

Old Gaffers Association



*ECOD Match Race - Down the Home Straight.
Photo Jan Wise.*



Vivette II

OLD GAFFERS ASSOCIATION

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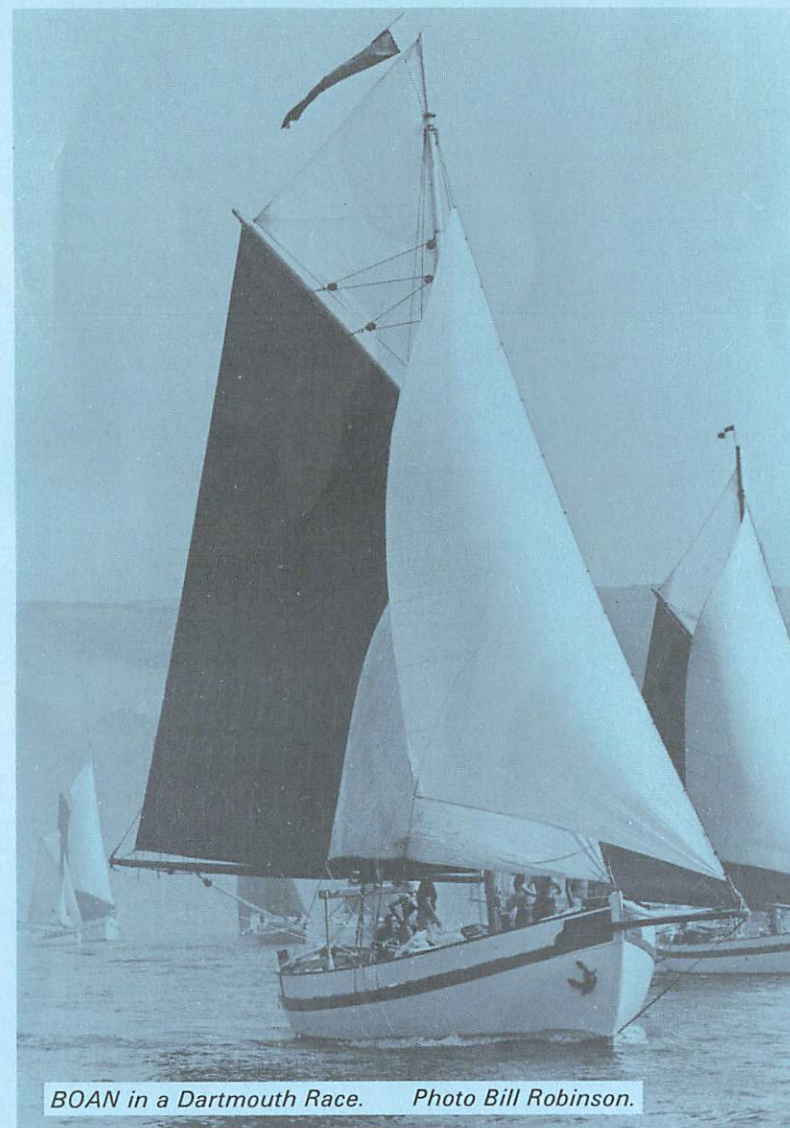
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Peter M. Heibery, 2445 West 7th Avenue, Vancouver B.C., Canada.

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



BOAN in a Dartmouth Race. Photo Bill Robinson.

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
Botany wool V-neck sweaters with OGA motif. Most sizes.		£16.50	
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 0JS.
Orders will not be despatched until payment has been received.



FIONA 42' ketch built in 1912 by R. Newman at Poole and designed by E.P. Hart. Seen here off Cowes.

BOOK REVIEW

"How to Find the PERFECT BOAT - and Live Happily Ever After"

There can be no more difficult task than to try to tell anyone in any subject how to find the perfect answer. Libby Purves and Paul Heiney are well known as broadcasters, perhaps less well known as members of the O.G.A., and have themselves had several boats culminating in a new 30' Cornish Crabber Pilot Gaff Cutter.

Written in a relaxed style the book is a very enjoyable read with amusing anecdotes, a satirical look at yacht clubs under the heading "Meeting the Folks" and amusing descriptions of various types of boats from dinghies, fast and slow, through to pocket cruisers, baby racers and trailer sailers to little ships. Everything seems to have been included, sail boards, chartering, where to sail and buy the gear. The list of useful addresses includes the Old Gaffers Association.

The authors have done wonders in a small book and have had an honest look at the subject, spelling out "a few facts about boating which are too basic and universal to appear in most of the other books". Very amusing with excellent cartoon illustrations by Mike Collins.

Published by NAUTICAL BOOKS, an imprint of CONWAY MARITIME PRESS Ltd. at £4.95.



"Storm" on her way to the water.

EDITORIAL COMMENT

A little self indulgence is perhaps permitted after a fairly lengthy renovation. Here you see the editorial vessel leaving for home! Somehow one has that awful doubt as she nears the water but suffice to say she is tight and the whole exercise has been worthwhile.

May I remind Area Secretaries that it would be most helpful if they would send me a copy of their Race Programmes in addition to the one to the Hon. Secretary. I find them very useful for reference and they can then be filed in the archives.

I would like to draw your attention to a new stock item. Good quality Botany Wool V-neck sweaters (grey, navy or maroon) with the O.G.A. burgee and initials on the left breast and measuring about 1.5 x 1.75". Price £16.50 from Bill Brown - see stock list.

Next issue September - Closing date for copy August 20th.

WELCOME TO THE FOLLOWING NEW MEMBERS

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A.B. Atkinson, 33 Hurst Green, Brightlingsea, Colchester, Essex CO7 0HA.

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Dr. D.G. Bayliss, 51 Chiltern Drive, Hale, Cheshire WA15 9PN.

Karel Blomfield, 5 Lansdowne Road, Felixstowe, Suffolk IP11 9HG.

T.S. Bown, 56 Mill Road, North Lancing, West Sussex.

Charles R. Bradley & Sally Constantine, M/S Enterprise, Letleys Moorings, 359 High Street, Rochester, Kent.

BLOMETJE

CHLOE-MAY

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Rev. Peter Taylor, Lock Cottage, Ford, Arundel, West Sussex BN18 0BL.

BLUE NYMPH 739

Colin I. Thompson, 132 Slaithwaite Road, Meltham, West Yorkshire HD7 3PW.

AMNESIA 1077

Peter Tudor, 14 Highfield Road, Falmouth, Cornwall.

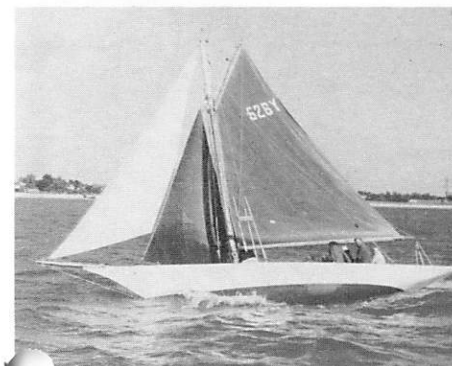
SMITHICK

Barge Yacht DERRY (2020) Designed and built by W.H. Orvis & Co. in 1912. 28' x 8' x 3' 6" (9" with leeboards raised). 4 Berths, chemical toilet, 4hp Stuart Turner with sailing clutch fitted 1948. Lying at Ipswich, needs love and care in her old age. A unique vessel £900 or offer. Mike Garnham, Tel: Ipswich 681900 (evenings).



