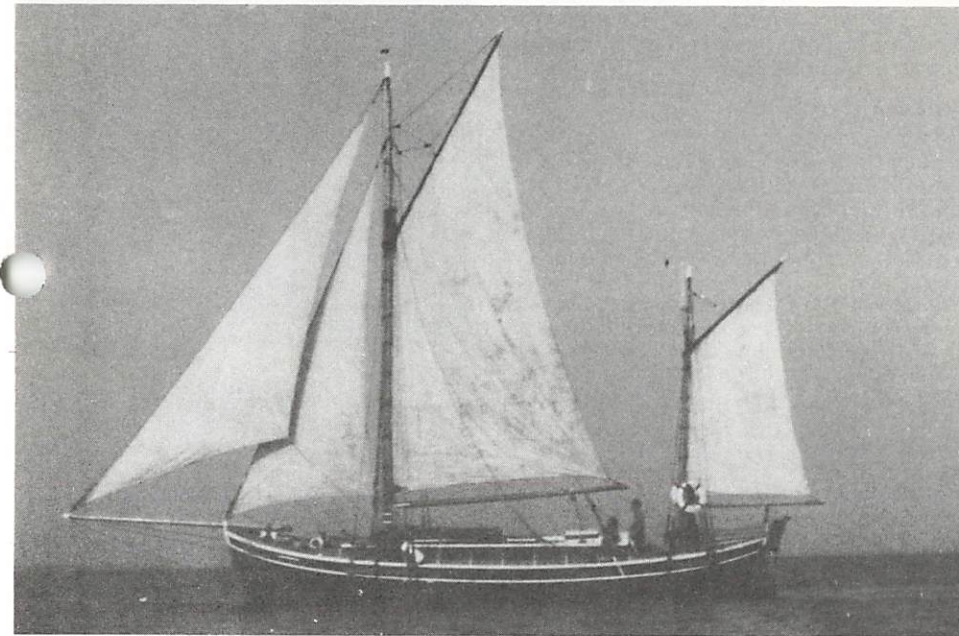
There still appears to be some confusion regarding the numbering systems operated by the O.G.A.

a) Membership Number: This number is allocated to the member upon joining. It should be quoted when paying subscriptions to Barclays Bank, Helston.

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



ELEONOR - Stockholm, under Swedish flag.
 Centreboard Gaff Ketch. Length (Deck) 13m, Beam 4m.
 Draught 1.2m (board up). Displacement 14 tons.
 Built as a lifeboat for service in the Northern Baltic by Oscar Schellin at Kunssör, Sweden in 1947.

Construction. Double horizontal Honduras mahogany, copper fastened to laminated ash frames with twin oak keels, all fittings are bronze.
 Converted to a yacht in 1977 when underwater planking was renewed. Teak deck. Copper sheathed with 2mm at waterline (for ice protection) and remainder 0.5mm (worm protection).
 Masts - Scandinavian Pine with galvanised standing rigging to deadeyes. Tiller and wheel steering.
 Sails - Note: picture shows cotton sails, now replaced with Dacron new in 1984.
 Engine - 80hp Ford 4 cyl. diesel 1975, 3:1 reduction velvet drive to propeller in tunnel. Stainless steel propeller shaft new 1984.
 Accommodation for 6 adults and 2 children with wood burning stove in saloon. All necessary equipment for living aboard. Has cruised Baltic and Mediterranean.
 Survey 1984 by David Morgan, hull in very good condition and sound, engine in good condition and well cared for. Sails serviceable but could do with new topsail and bigger jib.

At present winter laid up in Holland. Price £30,000.
 Dierk Kühn, Drottningg-4, 07900 Lovisa, Finland. Tel: 915-535051. (After May 1st 915-532572).

SNIPPETS

The Styx story has been an interesting affair particularly as the details of remaining boats have emerged. Jack Miller phoned at the end of last year to say that in February 1986 he bought the "Dart" another of the Rivers Class previously mentioned. She was built by Crossfields for Lord Derby in 1913 and apparently has had only three owners since.

The Cinque Ports Area Brighton Marina Rally has not died, merely in suspended animation while the extensive development of the Marina is completed. Hopefully next year will see the resumption of this event probably in association with the following.

On the matter of Rallies, next year is the Association's 25th anniversary and it is intended that the East Coast, Solent and Cinque Ports will combine their events to produce a bumper rally and race at Ramsgate or possibly Chatham to which we hope to entice a multitude of friends from across the Channel. More details in due course.

S.O.S. are a project based in Brighton involved in the rehabilitation of young ex Drug Misusers. They intend to do this by finding an old yacht in need of renovation which would employ up to 30 of these young people for up to a year or more. The type of vessel for the project needs to be no less than 50ft. and a good sail training vessel. "Unfortunately we do not have sufficient funds to purchase a vessel outright for the scheme but we are willing to come to the right agreement if a vessel of the kind we are seeking is on offer anywhere." Can you help? S.O.S. are at 20 Langley Crescent, Woodingdean, Brighton, Sussex. 0273 35409.

