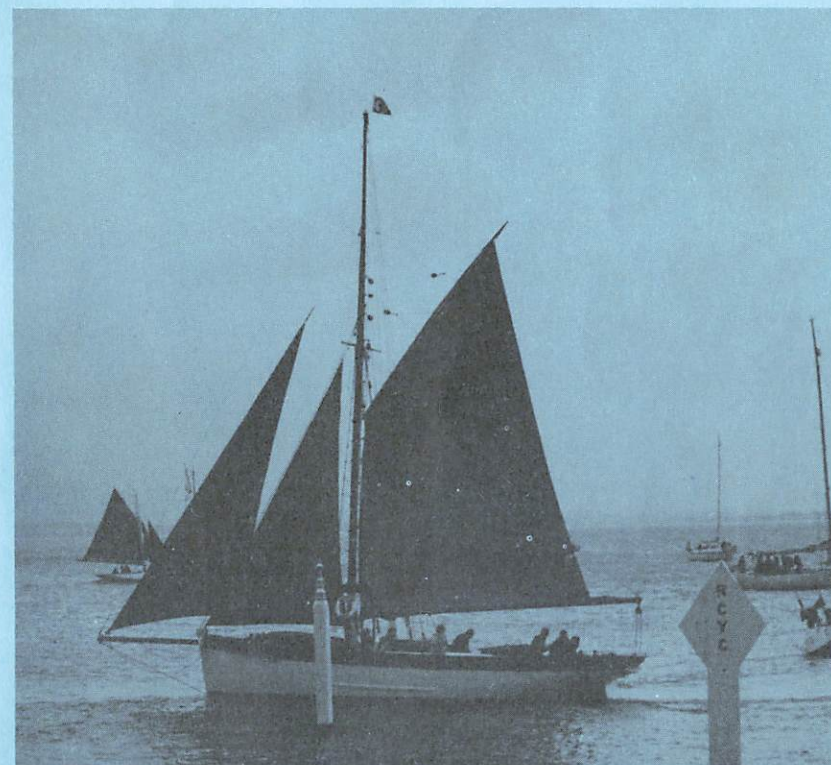


Old Gaffers Association



*"Greenshank", built by R.S. Burt at Falmouth in 1914,
seen here in E.C. Race this year.*

Photo Brenda Jago



*"Madcap", Bristol Channel Pilot Cutter built in 1875, with reefed main,
sails out to the start of this year's Solent Race.*

Photo J. Denner

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, 2 Quayside Court, Bell Street, North Shields NE30 1HF.

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. 0389 58507

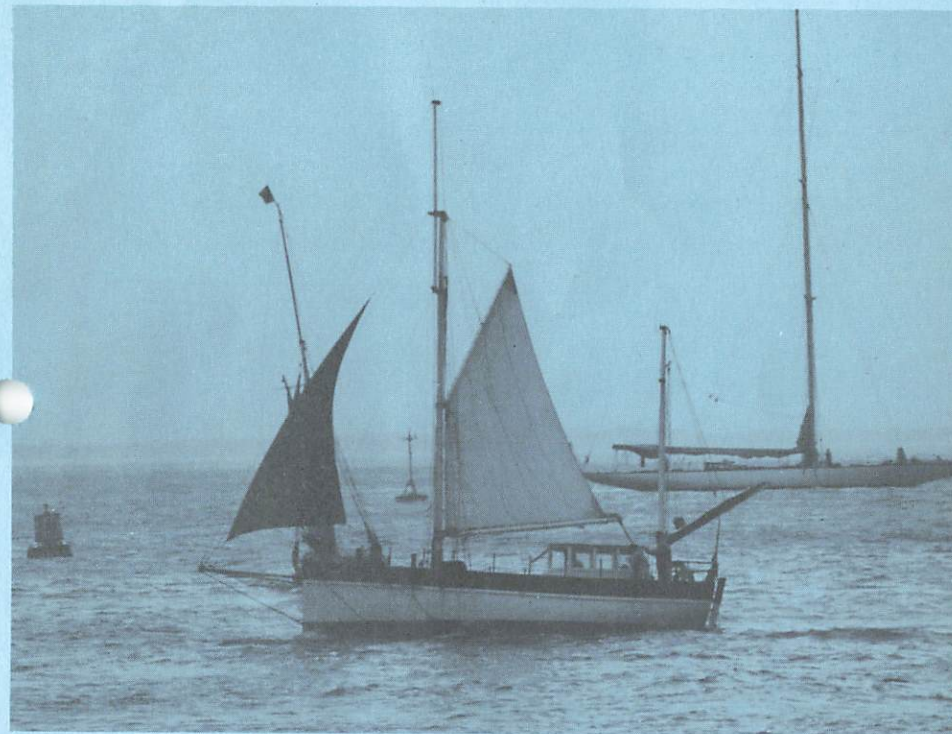
France:
J.C. Credin, Le Veu Herve, 22360 Langreux, France.