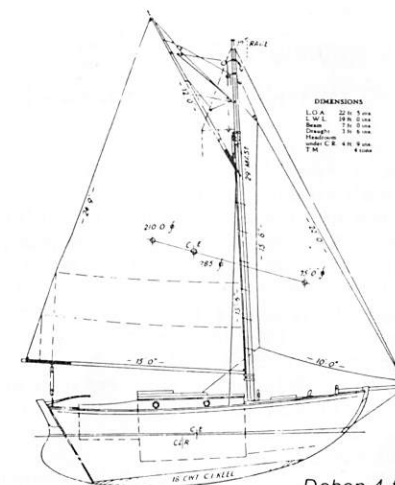
Derry

SARABANDE. Falmouth Quay Punt. Built R.S. Burt 1925. Registered. 25ft 6ins (+ 8ft. bowsprit) x 8ft 6ins x 5ft 7ins. 6.3 tons T.M. Very sound condition, new 1 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 - telephone M. Sherwen, Woodbridge 4067.



Benbecula

BENBECULA. The most beautiful boat on the Solent, as featured on cover and inside Newsletter 1986/3, on the back of 1985/3 (accompanying photo) and on the cover of Yachting Monthly Dec. 1986. 7 ton gaff cutter, clipper bow and counter stern with teak trim. Built 1897, lead keel, 4 berth, sitting headroom, skylight, Blake W.C., galley with new paraffin cooker with oven, sink, draining board, fresh and seawater pumps, New Ducati diesel, 4 new red headsails and period spinnaker, legs, winner of 6 trophies in 2 races in 1985. In commission at Bosham £9,950. Ask for illustrated brochure R.M. Bowker, Whitewalls, Harbour Way, Old Bosham, Chichester, Sussex PO18 8QH. Tel. 0243 572255.

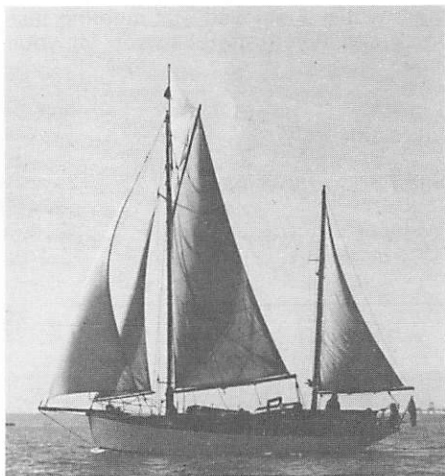


Deben 4 tonner

JANTY Deben 4 tonner Gaff Cutter built 1939 by Whisstock of pitch pine on oak. Decks fibre glassed in 1981. 22'6" x 7'3" x 3'6". Inboard Yanmar diesel overhauled. Running rigging new 1980/82. New mainsail 1981, staysail, jib and big ghosting genoa 1982. Wykeham-Martin furling gear on both headsails. 2 saloon bunks and room for pipecot. Price £2,750 o.n.o. Laid up ashore in London. Ring Ungley 01-736-2879.

SEVERN. Rivers class gaff cutter built 1912 by Crossfields of Arnside of pitch pine on oak, 23' 6" x 7' x 3' 9". Two berths, no engine, sails in serviceable condition. A beautiful little boat regretfully for sale lying on the Blackwater in Essex. £2,000 or exchange for something bigger needing work. Phone Louisa Perrotta. 01-249-9066.

MAYLO OGA No. 1155. 16' x 6' x 3' gaff cutter rigged day-boat. Clunker elm on steamed oak, very stoutly built. Deep keel with external iron ballast. Three-quarter decked with small whale-backed cuddy. Seagull outboard on transom bracket. Extensive rebuild 1979-82. Attractive and unusual traditional vessel in miniature. With sails, anchor, beaching legs and large trailer built to fit. £1,250. Telephone J.C. Brown, Plymouth (0752) 403033 evenings and week-ends.



Vivette II

ACEITUNA is a strongly built West Country gaff cutter. Built in 1921, she is of carvel construction, pitch pine on oak frames with oak/lead keel. She has 2 berths, a 1965 Stuart Turner 4hp engine and 8 sails. Sale is for a genuine reason. Offers on £2,800. Lying out of the water at Fawley Power Station, Hythe, Southampton, access to the public is difficult so please phone Paul Bedwell 0703 842248.



Maylo Oga

VIVETTE II. LOA 35' 6". Beam 10' 4". Draught 4' 6". 12 Tons TM. Centreboard gaff ketch built by H. King and Son, Pin Mill in 1936 and designed by Fredk. Shepherd MINA. Registered 165040 Ipswich. Perkins 4108, 48hp diesel auxiliary. £19,400. Roderick James, The Kinaton Bakery, Guiting Power, Cheltenham, Glos. Tel. 04515 315.

NORWEGIAN TROLL MOTOR-SAILER. "SJØHEST". 32 x 9.5 x 4ft. Clunker-built, pine on oak frames, mahogany interior. Canoe stern, long keel, a fine sea-boat. Perkins 4107 diesel, full overhaul this year. Complete with furling jib, dinghy and Seagull O/B, winter cover, VHF radio-telephone and digital echo sounder. This lovely boat which featured in the 1966 Boat Show, is now on sale for £16,000 after a comprehensive refit in Eversons Boat Yard, Woodbridge, Suffolk to A1 survey standards. Telephone John Bray, Woodbridge 38 58 38.

GEAR FOR SALE

Mast, boom, gaff and sails for Dauntless 23. £80. David Milton Brown, Hillside, Ilston, Cromer SA2 7LD. Tel: 0792 371625.

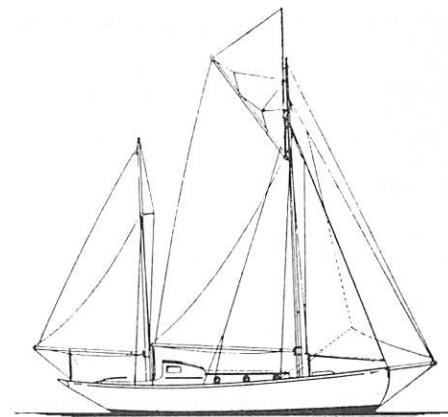
VIVETTE II (see cover picture).

An extract from the book *Little Ships and Shoal Waters* by Maurice Griffiths.

Cruising yachts designed by Fredk. Shepherd are very familiar to English yachtsmen. According to *Lloyd's Register* it appears that Fred. Shepherd has been responsible for no fewer than seventy yachts, all of them cruisers, ranging from 4 to 142 tons. I have never yet come across an ugly boat from Shepherd's board (although every designer, however successful, occasionally produces a somewhat *plain* boat for owner's reasons), while the majority of his designs are very fine, shapely and able to lift indeed, boats that one naturally wants to call 'chesty' or 'husky' according to which side of the Atlantic you are. Shepherd's boats are characterized by very buoyant bow sections, ample freeboard, a pleasing sheer line, an absence of any rubbing strake, somewhat full quarters, good, roomy accommodation with a straightforward and well tried layout, and a comparatively heavy displacement.

Of all these designs I believe only two have been of light draught centreboarders: *Corona*, 31 tons, designed and built in 1911, and *Vivette II* a new creation of last year. Although this latter centreboarder is different in many ways from his usual designs, *Vivette* shows many of the well known characteristics of Shepherd's work: the full bow with the neat curve of stem for example, the short, elliptical counter stern, the full quarters, the generous freeboard and the flush sides without any 'rubber' or 'bulldings'. The raised deck companion is a fairly modern feature of Shepherd's boats and in this case gives not only a great deal of added space, light and air below (over the galley where it is most needed) but it has enabled the owner to arrange a most convenient seat where one can sit in comfort and in the dry and see what is happening all around.

The centreboard and construction of its case, together with the accommodation layout below decks, is largely the owner's idea, and to me it looks essentially practical. For a boat where a paid hand will not be carried the toilet, in my



Vivette's ketch rig totals 619 sq.'

opinion, is in the right place. The navigator's berth opposite the galley is a canvas 'root' bunk. The canvas bottom is attached to a round spar which fits into chocks on each bulkhead; two or three chocks are placed in various positions so that one can have either a fairly tight canvas bottom or, for heavy weather, one that sags and so forms a comfortable trough in which to sleep. *Dorade* has canvas berths of this type.