St. Mawes Sailing Club have written and given all members an invitation to their clubhouse if you are in the Falmouth Area. Open every day except Mondays, some visitors moorings are also available.

We hear Peter Stisted is doing a very extensive restoration job on his British Channel Pilot Cutter Marianne. She is at Bristol and was formerly named Colanba,

OGA No.1197.

Mike Phillips writes to ask if members know the whereabouts of any "Hot Bulb" semi diesel engines or any catalogues or instruction books as he is making a study of them. All correspondence will be answered and material returned if loaned. Please contact him at Orchard Meads, Hangersley, Ringwood, Hants. 0425 479525. He has also just built a "Nutshell" lug rigged clinker dinghy from a kit which he recommends.

GALVANISING.

The Solent Old Gaffer needing new fittings galvanised or old ones redone had, until recently, only to take them over to Blakes at Gosport. I believe Vospers in Southampton offered a similar service. I understand both these companies no longer undertake galvanising.

I have had some fittings treated by the London Galvanising Co. and have heard rumours of facilities in Reading and Polbathic outside Plymouth. But do any members know if any firm around the Solent will still undertake Galvanising to yacht quality?

(The above was sent to me by F.M. Miller - I can suggest from experience that metal frame window manufacturers are a good source. Most send weekly to Reading and are prepared to take other items - charged by weight. Ed.)



Elver in an E.C. event.

b) Boat Number: Allocated to a boat when its existence is first known. This number should be advised to a new owner and used when entering any Area race. Please do not use this number when paying subscriptions or contacting the Membership Secretary.

Finally, may I remind you that membership records are now stored on computer disc. Any change of address should be advised immediately to the Membership Secretary otherwise there may be delay in receiving copies of the Newsletter.

WENDY MAY

(see cover picture)

LOA 25'9" Beam 8'3" Draft 4'3"

Displacement 5.82 tons

Thames tonnage 7 tons

Built at Deganwy in 1936 by Williams & Parkinson

Designed by Maurice Griffiths

When we first saw Wendy May lying in her mudberth off the Hamble in 1973 we knew that she was the boat we had been looking for. She has a solid, fishing boat appearance and her construction is entirely in character with this although she was built and maintained purely as a yacht. That first summer we had to sail her to her new home on the Walton Backwaters through a succession of gales, calms and engine failures (in the end we could only motor in reverse!) Had we known then what a tough boat she is we could have sailed the distance in a fraction of the time as she is well able to stand up to a blow - her heavy displacement and full sections give her the power to drive on without heeling or soaking the crew.

The next year we entered the famous Heineken rally and, after suitable refreshment reached all parts, we crossed to Amsterdam in 30 hours with a hole six on the quarter, spurred on by the thought of further refreshment awaiting us on arrival. All who attended the rally will remember that refreshment for many more years to come - it was free and never ending!!

We sailed back via the canals to Flushing, pausing only for further engine failures at Veere and finally gave up the engine when a jet of water shot out of each cylinder head! After that it was out on the towpath with a rope until a passing motor boat took pity on us and towed us to Flushing. For the rest of the season we sailed without auxiliary power and she



Wendy May on washing day!

proved very easy to handle in restricted waters.

In 1975 Wendy May was present at the PLA clipper regatta in the Pool of London which must have been the most impressive sight on the river for many years, only to suffer an overheated and siezed stern gland due to the wrong bearing being used when the new engine was installed. However the air in London was so dirty we were glad to leave the river under sail and oar. Since then Wendy May has raced in several of the East Coast OGA races with results that although not spectacular pleased the crew, who were mainly out for a pleasant day's sail in company rather than serious racing. (Rumour has it that she won several cups racing on the South Coast with her previous owner).

In 1979 a move of house meant that she had to change her sailing grounds and we sailed her to Scotland, breaking the

journey only at Whitby whilst a gale blew out and at Blyth while the following calm lasted. The rest of the trip was covered at an average of 4 knots and with reefs needed on only two occasions. We finally put into Buckie after three and a half days when canned food became too monotonous and the beer ran out. During the last day we had a wonderful sail in a 5-6 and covered 14 miles in two hours - not bad for a 23' waterline.

After two years at Findhorn on the East Coast she is now based at Ardfarn, near Crinan, on the West Coast and cruises from there up to Skye and beyond in what must be the best sailing area in the country. She is well suited to the long seas of the West Coast and is remembered wherever she goes, unfortunately old gaffers are few and far between. We have had some wonderful sailing weather and passages averaging 5 knots are frequent. Whilst moving her back to the East Coast this Autumn she sailed the length of Loch Ness (24 miles) in 4 hours and made the passage through the canal without power (she doesn't like engines).

We have tried to discover her origins and have found that although she was built in Wales she is a sister ship to 'Olive Mary' and 'Singapore' which were built side by side at Harry King's yard at Pin Mill. Both boats are still sailing on the South and East Coast respectively. We have also found a photo of 'Silver Fox' which may be another sister ship but we can find no more about her, if anyone has heard of her I should be interested to know.