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.



"Foil" - West Country Lugger now gaff ketch off Cowes -
"Velsheda" in background.

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.		£3.00	£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 OJS.
Orders will not be despatched until payment has been received.

BOATS FOR SALE

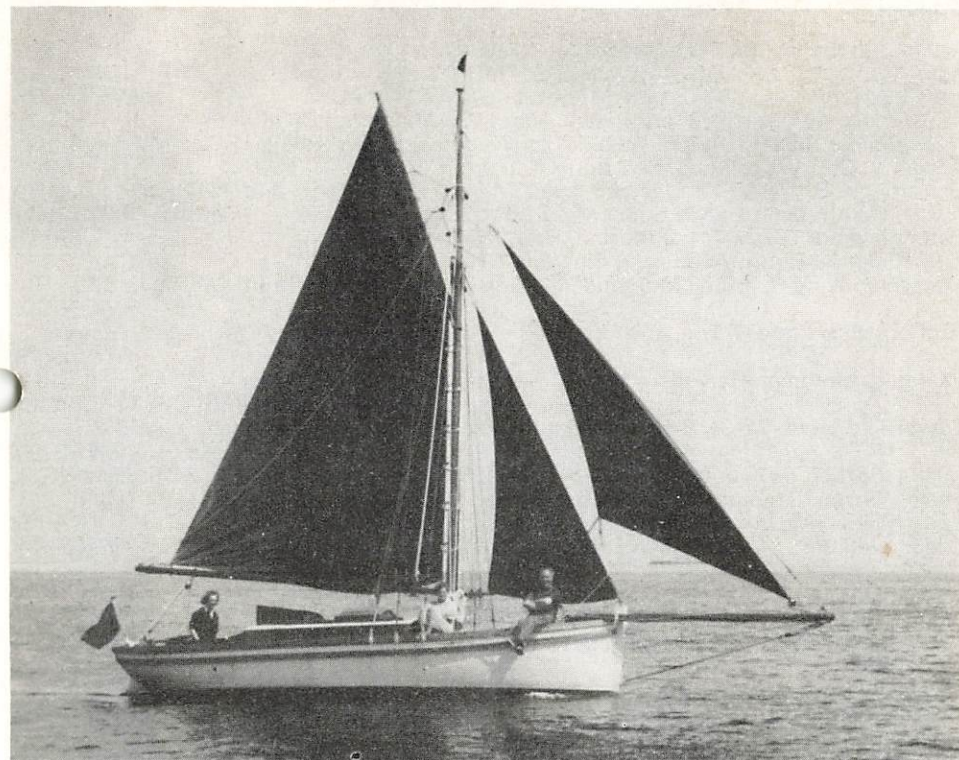
RO-AN-MOR O.G.A. 843. SSR 06786. 25ft. x 8ft. 6ins. x 4ft. 6ins. Superb 1978 Gaff Cutter modelled on traditional Falmouth Working Boat lines. Strong G.R.P./Iroko construction with lead keel. Adapted for extensive cruising/racing. 1984 15g.p. Yanmar Diesel - Five full length berths - Heads - galley - chart table - electric lighting - Radio - Echo Sounder - Log - New Mainsail - Good Terylene sail wardrobe - Avon inflatable dinghy. Easily handled, ready to sail away - well worth coming to Cornwall to view. Bargain at £8750. Ring 0872 76807.



TEAL (729) 18ft. x 6ft. 6ins. x 3ft. Gaff sloop. Built by Wiggins of Great Wakering, Essex for himself in 1947. Present owners purchased her from his daughter in 1974. New mast, mainsail and roller jib (both tan terylene) in 1984/5. 2 Berths, 2 ring gas burner, Seagull longshaft outboard, anchors and wooden dinghy. Lying afloat on Essex coast, ready to sail. Offers around £1800. Tel. 0621-741595.