The spaciousness below decks can be judged from the plans. Good freeboard, over 10ft. beam and full sections, with a floor width of some 3ft. 6ins. between the berths result in one of the roomiest 12-tonners I have seen. The lack of hanging space in the plans has been settled since the lines were laid down by the addition of a large hanging clothes locker on the port side of the saloon at the fore end, and the removal of the wash basin to enable the berth to come aft to the bulkhead. In place of the two fo'c'sle cots a single built-in berth has been substituted, so that the ship sleeps four in comfort. The masts are in tabernacles, the mainmast coming down to one side of the mizen and the main cross-trees swivelling to allow for this. The mizen mast folds forward.

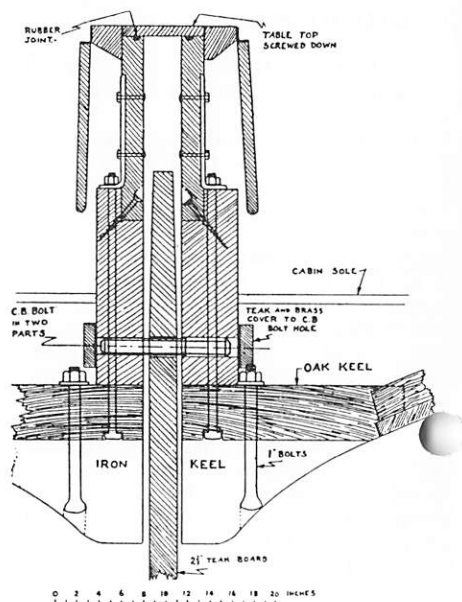
The most interesting features of this boat are the width of the English elm keel, which is 3ft. 10.5ins amidships, and the centreboard and its construction. The board itself is built up of three planks of teak, varying from 2.75 to 2.25ins. in

thickness. Sandwiched between them are strips of .375in. iron of the same width as the teak. These iron strips are calculated to resist some of the bending strain to which the board is subjected when lowered and also to help to sink the board, which would otherwise be inclined to float.

Many designers and owners appear to have no conception of the tremendous side thrust that is transmitted to a centreboard or plate when lowered with the ship sailing hard in a seaway. That is why so many steel or iron plates get wrung and begin to jam in the keel slot or the case. To be of sufficient strength not to bend under even the worst conditions, an iron plate should be so thick that its weight makes it a continual strain on the bolt and tackle and the very devil to raise. That is why American builders with their wider experience of C.B. craft scarcely ever think of using a metal plate, except for racing purposes.

Vivette II's owner - who previously owned Keeble Chatterton's old 4-tonner *Vivette* - has given much thought to the C.B. and case, and his knowledge as an engineer was more than useful. The teak board with its iron reinforcing has a calculated negative buoyancy of about 60 lb., of which only some 40 lb. should rest on the lanyard, so that this board ought to be raised by hand *without any tackle*. If it were a .625 in. mild steel plate instead its weight would be more in the region of 3.5 cwt. or 400 lb. and at least a 6 to 1 purchase or a mighty powerful winch would be required to raise it, with all the attendant troubles of a very heavy centreplate.

As the board is so strong and rigid and leaves an ample area of itself within the keel slot and case even if the lanyard is let go and it drops right down, Mr. Lindley has not worried about a stop bolt to prevent this. He considers that by running the ship into shoal water the board will not fail to be pushed up, when the after part of the case (arranged for the purpose) can be removed and the lanyard retrieved. As the top of the case has been kept well above the LWL it may be removed while the yacht is afloat, and the large clearances between the ends of the board and the keel slot may quite easily



Construction details of
Vivette's C.B. case.

be poked clear of accumulated mud with an iron bar. The strong construction of the C.B. case - of 4 in. teak - is shown in the diagram.

Vivette II handles well without her C.B. and even turns to windward satisfactorily in a decent breeze without it, but the sloping sides of the keel and fullness of the garboards naturally allow her to sidle away to leeward in a light breeze. The C.B. however stops this and *Vivette* gives her owner every satisfaction on a peg to windward. One may remark that this C.B. installation has been well thought out, and if it gives the owner any trouble I for one shall feel surprised.

SNIPPETS

MARTLET (692) 27' cutter built by Uphams in 1936 has been sold and is at present in Rye waiting delivery to Norway. She now has a German owner and she put into Rye after developing engine trouble off Dungeness.

There is an old gaffer about to end its days

of her owners that must not go unremarked. She would be faster and more powerful, infinitely more beautiful and ORIGINAL with her proper rig and to claim that she was converted 'to cross the Atlantic' shows a considerable misunderstanding of history and the original. That silly little wheel is an affectation that has nothing to do with Edwardian Yachting, taking away the essential feel of a real yacht sailing properly which is what sailing such a boat, with a tiller, is all about.

If the owners wish to sell nostalgia they should have the intelligence (and honesty) to provide the genuine and let it speak for itself. By restoring, faithfully, the original they could sample the real delight of Edwardian yachting and pass that on to others. That delight is the ownership of the original artifact and being part of something of beauty and style without any of the accretions of later years to sully its virtue; the fact that the original would knock seven bells out of most moderns is an added delight. To claim that the abortion portrayed in the programme is "worth 50,000" is bosh; if she had been placed precisely and faithfully in her historical context she might be put as the bastard she now is she represents hardly anything at all. You do the genuine restorer of our historic

yachts a substantial disservice by implying that VOLUTA as she is today is anything else.

Yours sincerely,

M.R. Burn

18th May 1987

Dear Mr. Burn,

re: "Under Sail"

Thank you for your letter dated 15th May which I received this morning.

You cover a lot of points in your letter, and I think it would be fair if I were to take these point by point which is what I will do in due course, when I will reply to you.

Meanwhile, I enjoyed our meeting last week and was grateful to you for your time.

Yours sincerely,

(Sgd.) Brian Hawkins

Producer,
"Under Sail"

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

LUCKY STAR. Thames Canoe Yawl built of cedar 18' x 6' beam with steel centreplate and built by Turks of Kingston-on-Thames circa 1890. A really beautiful and rare example. Recently varnished, balanced lug rig on both masts with two sets of sails. Road trailer. Offers around £2,750. Roderick James, The Kinaton Bakery, Guiting Power, Cheltenham, Glos. Tel: 04515 315.



My letter (as an individual) to the producer of "Under Sail" makes my views on the bogus amply clear. Voluta's 'recreation' is in sharp contrast to the genuine creation of the two boats above and I would far prefer to go sailing in "Grace O'Malley" than the bermudian ketch that Voluta now is, despite her fine beginnings.

FROM MIKE BURN

15th May 1987

The Producer,
"Under Sail",
BBC Bristol,
BS8 2LR.

Dear Sir,

This considerable complaint about the last "Under Sail" programme is written by one who, apart from having a large library of original Victorian yachting material, has truly restored and uses as a family yacht an engineless Edwardian Gaff Yawl.

To portray the work done on VOLUTA as restoration is simply incorrect and to encourage the viewer, by implication, that this is the 'romantic' vision of old yachts is a bad service to all those who do it properly. To imply that by abandoning the original rig the yacht 'is fit for another 84 years' is a travesty of the facts and may encourage others to perform this meaningless abortion, apart from casting a slur on her original creators. There are few enough genuine old yachts about to allow any to fall prey to this sort of unfeeling vandalism and to condone, by making the programme about such an effort, this as the right way to preserve old yachts is a severe setback in the work of many who truly appreciate the virtues of the original artifact.