I have made very little mention of repairs or renovation simply because none have been necessary apart from routine maintenance, after 50 years she is still sound and in good condition thanks to good luck with a series of caring owners.

The following is an extract from an article which appeared in Yachting Monthly in about 1930:

"Olive Mary has been designed by Maurice Griffiths to the special requirements of Mr. Tom C. Riggs of Aldeburgh. Her plans, when completed were adopted also by Mr. E.E. Rope of Ipswich as wholly suitable for his own requirements, and

two sister ships are therefore now under construction at the Pin Mill yard of Harry King and Son.

Mr. Rigg's requirements, briefly, were: 'a stiff healthy cruiser somewhat on the lines of my present boat, Lady Frances; dry and well able to heave-to; not over 25 ft. over-all, but with 2 cots in the foc's'le, galley abreast mast, coal stove in cabin, ample hanging space, sitting headroom under wide side-decks; auxiliary engine out of sight; hatch to slide over cockpit and bulwarks 9 in. high. In short, a hard-weather packet.'

These essentials necessitated a comparatively "full" midships section which, while giving the cabin reasonable floor space and 24 in. wide berths with full sitting headroom over, ensures the yacht ample stability to carry her canvas in a hard blow. So many small yachts, whose lines look pleasing on paper, actually have far too much deadrise and too little bilge, and in consequence lack power to claw to windward in a strong wind, but sail usually "on their ear."

There is 5 ft. 4 in. headroom under the narrow cabin top, whose coamings, which follow the sheer of the hull, are 7 in. deep, while 5 ft. 9 in. is obtained under the skylight. The main hatch, of teak running on brass slides, pulls over the well, which can be self draining if desired. A 4-5 h.p. single cylinder Amanco will be installed under the cockpit floor. The cabin contains clothes hanging locker, sideboard, 6 ft. 6 in. berths and coal stove; a fold up seat is fixed to the bulkhead against the galley for cooking, with chain box and cloth drying shelves close to the net-protect stove pipe. The two cots on the foc's'le, where there is 5 ft. headroom under the hatch, are 6 ft. 3 in. by 2 ft.

The construction throughout is very strong, the 2 3/4 in. by 2 1/2 in. sawn oak frames being at 24 in. centres with two steamed frames between; the oak keel is 14 in. wide amidships and the 8 in. teak rail, with teak capping on top, is fastened to the heads of the sawn frames.

The sail area was restricted by the request to keep the boom end almost plumb with the transom and the mast as

OLD GAFFERS ASSOCIATION

INCOME & EXPENDITURE ACCOUNT for the year ended 31st October 1986

	1986	1985
INCOME		
Subscriptions	4,054	3,586
Entrance Fees	81	76
Donations	1,061	751
Insurance Commission	360	387
Investment Income	504	533
Insignia	48	(2)
	<u>6,108</u>	<u>5,331</u>
EXPENDITURE		
RYA Subscription	143	94
RNLI Donation	143	94
Prizes	27	37
Hire of Rooms	59	160
Travelling	467	446
Printing, Stationery & Postage	364	845
Newsletters	2,701	2,511
Area Administration	641	314
Corporation Tax	149	159
Bank Charges	20	28
Sundry Expenses	30	261
Depreciation	-	141
	<u>4,744</u>	<u>5,090</u>
Excess of Income over Expenditure	<u>£1,364</u>	<u>£241</u>

AREA ACCOUNTS (Addendum to Main Accounts)

31 October 1986

	Cornwall	East Coast	Solent
INCOME			
Race Entry Fees	99.00	482.00	367.00
Donations			49.00
Sundry Income			98.77
Deposit Account Interest	8.01		
Profit on Social Events & Rallies	43.00	137.28	(8.00)
Advertising			162.00
Sales			63.50
	<u>£150.01</u>	<u>£619.28</u>	<u>£732.27</u>
EXPENDITURE			
Prizes	18.35		354.58
Trophy Insurance			25.00
Race & Rally Expenses	26.19	287.75	74.76
Postages, Stationery, Telephone	35.64		322.21
General Expenses	18.40	6.00	16.30
East Coast Boat Show		14.48	
	<u>£98.58</u>	<u>£308.23</u>	<u>£792.85</u>
Excess of Income over Expenditure	<u>£51.43</u>	<u>£311.05</u>	<u>£60.58</u>
Cash on Deposit	143.69		110.57
Cash at Bank	(29.49)	67.25	60.00
Claimed from Main Funds		408.05	
	<u>£114.20</u>	<u>£475.30</u>	<u>£170.57</u>
General Fund 1.11.85	62.77	164.25	231.15
Surplus	51.43	311.05	(60.58)
Deficit			
	<u>£114.20</u>	<u>£475.30</u>	<u>£170.57</u>
General Fund 31.10.86			
Owing to Main Funds (Insignia)		£238.50	

that fixed assets at a value of £1,583 have been written off by deduction from the General Fund.