GUERNSEY BUILT Gaffer. 16ft. 4ins. x 6ft. 6ins, built 1904, pine on oak, cooker, 8hp diesel, nav. lights, 9 sails, 1 berth. 2 1/2hp Seagull, new mast and s/s rigging, new cabin 1983, glassed to waterline. £2000. Tel. 0481 823148, Alderney Channel Island. (Below).



"Storm" sailing again - seen here on her first outing in Rye Bay in July.

EDITORIAL COMMENT

The summer, such as it was, has slipped by and a very full programme of events for gaffers is now all but completed. It seems, from the reports that there has generally been either too much wind or none at all.

Membership continues to grow which is particularly pleasing and this includes a high percentage of owners of modern gaff rigged boats. On the subject of membership it is worth reminding members that anyone can join our association, there are no conditions except for an interest in gaff rig, and we are keen to continue expansion.

In my travels this year I have seen fine restorations of old and interesting boats. I am in need of some good cover photo stories - or boat histories - or just full anatomical and historical details, and I wonder whether some of these owners or friends could write them up for the newsletter. Remember that this journal is to a large extent what you make it by your contributions.

It is with great sorrow that we record the death of Elder Gaffer John Leavens at his home in Massachusetts U.S.A. on the 5th May this year, he was 80. John and his wife helped to found the Catboat Association in 1962 and subsequently took a great interest in our Association and promoted it throughout the States.

Next newsletter December, copy by 7th November please.

WELCOME TO THE FOLLOWING NEW MEMBERS

R. Timothy Beilby, 24 Melrose Gardens, Glasgow, G20 6RA.
 Peter Booty, 17 West Street, Walton-on-Naze, Essex.
 Helen Braithwaite, 120 Tinshill Mount, Leeds, LS16 7AU.
 M. Brimley, 42 Grange Road, Netley Abbey, Southampton, SO3 5FE.
 M.A. Cooper, 691D London Road, High Wycombe, Bucks. HP11 1HD.
 Adrian J. Cox, Woodlands, Ponsanooth, Truro, Cornwall, TR3 7JA.
 Christopher S. Davis, 14 Pleasant Road, Milton, Southsea, Hants. PO4 8JU.
 A.P.H. Doran, Llain Delyn, Capel Mawr, Bodorgan, Anglesey.
 Peter Halstad, "Briar", Hull Marina, Hull, HU1 1UH.
 K.R. Hogg, 18 Bourn Avenue, Hillingdon, Middx.
 Martyn Jenkins, 'Lynton', Morgans Vale Road, Redlynch, Downton, Salisbury, SP5 2HU.
 Anthony E.S. Lane, 2 The Anchorage, East Road, East Mersea, Colchester, Essex.
 James L. Mattison, Belvedere House, Burnham on Crouch, Essex.
 Edwin T. Ritchie, 22 St. Bridget Crescent, Stonehaven, Kincardineshire, AB3 2GL.
 Michael Steer, 64 Gunton Drive, Lowestoft, Suffolk.
 Terry Watson, 81 Bucklesham Road, Ipswich.
 Paul Whittle, Mowbray Cottage, South Street, Manningtree, Essex.
 Edgar Williams, 21 Cavendish Drive, Lawford, Manningtree, Essex.

ASTREA 802
 KRISTINA 1034
 SILVER GAIN
 MAUD
 MISTY (Bmdn)
 LUCY
 ADA
 WHITE CLOUD 602
 BRIAR
 DAISY 992
 SP5 2HU.
 WONDER
 STROLLER
 PRAIRIE OYSTER (Bmdn)
 LASTING MEMORY
 DEBEN ANGEL
 GLEE 311
 NAIAD
 MERLYN II

NEW ADDITIONS TO STOCK LIST

BOTANY WOOL SWEATERS
 Colours - Navy, Maroon and Grey.
 Most sizes up to 44".
 Order through Bill Brown.
 Price £16.50.

Old Gaffers Association



Sweatshirt and T-shirt motif



Sweater motif
 (Actual size)

T-SHIRTS

Large motif on chest, navy on white or white on navy.
 Sizes S, M, L and XL. Price £4.00.