The whole essence of restoration is to, where necessary, re-create the original so that the exact delights of the period may be experienced; the only way to do that is to be accurately faithful to the past and the original. VOLUTA is certainly not that. If the owners wanted a bermudian ketch why did they not acquire any one of the fine yachts of the '30s which have the merit of starting out that way. They have managed, by matching the worst rig onto

a hull that was not designed for it to spoil an original creation, and to try to justify that with sophistry about the new sail plan is an arrogant slur on the knowledge, experience and skill of the men who created the original. Anyone who has sailed a properly set up gaff yawl knows that the original rig will outperform the bastard modern one, and to claim, as a reason, that it will outperform the old to windward (apart from being substantially untrue unless matched to a hull designed for it) is missing the essential reason for owning and restoring such a yacht - the sizzling power and good manners of the original big gaff mainsail which gave such yachts the style and sheer 'oomph' that no bermudian ketch can ever provide.

The original yacht was conceived by men who knew about the power and value of gaff rig, about the virtues of the yawl and the delights of the flush deck. They designed with the eye and the yachts were things of great beauty because trouble was taken to match line and form to create a harmony of proportion that is entirely missing in what VOLUTA looks like today; indeed in the yachting press of the day it was the first complaint against a new yacht should she not conform in this important virtue. To strip VOLUTA of her gaff yawl rig, add that silly doghouse and that massive rail has destroyed that balance and line and performed an act of vandalism as arrogant as those performed by the Victorians themselves in church restoration.

I know. I have restored such a yacht (though smaller) to precisely her original arrangement. She has never had an engine and her performance and perfect manners not only leave most modern yachts behind but astonish all who sail her who find a sensuous pleasure in the mere act of sailing that is simply not provided by the 'modern' arrangements. The fact that she is a photogenic delight ensures that cameras click wherever she goes. As a member of the H.Y.C. (of which Dr. Jackson was a leading light for many years) I have copies of VOLUTA'S drawings and to claim that the present ridiculous spars are anything but a horror is wrong. To suppose that these will improve her performance shows a lack of understanding and arrogance on the part

in a novel way at Hoo Marina near Rochester. It is planned to sink her in the concrete yard up to her waterline and use her as a snack bar counter with a door in her starboard side and service in the well. She is thought to be an old quay punt perhaps called "Maid Nelly" or perhaps "Girl Nelly". She is very racy and lightly built with an open well deck. Does anyone know anything more about her? (Our thanks to Arthur Keeble for this. Ed.)

GALVANISING.

Brian Lansley of the Galvanisers Association and a member of the O.G.A. replies to Mr. F.M. Miller, Newsletter 1987/1.

The comment made by Mr. Miller regarding the Vosper bath is, indeed, true. This bath was closed down by Vosper's and, although it is rumoured to be around somewhere on the south coast, I can shed no light as to whether it is galvanizing or not. The comments regarding Blakes are, however, not true. The galvanizing interests of Blakes were taken over by the Pillar-Wedge Group of companies in October last year but the bath remains at exactly the same site and operates under the name of Blakes Galvanizing Ltd., exactly as before.

Mr. Miller makes reference to galvanizing to 'yacht quality', which is a standard that is unknown in the industry. The correct definition would be 'galvanizing to British Standard 729', which is the appropriate standard dealing with hot dip galvanizing after fabrication and which is what members would require."

AREA NEWS

SOLENT NEWS May 1987

MINUTES of the AREA ANNUAL GENERAL MEETING held at 6.30 p.m. on 21 February 1987 at The Royal Air Force Yacht Club, Hamble, the Area Vice President, Ron Francis in the Chair. Fifty members signed the attendance register.

1. Apologies for absence were received from Robert Simper, Mike Burn, Bill Brown, Bob Bowker, Richard Coles and David and Georgina Collins.

2. Minutes of the last meeting on 22 February 1986 were approved on the proposal of Freda Rawlings, seconded by Mike Sullivan.

3. There were no matters arising.

4. The Secretary reported briefly on the events of 1986.

5. The Treasurer commented on the accounts that had been circulated with the agenda. They were adopted nem con on the proposal of George Beckett seconded by Derek Godfrey.

6. It was noted that Colin Haysom had resigned during the year. Hilton Matthews offered to take over as Race Officer. There being no other nominations he and the existing committee members were elected unanimously:- Ron Francis (Area V-P), Sam Bayliss (Hon. Sec.), Maggie Bayliss (Hon. Treas.), Hilton Matthews (Race Officer), Bob Bowker, David Cade, Richard Coles, Georgina Collins, Dick Dawson, Pat Dawson, John Denner.

7. A brief report on the National A.G.M. was given, the main item being that the name of the Association was to remain unchanged by a clear majority in the recent referendum. David Cade reported that the 25th anniversary rally in 1988 was likely to be at Ramsgate.

Following the A.G.M. there was a Social Evening at which 70 members and guests sat down to an excellent meal. During it a toast was proposed to Elder Gaffer Mike Richardson, unfortunately in his absence at another function, and was followed by a lusty if somewhat discordant rendering of 'Happy Birthday'. Some fine slides were forthcoming for the slide competition and the winners in each of the three categories were rewarded with bottles of wine. Some slides of Douarnenez 86 were also shown and all too soon the evening had to draw to a close. Many thanks to the R.A.F. Yacht Club for the use of their fine facilities.

A RALLY was held at the Royal Victoria Yacht Club at Fishbourne on the Isle of Wight on Saturday 9 May at which 10 vessels attended and their crews enjoyed

a fine sunny day with a light southerly wind to get there and an excellent evening with dancing to a live band. Food was first class, whether bar-food or sit down meal in the restaurant, and an extra bar set up in a marquee on the lawn avoided any delay in getting drinks. The following morning there was a special class for gaffers in the AUSTRALIAN BICENTENNIAL TROPHY RACE starting from a committee boat on the Mother Bank. The weather was less kind, providing a chill northerly force 4, but an enjoyable race nonetheless out through the forts to the Warner Buoy and back. One unfortunate member, who shall be nameless, spent a cold afternoon firmly aground on Ryde Sands but otherwise the race was without incident. Results have not yet been received from the R.V.Y.C.

Only a few Gaffers turned out to see the departure of the FIRST FLEET RE-ENACTMENT on Wednesday 13 May possibly because of a forecast of poor weather which did not in fact materialise. Eleven square-riggers were anchored on Mother Bank, as they were 200 years ago when the first group of convicts were deported to Australia. First impression was how small most were, no doubt typical of the original fleet but much less impressive than the Sail Training Association events. A fine flying display by the Red Arrows preceded review of the fleet by H.M. the Queen from the destroyer "Sirius" before she gave the signal to proceed and the fleet sailed out through the Forts.

IMPORTANT: EUROCEANE 87. To Havre or not to Havre that is the Question (with apologies to W.S.). Doubt that all might not be well at Le Havre began to arise when there was no answer to request for more leaflets early in the year. Then the Yacht Club at Le Havre wrote to say that the event was cancelled, but more recently M. Eudier has written to say that it is NOT cancelled but has been transferred to Caen/Quistraham. Dates as before 9-15 July and address is Euroceane 87, Federation Normande pour la Culture et le Patrimoine Maritimes, Boite Postale 80, 76050 Le Havre Cedex, France. I have one set of papers here and could send photocopies on receipt of S.A.E.

OTHER NEWS. Nick Skeates has been touring South Island, New Zealand, on the Sunbeam motorcycle he carried in Mylo II. He writes that he was honoured to be a bearer at Eric Hiscock's funeral and that Susan Hiscock is still sailing Wanderer V single handed at the age of 74 and does not think much of friends suggestions that she should move ashore!

The Itchen Ferry Smack LILL, lying at Dyers Yard in Southampton in need of a complete restoration has recently changed hands and it is hoped the new owner will join the O.G.A.