This £1,583 comprises £801 book value of sundry office equipment, including a duplicator which now has no real value as I understand it is no longer used. The remaining £782 is the amount invested in the new computer set up. This does not mean that the computer has no value. Indeed we are beginning to find it invaluable - with persuasion it even produces the information we ask for. In an organisation such as ours it is good accounting practice to show assets at a nil value.

All in all, it has been a satisfactory year financially and as long as we continue to attract new members I see no need to consider any increase in subscription for at least another year.

Before I ask if there are any questions on the Accounts, I would like to place on record my thanks to Brenda for all her help and patience, without which I could not hope to get the job done.

THE OLD GAFFERS ASSOCIATION BALANCE SHEET as at 31st OCTOBER 1986

	1986	1985
FIXED ASSETS		
Office Equipment at 1.11.85	801	942
Additions	782	
Written off Depreciation	<u>£1,583</u>	141
		<u>801</u>
CURRENT ASSETS		
Stock	1,416	1,357
Sundry Debtors	358	497
Woolwich Building Society	125	16
Post Office Investment A/c	5,375	3,681
Cash at Bank	1,095	1,696
	<u>£8,369</u>	<u>£7,247</u>
CURRENT LIABILITIES		
Sundry Creditors	1,336	
Corporation Tax	148	159
	<u>£1,484</u>	<u>£944</u>
NET CURRENT ASSETS	6,885	6,303
	<u>£6,885</u>	<u>£7,104</u>
GENERAL FUND		
Balance at 1.11.1985	7,104	6,863
Excess of Income over Expenditure	<u>1,364</u>	<u>241</u>
	8,468	7,104
Office equipment written off	<u>1,583</u>	-
	<u>£6,885</u>	<u>£7,104</u>

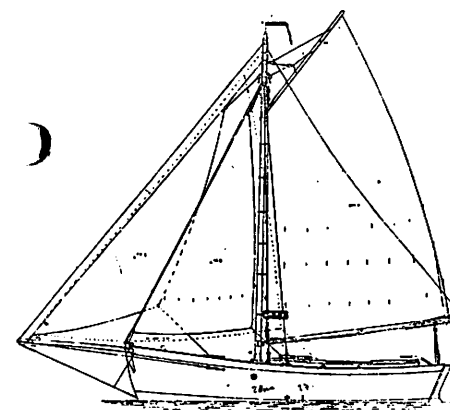
short as convenient but the balloon jib is to be a light weather working sail; the forestay can be unshackled from the stem head when using this sail in a beat to windward.

The sister boat, we understand, will be named Singapore."

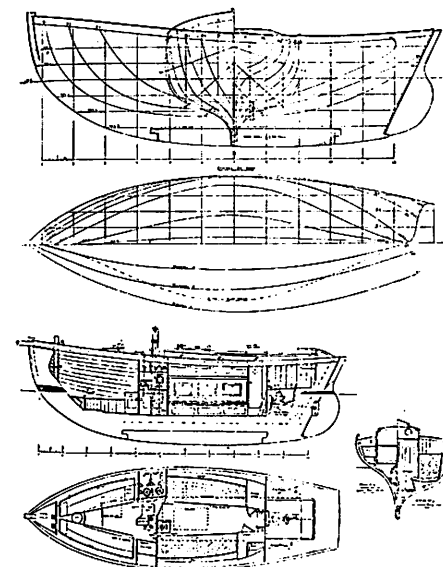
The interior has been modified over the years and the galley is now aft with hanging lockers and sail racks to starboard of the mast and two focs'l berths to port, the upper one being a pipe cot which is mainly used for stowing bags and extra sails.

Her the deckhead she carries 1 3/4 tons of ballast with a further 1 1/4 tons on the keel, this makes her very stiff and keeps her moving in a head sea. Probably because of her heavy displacement she is at her best in a good wind and last year we were delighted to round Ardnamurchan in a gale 8 and overtake a new Contessa which was making very heavy weather of it - we were still able to cook on a stove without gimble.

If anyone knows of the history of any of these boats I should be very grateful if they would contact my father at: 19, Findhorn By Forres Scotland, we should also be delighted to hear from the owners of the sister ships.



Wendy May



OLIVE MARY and SINGAPORE
Extract from Yachting Monthly

DOUARNENEZ MARITIME MUSEUM

To plan a summer holiday around a visit to a museum may seem too 'cultural' an idea to appeal to your average O.G., but the Iroise and its islands of Ushant, Molene, Sein etc. as well as the ports of Camaret and the Rade de Brest make up a wonderful cruising ground, and may lead one to Douarnenez. This was the main port of the sardine fishery at the turn of the century, boasting a fleet of over 900 chaloupes, two-masted open luggers, and later sent a fleet of hefty ketches down to the coasts of West Africa to fish the abundant crayfish in those waters. Today the fishing is carried on by modern trawlers, and Douarnenez remains an active port.