SWEAT SHIRTS

Same design as T-shirt embroidered on left breast in sizes S, M, L, XL and XXL.
 Colours - Navy, Maroon, Grey and Green.
 Price £10.00 or extra £1.00 for boat name. Order either of these through Hon. Sec. Mike Burn.

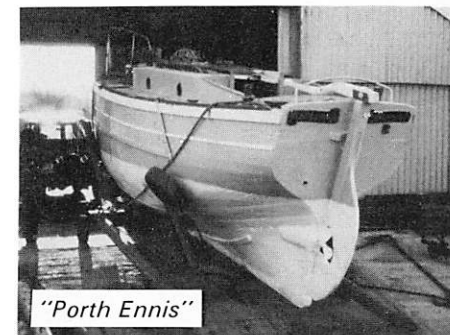
10	Tern	14220	9	11447
11	Migrant	14463	10	11628
12	Kestrel	14859	11	11798
13	Jack Crick	16252	15	12319
14	Doormouse	17762	22	12433
15	Sea Pie	16318	16	12532
16	Moonstone V	16678	18	13008
17	Nsatterjack	16200	14	13316
18	Anna Louise	15876	13	13653
19	Clarissa	17174	20	13705
20	March Hare	16657	17	13742
21	Dream	16800	19	13860
22	Reboate	17867	23	13936
23	Rapunzel	17527	21	14092
24	Jenny	18648	24	15130
25	Coluna	20580	26	15517
6	Pen	18200	27	15652
7	Jill	19858	25	17078

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.

"PORTH ENNIS" of Penzance (1239).
 Genuine Cornish Mount's Bay Crabber built Porthleven, Cornwall 1912. Pine on oak frames, galvanized dump fastened, gaff cutter 27ft. 6ins. x 8ft. 6ins. x 4ft. 6ins. + 9ft. Bowsprit. Displacement 6.5 tons. (Afloat on the Medway).

"Porth Ennis" came out of fishing service in 1974 as P.Z.39. She has been extensively restored and converted to a GAFF CUTTER between 1979 and 1983, being originally 2 masted lug rigged. She has had all STEM, STERNPOST and DEADWOOD fastenings renewed including fitting of an additional collision breasthook in the bow at water level. All steel bolts have been replaced and the hull has had many new larch planks. She has been totally recaulked with cotton and all seams repayed. Many frames have been replaced using GROWN OAK. All deck beams and beamshelves are new oak. Carlins are new Douglas Fir. Main Staysail and Jib new 1984 in dark tan terylene. All blocks new 1984. All running rigging, halyards and sheets are polyester. She is fitted with a full set of D.T.I. navigation lights. New galvanized standing rigging was fitted last season to surveyors specification. Mast and spars are in well maintained order. The bowsprit is reeving. Compass and dinghy. There are 3 ample berths with underbunk



storage, separate seating and heads are in a separate compartment forward. 2 burner gas stove, grill and sink. Electric lights and new switch panel are fitted. There is ample scope for additional storage. ENGINE PETTER 12hp (hand and electric start, new battery) overhauled totally 1985. New 15 gallon fuel tank. Warmth comes from a TORTOISE No. 1 stove. 35 fathoms of tested three eighths of an inch galvanised chain and anchors. This is a genuine sale as I am buying bigger - wood of course!
 Price £6750, but I would be pleased to listen to offers. If interested, please contact BARRY HOBBS Bristol (0272) 778871 Tuesday and Thursday evenings between 7.00 and 9.00 p.m.