CLOE MAY has been bought by the Discovery Dockland Trust, an offshoot of the Scout movement, who will use her for sail training and base her at Brighton. Designed by Percy Dalton on pilot cutter lines and built a few years ago by shipwright Pete Nash of Poole of traditional materials, she is a fine vessel of 40ft. L.W.L. She competed well in the Solent Race of 1984 but has not been seen since. The Trust's previous vessel was the Colin Archer lifeboat LARVIK and she is now returning to the town of Larvik where she originated.

Another Norwegian vessel, CHRISTIAN BUGGE, also used for sail training but on the Clyde is in urgent need of a skipper for the summer. If anyone knows her history and in particular how she got the name please let the Solent Area Secretary know as there could be some connection with a local person of similar name.

EAST COAST NOTES

IND COOPE EAST COAST OLD GAFFER RACE 18 July

Please could entries be submitted on the standard form enclosed with the newsletter to reach me by the 10th July at the latest. Late entries will be accepted at Stone, but I would rather receive a provisional entry early than a late entry on the eve of the race. Entry fee is 5.00 for classes 1, 2 and 4, 3.00 for class 3, 1.00 surcharge for non-members. Do not send any money for meals, but let me know how many you would like. Also please do not send any money for race insurance extension - I can't handle this at present.

were regularly crossing the Atlantic until the Second World War and to Greenland in the 1950s. No one said they were unsuitable so why has the gaff sail now lost popularity in ocean wanderers? Perhaps as well as increasing Australian national pride the First Fleet Re-enactment Voyage will remind sailing people that gaff sails are very suitable for every type of sailing. The gaff rig is a good all rounder in terms of performance. It was used on more types of work boats and yachts than any other rig.

Robert Simper



*Sam & Maggie Bayliss in
MARY AGNES at the review.
Photo R. Simper*

PLASTIC GAFFER PROBLEM?

I was lucky to attend two launchings this spring both of which seemed thoroughly right. I very recently watched a television programme which was definitely wrong and the juxtaposition of the two confirmed, for me, again the position that I feel the O.G.A. ought to be in in the boating world.

The launchings were fun, and genuine. The first was of a new member's new 'Pilot Cutter'. Now whatever the purist might say about the term 'Pilot Cutter' it is a very small quibble in discussing what is a very proper yacht indeed. In turning the Cornish Trader hull into a Cutter Cornish Crabbers have done a fine thing and that an R.C.C. member should elect to go gaff rigged and commission a local boat yard to create a classic flush decked yacht from the hull is a considerable credit to

their conception and to this Association for being what it is. 'Grace O'Malley' was launched with poetry and prayers and the local silver band, and the R.C.C. burgee at her masthead. She has wood spars, teak laid deck, a low cabin top with no doghouse, a large cockpit with tiller steering and gaff rig - and is in every way a thoroughly proper yacht of which this Association should be proud. That she is built on a plastic hull is of no consequence whatever, yet I fancy there will be a few shortsighted members who will condemn her for that. In electing for the particular traditional recipe they have Paul and Libby Heiney have created a thoroughly genuine yacht which blends all the virtues of tradition with the benefits of advances in modern construction - without which the building of such yachts might cease altogether and one of the aims of this Association prove sterile.

The second was a much less ornate affair. One of my Morris Dancing friends who has been sailing regularly on the Winston Churchill (and on Sheila) decided to buy a Skanner 19. With some O.G.A. input he has created a nice little gaff rigged boat to help keep the dominance of Shrimpers at bay. She was launched traditionally with Morris dancing and is pretty to look at and fun to sail, embodying the sensible layout of a large cockpit and small sleeping for such a small boat. What more traditional a name than "Sally Luker"?

Both these boats and their members are new to this Association and would not have been so had their plastic hull disallowed them. In both cases I was asked by friends and bystanders "what I thought of plastic gaffers" (with the implication that I should condemn them). My sole judgement in this matter is "are they genuine?" Are they properly conceived and correctly gaff rigged and are their concepts stylish and traditional. In both these cases the answer is a resounding yes and we, as an Association, should make them very welcome and feel they are one of us. They are one of us: they have clearly thought about gaff rig and taken the trouble to spend the time and money to be different and stand for tradition and in that essential act they are wholly one of us.

overlooked in the distractions of January. Now, today, when I am already feeling unsettled, Bill Brown has sent the back issues of the newsletter which we requested.

So, having made a note of every boat for sale which we might (a) be able to cram into and (b) be able to afford, I just sort of drifted into reading the articles and reports. Sometimes it is nice to reassure oneself that there are other sane folk out there, courting bankruptcy in order to sail vessels older than themselves. There are many ways of losing a boat, all painful. Often we have admired the pluck of other people who have recovered from such a loss. We are very fortunate to be alive and well, now it's up to us to get on with it and find another boat to care for.

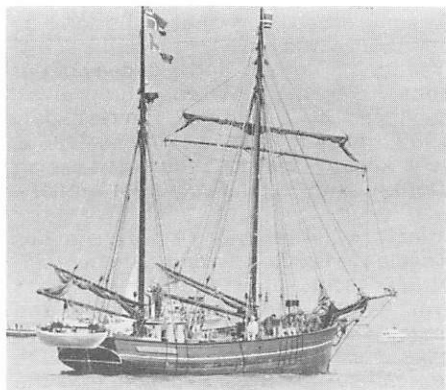
Thank you all for just being there. We thought we should just let you know that we aren't beaten yet.

(By the way there will be another jolly good article in Y.M. in the autumn!)

Happy sailing,

Josh Jones

SPLITHEAD REVIEW



*Norwegian Trading Ketch
ANNA KRISTINA at the review.
Photo R. Simper.*

The O.G.A. was asked to provide craft to add to the spectacle at the sailing of Australian First Fleet Re-enactment

Voyage to Sydney on May 13. When this fleet left the Spithead off Portsmouth the square riggers were the stars of the event, but the gaffers beating down to the open sea in a fresh breeze made a brave sight. Local gaffers which turned out to watch the fleet sail included the Cornish grp EMMA and Sam and Maggie Bayliss in their winkle brig which was built at Maldon.

The First Fleet is following the wake of British fleet which took the first convicts out to Sydney in 1787 and began the European settlement at Australia. The departure of the First Fleet Re-enactment ship bought a little sadness to anyone with an east coast bias because with them was going the Brightlingsea based brigantine SOREN LARSEN which will not be returning to Britain for several years. On the good side the fleet gave a good chance for visiting gaffers to see some interesting gaff craft.

One of these was the Norwegian trading ketch ANNA KRISTINA, a splendid old timer, rebuilt of course for such a voyage, and setting a standing square sail on her main mast. This was normal practice on the Norwegian coast and will no doubt come in useful on long passages in the trade winds running before the wind. The fleet is going round the Cape of Good Hope so the passage out should give some interesting sailing before they arrive, after visiting several ports next January.

Also sailing home was the 60ft. New Zealand ferro-cement tops'l schooner R. TUCKER THOMPSON. This is a new ship and she seems to have stood up to the voyage to England very well. Some say that the gaff rig gear chafed badly in the long swells in ocean passages. In the past two decades the gaff rig, which has made a comeback for yachts in coastal waters, has gone out of fashion in deep sea craft. A number of vessels have been converted to brigantines for long adventure voyages. In fact all gear gaff or square rig chafes on long voyages. It seems to have been forgotten that before the First World War dozens of little tops'l schooners and a few ketches traded regularly from the West Country, Wales and a few from the Clyde across the Atlantic to Newfoundland. The Danish schooners

With H.W. at 0630, I think we can have a leisurely start at 0900, class 3 for open boats at 1000. Programmes will be available for collection at Stone Sailing Club, but I will be sending off acknowledgement letters as last year.

Ind Coope are to provide every entrant with a souvenir burgee. I will aim to give these out with the programmes.