In 1980 a group of enthusiasts organized an exhibition of relics of the maritime tradition of the port, which led to the formation of an association, Treizour, (a strictly local term for the men and their small boats who plied the port ferrying crews between quay and mooring). This name serves to stress the link between past and present. Their object was to

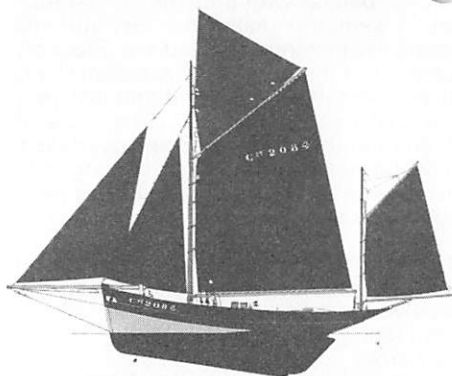
create a small local museum without recourse to the often cumbersome system of state aids, and the mayor of the town put at their disposition L'Abri du Marin, equivalent of the Flying Angel, which was spacious and well lighted.

Selecting and sticking to certain defined themes, archaeology, shipbuilding, modern fishing and the canning industry, the museum opened in summer 1981 to welcome 5000 visitors, a number which doubled the following year. So far, so good . . .

Thoughts began to turn to the boats themselves, and at first view it seemed that of the thousands of craft built to fish the local waters all had been irretrievably lost. Then the wreck of Mimosa, a mackerel boat, was found in the mud of Port Rhu, in an appalling state. The energy and skill of Jean-Pierre Philippe, and his years of study of traditional boat-building techniques enabled a remarkably authentic restoration to be carried out. The success of this project led to the idea of building a new sardiner, despite the formidable problems posed by the construction of a 31 ft. boat not seen for half a century in solid oak with a complex rig and no motor. However years of research by Bernard Cadoret and collections of thousands of photographs and documents used in the preparation of Ar Vag, the definitive book on the subject, meant that all the information needed for a perfect reconstruction was at hand. An enormous effort was needed to finance the project, and eventually Telenn-Mor was launched in 1883 from the last remaining open air yard on the beach in the Rade de Brest. She sails, and sails impressively well, and at last the museum had a living example of the maritime past, in which visitors could experience the power and the problems of a rig that had apparently disappeared for ever.

While in Paris there is a fine museum evoking the glories of the naval past, and various ports have one or two examples of local craft in their museum, there is no national collection of working craft from all the coasts of France, and this became the object of the team, to collect, restore and present as much as could be found. The small ports and inlets of Brittany

were scoured, and a selection of small craft were discovered, haggled over, loaded onto a trailer and returned to Douarnenez to await restoration. Contacts further afield, 50,000 miles driven in two years by J-P Philippe, and searches by all members of Treizour during their holidays, have so far brought the collection up to 135 boats, many of which are the sole remaining examples of a specific type. From Boulogne to the Mediterranean coast, representatives of the traditional craft of all the coasts of France are present, and foreign examples such as a Welsh coracle and two Portuguese Moliceiros, as well as a Vietnamese sampan have been added to the collection.



Labous Mor, dundée langoustier de Camaret.

The next urgent problem was to find space to house all this, and eventually the old Le Bris canning factory was acquired, with 4500 m² of exhibiting space on an ideal quayside site. Work is now in hand to create a maritime museum of international dimensions and standards to stand comparison with Exeter or Mystic Seaport. Boatbuilding in various historical periods will be presented, using tools of the period in a reconstructed shipyard. An in depth study of the seaweed collecting and processing which was so important around the coasts of Finistere for centuries will be presented, and of course the sardine industry will be fully represented.

Six month boatbuilding apprentice courses will be offered, and students will have the opportunity of learning ship-

I hope to have more leaflets about Euroceane soon but information can be had of Euroceane, Place de la Bourse, 76600 Le Havre. Tel. 35.41.22.90. There has already been a lot of interest in this event and a number of Solent boats are planning to attend. Let us try to have a good turnout and support our French friends. The Old Gaffers from St. Malo will be cruising to Le Havre in company via Channel Islands, Cherbourg and St.

Vaast and hope that British gaffers will join them at a convenient point. After the event they plan to sail to the event in Ploumanach on 24-27 July, via Cherbourg, Alderney and Guernsey. With all the other events, and especially not forgetting the Solent Race on September 5th, it is probably best to take the whole summer off or retire early! See full programme on inside back cover.

SOLENT RACE RESULTS 1986.

	Elapsed time	Corrected time	Final place	Class
Skipjack	4. 23. 51	4. 00. 38	1	II.A
Rula	4. 15. 24	4. 01. 37	2	I.A
Falmouth Bay II	4. 18. 50	4. 05. 22	3	II.B
Lee Jay	4. 32. 56	4. 17. 23	4	II.A
Duet	4. 35. 20	5. 17. 28	5	I.A
Baroque	4. 47. 36	5. 30. 10	6	I
Bramble	6. 45. 00	5. 57. 13	7	II.B

ISEULT and BETTY also completed the course being 1st and 4th over the finish line but subsequently retired.