20	Kismet	23294	41	20033	2
21	Stonechat	22004	24	20046	2
22	Mizpah	23714	48	20157	2
23	Kitty	23750	50	20164	2
24	Mermaid	20358	11	20215	1
25	Gracie	20390	12	20288	1
26	Miranda	21039	18	20408	1
27	Caliph	24835	58	20439	2
28	Lady Hilary	23584	47	20636	2
29	Stormy Petrel	20544	15	20647	1
30	Sauntress	22615	29	20693	2
31	Una B	21248	19	20695	1
32	Bonita	21460	21	20709	1
33	Greenshank	23303	42	20856	2
34	Sea Pig	23442	45	20863	2
35	Fly	21967	23	20891	1
36	Wendy	22313	26	20952	2
37	Pelican	23219	37	20990	2
38	Noorderzon	20898	17	21002	1
39	Marigold	21912	22	21298	1
40	Helen and Violet	19500	10	21352	1
41	Olivia Mary	21338	20	21871	1
42	Madeleine	22930	31	21990	2
43	Vivida	24241	55	22011	2
44	Francesca	24312	56	22051	2
45	Le Moulin Vert	24961	59	22365	2
46	Salamat Jalan	23820	52	22462	2
47	L'Atalanta	23180	36	22485	1
48	Charlotte Ellen	20433	14	22578	1
50	Prawner	24350	54	22597	1
51	Hwann	23160	39	22674	1
52	Privateer	23956	58	22758	1
53	Nepenthe	23394	44	22833	1
54	Gjoa	23037	35	23175	1
55	Hooe Springer	23243	38	23196	1
56	Anna Crane	23010	34	23539	1
57	Phantom	22932	32	23666	1
58	Alice and Florrie	25075	60	23947	1
59	Deinemeid	18487	7	24384	4
60	Neljan	24456	57	24456	4
61	Sea Horse	26020	62	25369	2
62	William and Emily	25314	61	26023	1
63	Stadats	26217	63	26794	1
64	Coronation	29829	64	28427	2

Rtd Merlyn, Longhaul, Chitchat, Samphire, Band of Hope, Little Windflower, Elaine, Rose of Pagelsham, Alan, Mole.

CLASS 3 OPEN BOATS RACE

1	Thrift	11895	1	10087
2	Taffy	12015	2	10429
3	Dorade	13438	3	10723
4	Native	13500	4	10746
5	Peweeit	13690	5	10958
6	Lady Gwinnfred	13970	6	11064
7	Hush	13993	7	11376
7=	Bluebird	13993	8	11376
9	Halcyon	14920	12	11383

MINUTES OF THE ANNUAL GENERAL MEETING HELD AT THE NAVAL CLUB, HILL STREET, LONDON, W.1 ON SATURDAY, 14th FEBRUARY, 1987.

(These Minutes should be read in conjunction with the Treasurer's report in 1987/1. Date and time of 1988 A.G.M. will be notified in 1987/4. Ed.)

Present:

President	R.H. Simper
Vice-Presidents	C.R. Williamson (East Coast) R. Francis (Solent)
Secretary	M.R. Burn
Treasurer	W.A. Brown

and thirty-one other members.

The President apologised for the cancellation of the Annual General Meeting called for January 17th. Unfortunately owing to the weather conditions it had become apparent that three-quarters of the people who wanted to come would not have been able to make it.

MINUTES of the Annual General Meeting held on Saturday, 11th January 1986, as reported in Newsletter 1986/2, were taken as read.

MATTERS ARISING

a. Result of the Name Ballot

The President announced that 194 members had voted to keep the name unchanged. 42 members had voted for the name to be changed.

Ian Edmond commented that the poll represented 36% of our membership, which was considered pretty good.

PRESIDENT'S REPORT

The President expressed regret at the death of Alec Rangabe, one of the founder members of the Association, but added that several of the other founder members were still active. The Association was gaining strength. David Cade had put up a good argument for enlarging the Newsletter. New gaff-rig boats were being designed and the future looked bright.

SECRETARY'S REPORT

Mike Burn said that he had not been able to do as much as he would have liked this year, but we had now got a computer system and would be able to provide added services for members.

At the Committee Meeting held prior to this meeting, there had been suggestions to change the date and venue of the A.G.M. The Naval Club was expensive. Cancellation because of the weather conditions in January had cost us a lot of money. There were thoughts of moving the A.G.M. around the Areas.

He had been looking at the insurance scheme and was hoping to organise a scheme which would appeal to more than the 6% of members presently insured under the Bowring scheme.

He was trying to create a full members list, including boat details, which would be available to all members.

TREASURER'S REPORT

Bill Brown presented the Accounts and said that not all the Areas submitted their own Accounts. Ron Francis expressed concern that the amount for Area Administration had more than doubled. Bill explained that some of the monies claimed back by the Areas represented National publicity.

Further discussion regarding Area Administration was adjourned to later in the meeting.