Ind Coope were not prepared to sponsor our film, but one of our members has very kindly stepped in again, and arranged finance from his firm, Atlanta Unit Trust Managers Ltd. This film is to be made by the film unit of UEA, who specialise in making new films and researching old films of traditional crafts and special events of local interest. Their films form a unique archival record, and our E.C. Race is a rare opportunity to record on celluloid traditional sailing craft whose heyday pre-ceded in the main part the widespread use of the camera. We will have a video copy of the film for our own use. Let's hope we have reasonable weather and a good entry!

TENDRING COAST PASSAGE RACE,
STOUR VALLEY AND MALDON RALLY.

I will be sending out a mail shot end of July for these events - if any E.C. members are not receiving mailshots, please let me know.

1986 E.C. RACE

Graham Wadeson has asked for it to be recorded that he did not retire in last year's race - he had much trouble with Lady Hilary's garbo'rds, but he did complete the course.

AUSSIE II

It is with deep regret that I have to report that Aussie II, a Cornish Shrimper, was burnt beyond repair whilst laid up ashore. Aussie II, sailed by the Rawlinsons, was a regular attendant at our Rallies, and will be sadly missed. I understand a replacement shrimper is due in August.

*Before the match.
Photo Jan Wise.*

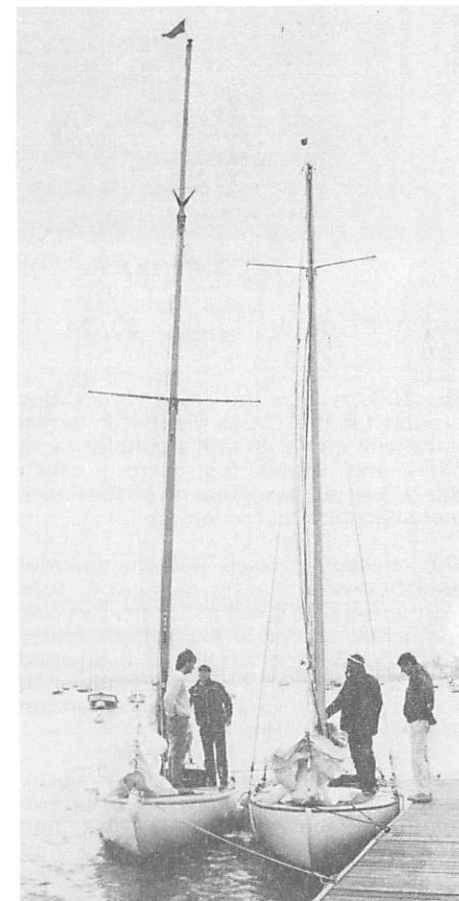
TROPHIES

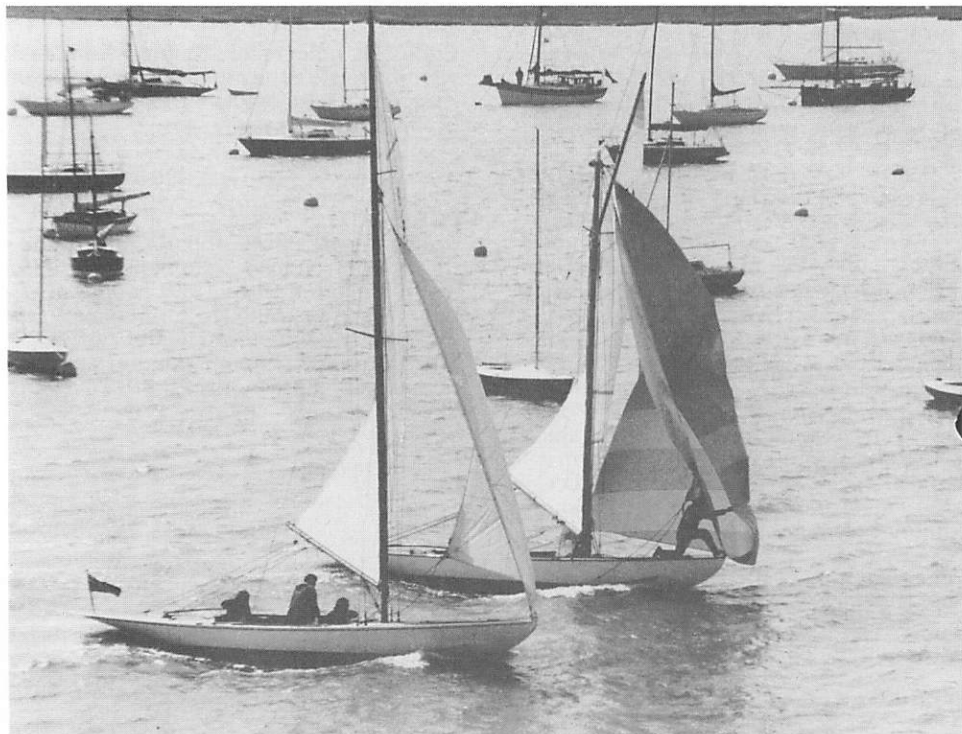
Could all holders of trophies from last year make sure they are returned to John Hugget, 19 Cavendish Drive, Lawford, Manningtree, Essex.

Jon Wainwright

FOR SALE

Stuart Turner P5MC 4hp marine engine. Centrifugal clutch, 2 propellers, shafts etc. Installed in Deva 1956, works over-haul 1964, working up till February 28 this year, now replaced by P55. After 23 years it probably needs another service, hence asking price only 25.00! Tel 0206 393537 ev.





ECOD Match Race - The Finish. Photo Jack Coote.

THE 1987 CROUCH RALLY 23, 24, 25 May

The 1987 rally on the Crouch broke new ground for the O.G.A. in that it forged links with one of Britain's premier yacht clubs, and was the first event in which the O.G.A. put its reputation on the line in a challenge to bermudan rig.

The preceding week had been awful weather-wise, with rain and cold Northerly gales. It was still pretty damp as I watched Madeline set sail on Friday evening. With discretion I postponed Deva's departure 12 hours, and then had a relatively dry spinnaker run down the Waller to Burnham.

At Burnham we were given moorings by the Royal Corinthian, and I noted that two of our number, Skanner 24 Ibis, and Cornish Pilot Grace O'Malley had scratched. However, to make up we had that grand old Bawley "Band of Hope",

and the fastest gaffer on the East Coast, the six-metre Asti V. Local smack (and last year's winner) Fashion was joined by the lovely Mersea smack Gracie, whilst another ex-working boat present was the Liegh Cockler, Alice and Florrie. Oldest boat on show was the Gravesend Bawley Vivida, who is 120 years plus young! Newer gaffers were the Ferr-Arch GJoa, the steel pilot cutter Noorderzo, and the Cornish Crabber Kitty. Then we had a goodly sprinkling of traditional gaff yachts including the canoe-yawl Shiela, Blackwater sloop Adelle, the Jago's little Teal, the well travelled Blue Hawk, Marshmallow, Fraachesca and the sturdy Avola. Then, of course, there was Chittabob IV, all polished and preened for her historic task in the morrow.

In civilised fashion we were taken ashore by the club ferryman, where we were looked after very nicely in the Royal Corinthian clubhouse. 'Clubhouse' is a bit of a misnomer for this magnificent

I was also interested to see a photo of my own boat the MERSEY taken in the year she was built. After racing with the Royal Mersey Y.C. she was used for fishing in the Dee estuary; later coming to the Pwllheli area. Just before the last war she came to Aberystwyth which has been her home port ever since. She is now at home as she is due for some restoration work.

As far as I know the boats of that class still in existence are MERSEY, DEVA, STYX, SEVERN, USK, CLWYD. I did hear that the last named was being changed back to the original sloop rig and also to half-deck. The OGWEN was sailing up to a few years ago but unfortunately she was lost off the North Wales coast.