Sailed in a Force 6 rising to 7 Easterly wind with rain 48 boats started and bar those mentioned above the remainder retired. Several completed over half the course before deciding that the Jolly Sailor bar would be a more comfortable place to be.

PRIZEWINNERS

Channel Cup	SKIPJACK	Edgar March Memorial	
Dead Eye Trophy	RULA	Trophy	BAROQUE
Gaffers Eye	BAROQUE	Anchor Trophy	RULA
Emsworth Cleat	SKIPJACK	Jim Rawlings Shield	RULA
Channel Plate	FALMOUTH BAYII	Pierce Eye Trophy	BETTY
		Pitchfork	FOAM II
		Leggards Ladle	BRAMBLE

ON. MEMBERSHIP SECRETARY/TREASURER'S REPORT 1987

80 new members during 1986 meant that at the end of the year membership stood at 729. At the present moment it has reached 750. Unfortunately it seems likely that several members will now have to be deleted because they have not responded to repeated requests for outstanding subscriptions. In addition a number of Banks apparently cannot understand Standing Order instructions and send the wrong amount. Please, PLEASE, check your Bank Statement and if you have not paid £6.50 for 1987, do so now before you get crossed off.

Turning now to the Accounts, a few comments may be helpful. The figure of Donations: quite a large number of old members are still paying odd amounts from 50p to £3.00. These monies are credited to Donations which accounts for the rather high figure. The increase in R.Y.A. subscription and R.N.L.I. donation reflects the increase in subscription income.

No provision has been made for depreciation this year as I propose that our present office equipment be written off. This has in fact been shown in the Balance Sheet. You will see



*Solent Smack (Itchen Ferry)
Gem, built 1905. Sweep showing
over the stern (no engine).*

SOLENT NEWS February 1987

BURSLEDON REGATTA, Saturday 6th September

The race on the morning of the Bursledon Regatta is becoming steadily more popular and attracted fourteen entries in 1986. The start was in a gentle northerly air giving a run out of Southampton Water but as the fleet headed for the turning mark off Cowes rather stronger gusts began to come from a more westerly direction giving very fluky conditions. Some boats that held a lower course had to tack for the mark but others just scraped round. On the return leg the wind settled in to give a fine sail to the finish off Bald Head.

RESULTS:

1. Daisy - 2h 22m 11s
2. Mary Agnes - 2h 24m 03s
3. Figaro - 2h 26m 50s
4. Skipjack - 2h 32m 48s

The afternoon jollification included a re-enactment of the launching of H.M.S. Elephant from the yard of that name. Built as a standard 74 gun ship for the Navy by George Parsons of Bursledon of prime oak from the Forest of Bere, the original Elephant was launched 200 years earlier in August 1786. She saw service at the

Battle of Copenhagen and for a few days Nelson transferred his flag to her to attack the enemy unexpectedly across the shallows. It is of interest that her captain at that time was Jane Austen's brother. For further information see the fine anniversary programme and the article on H.M.S. Elephant by Elder Gaffer Mike Richardson.

SOLENT RACE Saturday 13th September

I suppose that if we must hold a race on a 13th we deserve what we get, which was a cold strong East wind giving miserable conditions. The committee boat had problems with a dragging anchor on lee shore, Osborne Bay not being its usual sheltered self, and many settled for the comforts of the Jolly Sailor for lunch or suffered gear failure so that only eight boats crossed the finishing line. In Mary Agnes we managed quite well in deep water but did not make over the tide, but on entering shallow water out of the tide the steeper seas came aboard faster than we could pump them out! As the wind was rising we called it a day after half an hour as did the two other open boats in Class III, both sailed very courageously by Southbourne Sea Scouts who had camped on board the previous night at Hill Head.

Fortunately the weather eased a little for the evening and the barbeque burnt well. The prize giving saw two guests of note. It was a particular pleasure to see Kate Rangabe there and she kindly presented the Gaffers Eye Trophy which her late husband and Elder Gaffer Alec Rangabe had given to the Solent Area in 1974. Also present was George Eudier who was at the Southampton Boat Show to help publicise the "Euroceane" traditional sail event at Le Havre on 9-15 July this year. He also returned the Le Havre Plate which last year was won by the French "Maistra". It was originally presented by Claude Tissier, Commodore of the Societe des Regates du Havre to F.W. Hillier of the Solent Area Committee in 1966 on the occasion of an O.G.A. Rally there, so it had gone full circle and created some interest on returning. Since 1968 it has been presented as an annual trophy to the first boat on corrected time in Class I, the current holder being Rula.

wrighting skills under professional guidance within the museum, and shorter courses will be available to amateurs also.

Altogether Douarnenez offers an experience for any lover of traditional sail, and is a worthy objective for a cruise, or even a visit by land. It goes without saying that British Old Gaffers will receive a warm welcome.