Mike Burn proposed that the Accounts be adopted. This was seconded by Sam Bayliss and carried.

AREA ADMINISTRATION

There was lengthy discussion regarding the amount which could be reclaimed from the General Fund by any Area. Some members were under the impression that an Area was entitled to receive a per capita sum of £2.00 but Sam Bayliss said that we could not afford this without increasing subscriptions. Out of the present £6.50, £4.00 went on the Newsletter and this would be higher in future.

When an Area incurred expenditure on behalf of the Association this was reclaimable. When money was spent on a mail-shot for a particular event, this expenditure should be covered by the income from that event.

Nobody wished to detract from what the East Coast were doing and achieving in the way of increased membership figures, but views had been aired and they might like to look more critically at their figures next year.

It was expressed by a member that the National Committee should look at the whole question of Area expenses very carefully and report back to the next Annual General Meeting. This was seconded by Ron Francis and carried.

ELECTION OF OFFICERS

There being no other nominations, Bill Brown was re-elected Treasurer. David Cade was confirmed as Editor of the Newsletter and said the next issue was planned for the end of February/beginning of March. The last issue would come out before Christmas with sufficient notice for the A.G.M. The two middle issues would be 'floating' but kept as near as possible to three monthly intervals.

ANY OTHER BUSINESS

Date of Meeting: There had been a suggestion from the National Committee that the A.G.M. should be moved around the Areas. About a third of those present were not against the idea in principle but after general discussion it was felt that the A.G.M. should continue to be held in London.

Bill Brown proposed that instead of the above a National Committee Meeting should be held in a different Area each year at the same time as that Area's A.G.M. This was seconded by Mike Burn and carried.

There was further discussion on a suggestion that the date of the A.G.M. should be changed to the beginning of December or end of October, but it was decided to keep to the last Saturday of the London Boat Show as usual.

It was suggested that more effort should be made to persuade builders of gaff-rigged boats to include O.G.A. publicity with their sales blurb. It was mentioned that Cornish Crabbers were already doing this and David Cade said that he had written to a number of builders of gaff-rig in connection with an article in a future Newsletter.

1987 IND COOPE EAST COAST OLD GAFFERS RACE PRIZEWINNERS

East Coast Old Gaffers Trophy	Sheena
Pussers Rum Trophy	Asti V
Cruiser Trophy	My Quest
Tom Bolton Memorial Trophy	Sunbeam
Cornish Shrimpers Trophy	Stroller
Stone Trophy	Adelle
Austin Edge	Stonechat
Davey Trophy	Hyacinth
Hunt Trophy	Madeliene
Sheave Trophy	Peace
Boat World Rose Bowl	Chittabob IV
Titheridge Trophy	Blue Hawk
Tarka's Pin	Hwann
Seamanship Award	Greenshank
Cup for Trying	Stadats
Old Harry	Coronation
First Class One	Lizzie Annie
Second Class One	Mermaid
Third Class One	Gracie
First Class Two	Jade
Second Class Two	Sheila
Third Class Two	Deva
Zetland Trophy	Thrift
Cockleshell Trophy	Dorade
Alpha Pitt Memorial Trophy	Taffy
Dulcibella Trophy	Anna Louise
First Class Three	Native
Second Class Three	Pewit
Third Class Three	Lady Gwinfred
Class Four Trophy	Deinemeid

EAST COAST OLD GAFFERS RACE - FULL RESULTS

Pos. Corr	Name of Boat	Finish Time	Pos. Line	Corr Time	CL
1	Sheena	17284	4	16368	2
2	Asti V	16856	1	16772	2
3	Chittabob IV	17216	3	16992	2
4	Jade	18821	8	17033	2
5	My Quest	20745	16	18525	2
6	Sheila	20421	13	18563	2
7	Hyacinth	19097	9	19001	1
8	Peace	18168	5	19076	1
9	Stroller	22454	27	19086	2
10	Lizzie Annie	18453	6	19154	1
11	Adelle	23380	43	19265	2
12	Blue Hawk	22280	25	19339	2
13	Deva	22997	33	19432	2
14	Shoal Waters	23579	46	19571	2
15	Tarka	22919	30	19596	2
16	Sunbeam	16988	2	19689	1
17	Mole	23761	51	19769	2
18	Eliza Maude	22563	28	19769	2
19	Ripple	23280	40	20020	2

the film cameraman, did well as second smack, winning the Sheave Trophy yet again, whilst Lizzie Annie was showing even more improvement to win the class 1 prize - a potential Tom Bolton Winner that one! But an international incident was only just avoided as the mighty Deinemeid swept in to take the class IV - a couple of places higher and Tollesbury would have left the Common Market!