May I correct a slight misprint in my letter, Are we too footloose? The sentence about Grand Banks schooner sails should read, I think the FINEST sails I ever saw, not the first sails etc. I really must do something about my writing.

Gron Davies

LETTERS TO THE EDITOR

Dear Mr. Cade,

Having just received the 87/1 Newsletter, which is always a pleasure to receive (especially as it seems I have overlooked my 87 membership - sorry Bill), I opened it to find that yet again there is no news from the West Country. This has prompted me to write this letter, just to let our fellow O.G.A. members in the West and East Coast know that we are still here in Cornwall, and do lots of sailing and socialising.

The laying up supper was, I believe, a tremendous success, but I cannot comment as I was away at the time, so did not attend. There has also been a fitting out dinner Saturday May 2nd, which again was successful. August 30th sees the third year of the John Scarlett Memorial race, which nobody ever seems inclined to write about. This is all the more surprising as those who have read Classic Boat (a very fine magazine) will have I am sure read articles by Barry Chisham and Mike Rangecroft, both of

whom are O.G.A. members and owners of fine gaff rigged wooden boats, unlike my own 'plastic tub' as they would call it.

Surely, having found the time to write such lengthy articles for the Glossys they could put pen to paper for our own O.G.A. rag; come on fellas, how about it.

Also perhaps David Carne, former owner of Benbecula, which we read about in past issues would like to write about his having wested his wooden gaffer, Tom Tit, his reasons, problems and conclusions.

So let's hope this prompts some West Country news, and perhaps some interesting replies.

E.J. Pullen

LETTERS TO THE EDITOR

Dear Members,

I ought to be writing for my living at this moment, not chatting to my fellow Old Gaffers. But it's one of those days which drives you frantic with the need to be out on the water, in your own boat, and it's very hard to sit here in Enfield and do those things which I ought to do.

As some of you know (those who don't, go out at once and buy: 1. the April issue of 'Yachting Monthly', and 2. a copy of our book 'Rescued by the Canberra', published by David and Charles, July 1987; I have to make a living somehow, you know!) we lost our gaff ketch 'Dorothy Ann' in the Pacific last January.

After a week of being on T.V. in Los Angeles, Mexico City and London, with photos and reports in newspapers worldwide, we were instantly and mercifully forgotten by the 'media'. We have since been milling about, trying to reorganise our lives and suffering the strange experience of being without a boat, for the first time in about 20 years.

We thought about several silly and unsuitable ideas of what we would sail next, but finally accepted the fact that we are incurable Old Gaffers and hastened to pay our subscription, which had been

MORE ON THE STYX

May I offer some further comments following the successful operation to SAVE THE STYX. First my thanks to Robert Holden without whose efforts she would probably have become just another abandoned hulk.

My knowledge of STYX goes back to the 1940s. She spent the war years in the garage of a house at Hall Road outside Liverpool. Her owner, Guy Wilkinson, gave her a very thorough refit which included fitting the overall cabin top using teak which was salvaged from a wrecked Thames Barge. How this timber found its way from the Thames to the Mersey I do not know but if the new owners look closely they will find some very neat graving pieces let in to hide old fastening holes.

Part of the work done involved removing the main thwart and replacing this important strength member with a beam running thwartships between cockpit and cabin.

She was always very well maintained and wintered under cover. Guy Wilkinson was a member of the Blundellsands Sailing Club and kept Styx on the River Alt which flows into the Mersey from Hightown. I moved away from the area in the mid 1950s and lost track of her until I sailed back up there in 1974 and attempted to buy her from her then owner. She had I believe had three other owners and won the Midnight Race to the Isle of Man with a panic stricken crew locked below!

That attempt to buy her failed and she then found her way to the River Weaver and was in due course again on the market. Unfortunately the price and cost of transport were more than I could afford at the time. She was sold and I have a couple of colour slides that I took when I next found her at Bradwell Marina in Essex. When I read in the newsletter about her recent abandonment I was very tempted but being half way through refitting a Belouga as well as maintaining our Maurice Griffiths 10 tonner dare not take on any more projects. I hope some day another of this class will come on the market.

The original six boats in the class in 1912 were Styx, Alyn, Deva, Elwy, Mersey and Dart. Around 1913/14 Styx had her name changed to Volga and Elwy became Ribble.

Then three or four new boats were built including a new Styx, Bronx and Keer. So presumably the Styx we know today is not the original.

Other names which I recall are Clywd, Ogwen, Isis and Severn - the latter is of course still sailing at Heybridge. Possibly a member with access to editions of Lloyds 1912 - 1922 could sort out how many of these boats were built.

The sails were made by Perry of Birkenhead who for many years advertised "Turkey Red Sails a speciality", and I understand that each boat used white antifouling.

Now although the Y.M. in 1912 stated that the Rivers boats were identical to the Blackpool and Fleetwood Y.C. one-model class I believe this is not absolutely correct. The Blackpool Boats were known as the Jewel Class all being named after precious or semi precious stones. I have been told they were cutter rigged and had a rectangular cockpit whereas the Rivers boats were sloops with an elliptical cockpit. Can any member confirm these differences?

To discover why the Rivers class only raced as a class for about 20 years whereas other local classes, the Seabird 1/2 raters, the Hoylake Operas and the West Kirby Stars are all still racing after 70 years or more might give a sociologist an interesting subject for research.

F.M. Miller, Birdham.

LETTER TO THE EDITOR

R.M.Y.C. RIVER CLASS

I was very pleased to read in the Newsletter that the STYX had been saved. Many years ago I exchanged letters with the then owner. He was very proud of the Styx and without doubt kept her in fine condition. It is very good to hear of a lovely old gaffer being saved from complete dereliction.

premises, 3 balconied storeys of magnificent inter-war 'Bauhaus' architecture.

Sunday morning was the O.G.A.'s big challenge to the bermudan rig in this most Marconi of leg o Mutton Meccas. A separate report has been written on this event, but I will remind the reader that yes, it was gaff, by a good second after a morning's racing. Congratulations Arthur (Connors) Keeble and ECOD Chittabob IV.

After luncheon, the gaffers fleet put to sea against a stiff Nor-Easter which was causing a really irritating slop for this third race for the Ind Coope and Allsopp Old Gaffers Trophy. Like most of our rally-races, this was on a staggered start basis, with the slower boats going off first. Blackwater sloop Adelle led the fleet out to the Blanket, where there was a leg up the Roach. Beating in the wind-over-tide conditions through the congested moorings was not easy. In Deva, we were trying out an alternative 'Cardiac Sloop' rig, with an American style club-footed jib. This made tacking very easy, but we couldn't make it drive - perhaps some of our American members could advise.

The Crouch slop was selective on boats it stopped. Small craft like Teal and Blue Hawk seemed to ride over it, whereas slightly bigger boats such as Gravesend Bawley Vivida and nobby Deva had difficulty. Best boat for the day was Avola. Deep of draft, her 30ft. hull powered to windward well, her helmsman and crew relaxing in the shelter of a warm wheelhouse.

Rounding the Roach Mark was difficult for the bigger boats in the low tide conditions, ferro-Archer Gjoa taking the ground. Sea-Pig the Everson Cherub, picked up well here, there being many current situations to exploit. Franchesca found difficulties in beating out of the Roach, but at least she came out unharmed. Not so the speedy Asti V, who tragically broke her long boom in the frothing Crouch estuary.

With smack Fashion breaking her mainsheet, and Vivida suffering similarly, the sea-ward leg was shortened to the 'Crouch' buoy. We

rounded just ahead of the mighty steel Pilot Cutter Noorderzon, who shook out her reefs and set her kites for the run up river to Fambridge. In fact many of the tail enders started setting kites now as they tore up the young flood to catch up the leaders, cockler Alice and Florrie sprouting all sorts of topsails and watersails.