Jonathan Ward-Hayne

AREA NEWS

EAST COAST OLD GAFFERS PROGRAMME OF EVENTS 1987

CROUCH RALLY 23-25 MAY

RALLY on the River Crouch at the Royal Corinthian Yacht Club, Burnham 23 May for evening social. Race for Ind Coope and Allsop O.G. Trophy, finish N. Fambridge. Prize-giving and social at Ferryboat Inn 24 May, dep. 25 May.

FESTIVAL OF TRADITIONAL SAIL 19-21 JUNE

Joint venture with Ipswich Maritime Trust in Ipswich Wet Dock. This is preceded by a special Passage Race 20 June, which almost anyone attending the rally can take part in. Basically you let me know where you are starting from and the boat you will be sailing. I will give you a time and a course, e.g. if you are sailing a failed but re-rigged 12 metre from Freemantle, you should start 10.10 GMT 20 Feb. If you are sailing a Cornish crabber from Maldon, you can start from the Nass at 0820 on 20 June. (For popular areas such as the Blackwater there will be set starting points). The aim of the race is to have all the boats finish at about half-flood just inside the Orwell - first one is the winner - then we assemble into a convoy and proceed up the Orwell to lock into Ipswich Dock Sat. evening for social. Old gaffers on display, exhibition of paintings, ropework, traditional boat building skills, boat handling etc.

I've heard many people ask "Why can't we have a Douarnenez in Britain?" Well we can, if the OGA shows that it can

deliver the goods. Whereas the French Authorities have seen the potential of heritage, British ones need to be convinced. The Dock in Ipswich is to be revitalised from a heritage, commerce and amenity aspect, and the gaffers have a chance to get in on the ground floor on something big. At last we have someone respectable battling for us in the Maritime Trust. So let's have some support from all areas, not just the East Coast again!

IND COOPE EAST COAST OLD GAFFERS RACE 18 JULY

Britain's greatest traditional sail event. Meet Stone SC on River Blackwater for social Friday night. Race out to sea on 30 mile course, finish back at Stone for prize giving and social. Marquee, band, ferry service etc. Whilst the BBC film of the 1985 race had its good points, it was hardly a good record for the archives, as it failed to feature more than a handful of our boats. So this year I am trying to arrange to do our own film, using the film unit of the University of East Anglia.

TENDRING COAST PASSAGE RACE 29 AUGUST

Passage race from Blackwater to the Stour, 35 mile course past Clacton, Walton and Harwich to Wrabness. Barbeque Wrabness.

STOUR RALLY 30-31 AUGUST

Race for the Thorn Trophy. 30 mile course taking in Harwich Harbour Approaches and East Anglia's most beautiful river. Finish at Wrabness, then rally at Mistley Quay. Prize giving and social at Stour S.C. Manningtree.

ANNIVERSARY RALLY 25-27 SEPTEMBER

Celebrates 24 years of the OGA formed at Maldon in 1963. Rally at Hythe Quay, buffet supper Maldon Little Ship Club 25 Sept., race to Brightlingsea for the Ind Coope Anniversary Trophy. Prize giving and social at Anchor Hotel.

N.B. - The above events are subject to alterations by the East Coast Area Committee. Please check with the area

secretary for latest situation.

Some of you may have heard about my heart problems - I'm obviously not as well built as a gaffer - but I hope to be about a bit longer, if under shortened canvas. However, should I be completely dismasted, Brenda Jago, who is Lloyds 100A1, has been shown the secrets of the EC Secretaryship, and will step in. She can be contacted on Maldon 741595.

Jon Wainwright, Area Secretary, Portview, New Road, Mistley, Essex CO11 2AE England. Telephone 0206 393537.

January 1987

EAST COAST AREA NEWS EXTRA

With Freemantle still fresh in peoples' minds, the East Coast area have challenged the Royal Corinthian Yacht Club at Burnham-on-Crouch, to a match race between a bermudan ECOD from their club and the OGA ECOD Chittabob IV.

The East Coast One Design started life at the RCYC in the early 1900s and went bermudan in the 1920s. Arthur Keeble converted Chittabob IV back to gaff rig in 1984.

If the challenge is accepted, the race will take place on the morning of Sunday 24 May as part of the OGA Crouch Rally.

Brenda Jago

MALDON ANNIVERSARY RALLY 26-28 SEPTEMBER 1986 3 DAYS OF BLISS

AS Madeline and Deva picked up the first of a light Northerly air in the River Stour early Friday morning, I had the feeling it was going to be a great weekend. There was no blustery Sou'wester to meet us in the Wallet, and as we entered the Blackwater estuary, gaff sails could be seen from several directions converging into a convoy of traditional sail leading up the Blackwater to Maldon.

After the fleet had tied up, and after Madeline had delivered a cargo of best

Manningtree monkey nuts to Fairways Marine (shades of working sail, the surviving tradition) we made our way to Maldon Little Ship Club. There we celebrated the 23rd anniversary of the formation of the OGA in the same premises over a good buffet supper. The Vice-President of the OGA rightly thanked Brenda Jago for her hard work in organizing the event, and wrongly related the story of the EC secretary's defective corduroy trousers, equally hard worked, at the EC race prize giving.