Hyacinth profited from her slightly better TCF and an excellent performance to take the magnificent Davey Trophy, but a good TCF couldn't help Jade, the Medway OD who has won the East Coast Old Gaffers Trophy more than anyone else. She had to be satisfied with first in class, but all our thanks go to Gayle Heard for being an excellent Commodore. The new Commodore of the East Coast will be Kevin Fuller, skipper of the French 7.5 metre Sheena, who sailed an excellent race to take the major Trophy of the event. Some sympathy must go to Chittabob, so close every year since she was relaunched, and sailing well above her potential at times. However, she adds the Stone trophy to the Crouch Plate "Battle of the Rigs" Trophy already on her skipper's mantlepiece.

Unfortunately for those in the last 2/3rds of the fleet, the wind fell away completely at the mouth of the river. This was particularly frustrating for nobby Deva, whose crew had worked so hard to make up ground lost on the run to fellow Mistleymen "Madeleine", whom she was challenging for the new class 2 working boat trophy (the Hunt Trophy). She saw her newly gained lead snatched away in the last mile by the larger boat, sailing so much better this year with new topsail and self tacking staysail.

Tarka did well to carry a private breeze right from the back of the fleet, and although she did not do quite well enough to take a prize, she had the pleasure of knowing that one of her belaying pins went to the Belgian Colin Archer Hwann as a trophy for the longest distance sailed by a competitor to the race.

The modern gaffers, whilst still slower than the best old'uns, are getting better. Indeed the pedigree of winning Cornish shrimper Stroller is almost acceptable.

Found abandoned in a hedgerow and restored just in time to take part, she sums up the spirit of the association if nothing else.

The open boats race was held whilst the larger craft were out at sea. This was well supported again attracting entries from as far away as Cumbria (March Hare). The open boats did not receive the same strength of wind as the other fleet, and this should have favoured the Tollesbury Boats in their needle match with West Mersea. But John Jowers powered Thrift to take line honours, narrowly beating the loftily rigged TEOD Taffy from Tollesbury. Stablemate Dorade, sailed by Hamish Stuart took the "bronze", so it was just about honours even between the two villages. Of course there were others in the race, of particular mention was the ex-Mersey Ferry lifeboat Anna Louise, who did very well to keep up with the swift tacking gaffers with her dipping lug rig.

Prizegiving was held in the marquee at Stone Sailing Club, Norris Silk of Ind Coope presenting the prizes to a cheerful gathering. Patronage for the 1988 25th race was spoken of (provisional date 23 July).

The E.C. Committee would like to thank the many people who made the event the success it was. Our sponsor, Ind Coope for financial help; Atlanta Unit Trust Managers for funding the film of this event; Rob Williamson, Stan Adkins, Trevor and Fred Rawlinson, Paddy O'Shea and others manning the bridge and results machinery; Stone Sailing Club for their excellent facilities; Brenda Jago for her tireless efforts on local organization and fund raising.

Jon Wainwright
E.C. Area Secretary

OPPORTUNITY
Dreams of Gaff Schooner sailing in the Caribbean? Salty boat and skipper. Crew participation essential. £100-150 p.w. Phone Martin 0840 212728.

Mike Burn said that a large number of members were probably not insured and he was hoping to be able to introduce a scheme which would attract more members. George Jago expressed some concern at the O.G.A. accepting commission or introduction fees from insurance companies.

Maurice Bailey asked if it would be possible for the Secretary to keep a list of surveyors for old wooden boats. Mike Burn replied he would be very pleased to do so if anyone would let him know of suitable surveyors.

David Cade mentioned that there was a possibility of a big get-together on the South-east corner of England in 1988 to celebrate the Association's 25th Anniversary. Further details later.

The meeting closed at 7.55 p.m.

NOTE: The National Committee is meeting in Cornwall this year, prior to the Cornwall Area A.G.M. at Mylor Yacht Club on 24th October. The Committee meeting is at 3.00 p.m. and the Area A.G.M. at 6.30 p.m.