The finish of the race was very good for such a wide range of craft. The prizes went to a little boat, a red-hot racer, and a deep-sea cruiser, the sort of spread we aim for in our race management. There was only a little more than forty minutes separating the first from the last boats. But possibly the 13th boat over the line was badly rated, so there is room for improvement in the system.

Prize-giving was outside the Ferry Boat Inn - it was too crowded to fit us all inside - Norris Silk presenting the prizes. Norris has done much to secure sponsorship with Ind Coope over the last 3 years, we are very much indebted to him.

The next morning saw boats setting sail for home. It was a particularly foggy beat up the coast for us, before we burst out into Harwich Harbour into brilliant sunshine. But at least we found our way, which sounds better than a rumour I heard that we'd lost a policeman on the Raysand.

RESULTS

1. Adelle - 1805. Ind Coope and Allsopp O.G. Trophy.
2. Chittabob - 1806. Skua Trophy.
3. Avola - 1810. Teal Trophy.
4. Blue Hawk - 1812.
5. Gracie - 1813.
6. Noorderzon - 1814.
7. Marshmallow - 1819.
8. Sheila - 1823.
9. Kitty - 1825.
10. Teal - 1826.
11. Alice & Florrie - 1827.
12. Sea Pig - 1829.
13. Deva - 1833.
14. Madeleine - 1842.
15. Franchesca - 1846.

Rtd. Asti V, Gjoa, Fashion, Vivida.

Postscript:-

Whilst the Crouch Rally is a delightfully informal rally, there is much work by many people behind the scenes to make it happen at all. Particular thanks go to the Jagos, Dave Woodford for his time and effort and service of the committee boat Galloway Princess, to Dick for the floating hotel service and looking after the dinghies with his boat Irene, to Rob and other committee members. But most of all thanks to those who attended - bring some others with you next year to keep the attendances rising!

Jon Wainwright

BATTLE OF THE RIGS - IT'S GAFF BY A SECOND!

Although many recognise the inherent advantages of gaff for powering fishing boats and heavy displacement cruisers, most pundits give bermudan rig top marks for speed. However, I have often felt that bermudan's use in virtually all the racing fleets round the world is as much due to fashion and formulae as anything else. New boats tend to win more than old ones even in strict one-design racing, and it is easy to imagine the yachtsmen of fifty years ago being impressed by lofty-rigged new-comers which dominated the prizes.

Watching the America's Cup match racing on T.V., and noting the speed of some of our East Coast fleet, gave me the idea of a "Challenge" which might prove my rig theory as well. I was in the early stages of fixing a gaffers' rally with the Royal Corinthian, when the devil in me made me throw down the gauntlet to our hosts to put up a bermudan rig East Coast One-Design to race a gaff rigged ECOD put up by the O.G.A.

Fortunately the two boats I had in mind for the match race were available and their owners game for some sport. The recently restored Joyce would represent the Royal Corinthian Yacht Club, whilst Chittabob IV would sail for the Old Gaffers Association. The course would be in the River Crouch for the benefit of spectators, and the O.G.A., myself and Chittabob's skipper, Arthur Keeble would

put up a suitable trophy. The occasion would be the Old Gaffers Crouch Rally on Spring Bank Holiday week-end, 24 May 1987.

Race-day morning saw the two ECODs alongside the Royal Corinthian Pontoon. It was interesting to make comparisons. The fore-triangle was practically the same on both rigs, and the boom seemed of similar length too. But the mast on Joyce was very much taller - I would guess her main was at least as large as the gaffer's. Both boats were soundly rigged, but Chittabob's gear, despite its pre-1920 profile, still incorporated some modern technology. She had alloy spars, with luff, head and foot set in grooves.

The start of this first challenge for the O.G.A. Crouch Plate was not good, both skippers jumping the gun with over-zealous timing. As they re-crossed, Joyce led Chittabob by 20 seconds. However, by the time the ECODs reached the leeward mark off Wallasea, the gap had closed considerably. As the boats came on the wind, Joyce appeared to find a better wind and quickly built up a 12 second lead. But Chittabob was holding a good line, pointing high, and might well have gained had she not become embroiled with the local Dragon fleet.

At the windward mark (the Horse buoy) it was Joyce by 15 seconds now, helmsman Peter Barker showing great skill with local knowledge. But on the reach Chittabob again challenged strongly, and by the leeward mark took the lead for the first time. She appeared to capitalise on this slender margin as she tacked from the Wallasea shore, but Joyce found a useful wind shift and found herself in an advantageous cover position. The two ECODs exchanged the lead several times as they tacked through the fairway, and drew applause from spectators on several moored boats. The tide was not ebbing, and Chittabob stood in too close to the southern shore, allowing Joyce to slide ahead in a favoured current. Joyce had a 10 second lead as the boats turned into the home straight. Chittabob immediately covered her wind, but Joyce steered clear of that move. With only a few hundred yards to go, and no way past Joyce's quarter, Chittabob looked like a loser. But Arthur

Keeble playing his last card set Chittabob's 'Genniker' and made to break through Joyce's lee. Joyce covered, and the gaffer's genniker collapsed. But with feet to go to the line, bowman George Jago leapt on the foredeck to hold out the genniker's leech. The kite took wind, there was a 'Bang' from the Royal Corinthian cannon, and it was Chittabob by a very thin whisker!

As the spectators gathered for the prize-giving, there were many interpretations being put on the event. If the gaffer had had a better start, would her winning margin have been greater? Should Arthur have set a genniker? Was the disturbed wind in the river more of a problem for the lower gaff rig? There were many such questions which could have been asked. My own view was that there was no clear advantage for either rig. The official record of one second difference is an accurate reflection on the ability of the two helmsmen. But I very much doubt if the ECOD owners of 1920 would have expected us to be opening the rig debate again 67 years on!

The O.G.A. Crouch Plate was presented by the Vice Commodore of the Royal Corinthian Yacht Club, who welcomed the "Old Gaffers" to his club for the first time. No doubt the event will be staged again next year.

Jon Wainwright
E.C. Area Secretary

WESTERN AUSTRALIA

Here is a letter from Frank Marchant to Sam & Maggie Bayliss (Solent):-

Dear Sam & Maggie,

Your letter together with photos and Xmas Card were very much appreciated and we both thank you, we in turn trust you all had an enjoyable festive season, which we read was a great deal cooler than ours, the weather here for the last 12-15 months has been very unpredictable with quite a lot of windy conditions plus out of season rain, several times we have been delayed at Rottneest through weather, as you know

the relatively small crossing to Fremantle can become extremely rough.

I have been following the O.G.A. activities in the magazine. I notice that you get a good number of entries for your events. I do enjoy the newsletter, I find it difficult to entice a number of our members out to the sea which has the advantage of open sailing space which is rare on the river.

You did receive my report on the Centenary race of The Fremantle Sailing Club to which we were invited, this created good interest and we were made very welcome, our winning yacht received a truly magnificent trophy.

Since then and whilst the preliminary America Cup races were being sailed an International Exposition was staged in our large Overseas Shipping Terminal situated on The Fremantle Wharf. The Old Gaffers were invited to attend and we duly enjoyed 3 laps of the harbour in an 18 knot South Wester. 14 vessels treated the spectators who were on the 2nd floor area to a fine sight, the T.V. coverage was great on all channels and the following night good coverage was given on the special America's Cup segment, a most gratifying day.

We have been in recess for some weeks and now have our annual Race at Perth Flying Squadron on the agenda for next week, will let you know the results, I will be forwarding some notes on our activities to David Cade at the same time.

Yours sincerely,

Frank Marchant

CORNWALL

Due to light airs the Cornwall Area Race had to be abandoned and will be re-run on Saturday 29th August as part of the Falmouth Festival of Sail.