Saturday morning saw a frenzy of activity as neaped gaffers struggled to leave the quay - fortunately Arthur Keeble had anticipated this, and came down in his yard's workboat to tow them off. Some gaffers assembled off Osea pier, to await the mid morning race.

Boston smack yacht Privateer kindly volunteered to be committee boat for the staggered start. Crabbers Kitty and Seacole led off at 1000 hrs. for the race to Brightlingsea. Shrimper Aussie II with Leigh Cockler Alice & Florrie followed 10 minutes later, together with the sturdy square-rigged cutter Avola.

After nobby Deva and Cherub Sea-Pig had crossed at 10.20 there came the largest group consisting of freighter Madeline, quay punt Greenshank, ferro-Archer Stonechat, and ferro-bawlies Anna Crane and Olivia Mary. By 10.40 we were getting into the faster members of the fleet, with Playmate (being sailed by John Essam for the last time), ferro-Archer Gjoa and the oldest boat in the fleet, the 125 year-old Fly.

The big steel pilot cutter Noorderzon was at 1050, followed at 1100 by the beautiful first class smacks Sunbeam (fresh from victory at Douarnenez 86) and Charlotte Ellen, together with dude schooner Elaine. An hour and ten minutes later came Chittabob, the speedy ECOD.

The first part of the race was more of a controlled drift than sailing, as the boats struggled to catch the merest SW air, with vast acreages of spinnakers and watersails. Particularly interesting was Avola's square sail, which could be trimmed to the vagaries of the wind without cumbersome gybing. But Sea-

Pig, sailed single handed without kites was showing superb ghosting qualities and was in the lead with Avola by Bradwell. Sea-Pig, Deva and Kitty went inside the baffle wall, and were surprised to see Chittabob pop up the other side - how she had got down so fast in so little wind!

About this time the wind appeared to do silly things. The front runners stopped dead, whilst the big chaps drew alongside. Ahead spinnakers could be seen drawing in from the South-East - the wind was going upwards where we were!

The faintest of sea-breezes set in. All new in their kites except Deva, who hauled in her disgusting weapon and had her finest moment as she swept past Chittabob. But it was only a moment, as the light air changed to a proper sailing breeze. Whilst I struggled to set working headsails, I found it interesting to note the speed Chittabob, Charlotte Ellen, Playmate and Fly made to the horizon. Whilst we could never hope to overtake 3 of the front runners, Fly was a possibility on the beat, if only the wind did not free, for we were going nicely and pointing well. But free the wind did, giving Sunbeam (as seen on TV), who had been languishing on the wrong side of the river, a great chance to lee-bow the young flood, slicing across the estuary to sit in the wake of Charlotte Ellen.

At Colne Bar it was Chittabob IV, Charlotte Ellen and Sunbeam, followed by Playmate and Fly. The two great smacks closed for battle, setting their huge kites again. Whilst Chittabob kept a slight lead to take the Ind Coope Gaffers Anniversary Trophy, it was neck and neck for the Arthur Keeble Shield. Eventually Sunbeam put her longer bowsprit ahead, beating Charlotte by a whisker, as they swept into the Colne.

Despite the earlier problems of the wind, the rest of the fleet came in at reasonably close intervals. A lot of people liked the handicapping (for once), but really I had not got it quite right in terms of putting Deva on the line to finish the others.

After the race had finished, we went into Brightlingsea Harbour, where we had a

very enjoyable social at the Anchor Hotel, and Norrie Silk from Ind Coope presented the prizes.

Sunday morning unfolded to various gaffers getting under way, with lots of calls "See you again next year" - rather sad in a way in that we have to wait until the 1987 Crouch Rally now. Madeline and Deva could not believe their luck as they sped up the Wallet with a leading wind - no tacking both ways! We pulled into Shotley for a couple of pints whilst the tide made up the Stour, and unbelievably the wind changed again to give a slant up to Wrabness. As we unloaded our gear at Mistley Quay, the temptation to say "What the hell" and push off again was very great. Unfortunately reality appeared in the form of an irate wife browned off at being stuck with kids all week-end, so this account is not written in the shade of Deva's topsail, lolling about somewhere on the North Sea in the Autumn Sunshine.

RESULTS

1. Chittabob IV - 1601 - Ind Coope Gaffers Anniversary Trophy.
2. Sunbeam - 1604 - Arthur Keeble Shield
3. Charlotte Ellen - 1604.04 - First
4. Playmate - 1615 - Second
5. Fly - 1619 - Third
6. Madeline - 1632
7. Deva - 1634
8. Noorderzon - 1642
9. Olivia Mary - 1645
10. Greenshank - 1647
11. Stonechat - 1648
12. Avola - 1650
13. Sea-Pig - 1651
14. Gjoa - 1707
15. Kitty - 1718
16. Aussie II - 1721
17. Anna Crane - 1735
18. Seacole - 1755
19. Alice and Florrie Rtd. Elaine

Jon Wainwright
E.C. Secretary