AREA NEWS

CLYDE

The annual race held in June was abandoned due to lack of support and another race will be held on the 23rd August following a muster and a picnic at Ballockmartin Bay, Isle of Cumbrae on the previous evening. The race will be from the bay to Cloch Light.

The yacht WYVETTE one of the few survivors of the Clyde 17/19 class has been sold to her original builders McGruer and Company who intend to fully restore her and put her back in the water next year.

Wyvette built in 1897 was too late for serious competition in her class as Hatasoo had probably already broken the class by then, so although she was built with more extreme lines to beat Hatasoo they may never have raced together. Dare we hope that Ronnie MacGrouther will be inspired to prepare Hatasoo for next year and let us see these two fine craft racing in the Clyde nearly a century after their heyday.

THE 1987 CLYDE RACE

This year the race was run on Sunday 23rd August and was shorter than usual. Starting from Ballockmartin Bay at 10.10 a.m. with only four of the Clyde fleet now numbering nearly twenty having come to the line.

Minna was first away hotly pursued by Hildasay and Ferryman with Puffin making a more leisurely start. The northerly wind meant a hard beat all the way or so we thought but not long afterwards the wind fell away to become a fickle and capricious thing which seemed to keep heading us until we were nearly demented. Various tactics were tried, boats crossed and recrossed the river tacking and tacking again in search of puffs and freshets which died before they could fill the sails. At one time Hildasay lay becalmed with Ferryman half a mile ahead and moving on the Cowal side of the river while Minna thought she had the race in the bag across the other side where the line lay less than a mile away. However Minna lost her wind. Hildasay found enough breeze to carry her across the ebb with Ferryman close astern and suddenly all three, Puffin having retired, were together. Hildasay ghosted past Minna by going closer inshore and out of the tide. At the line which was changed by mutual shouted agreement Hildasay led Minna by five seconds but Ferryman took another twenty five minutes to find enough wind to cross.

On corrected time the results were:

1st - Hildasay (T. Duggan) 4.46.23
2nd - Ferryman (D. Barker) 4.53.36
3rd - Minna (I.S. Nicholls) 4.56.36

Everyone agreed that despite the frustrations of the race the weekend was very much enjoyed combining as it did a relaxed day of sailing in warm sunshine, a delightful beach picnic at Ballockmartin Bay, a calm peaceful night at anchor and a really challenging race.

We hope more competitors will share the fun next year.

CINQUE PORTS

Although without a formal Rally for the second year running, boats from home ports in this area have been spotted as far apart as the Frisian Islands and the Scilly Isles with the Y.M. Classic Yacht Rally at Yarmouth I.O.W. included.

It is hoped that the O.G.A. 25th Anniversary Rally will be at Ramsgate from 29th-31st July next year (see A.G.M. report). The intention is that this should be a very large event with fleets from the Solent and East Coast meeting with Continental friends to make it a truly international rally.

Brighton Marina would like us to continue our Annual Meeting next year and perhaps this can be combined with the above as a feeder event. It is particularly difficult to persuade members from the middle South to sail East but perhaps next year they will change their style and give it a try.

CORNWALL AREA O.G.A. RALLY AND RACE 1987

This was preceded on the 4th July by the now customary barbecue at Turnaware Bar on the river Fal. The evening was perfect. Nearly fifty vessels spent the night at one of the best anchorages in the area. It is to be commended to visiting members, as it is safe in all weathers.

The following day was Race Day. Conditions were ideal. Warm sunshine and a fresh breeze gave us true topsail weather. The start, by O.G.A. standards was a close one. On rounding Pendennis Point George Ellison's Tern took the lead. Three larger vessels, Kirsty, Peggie and the Maritime Trust's lugger Barnabus began to move up as the fleet crossed

Falmouth Bay.

Among the "newcomers" was the former Truro River Working Boat Shamrock, similar in size to the Softwings, but recently restored and still showing her original Port of Truro Fishing Number - TO 19.

However by the time the Maenporth mark was reached, the breeze had faded away and competitors began to retire. Some of the smaller Class 3 entrants showed perseverance. Another newcomer, Mike Jones' Jade now took the lead. Ultimately lack of wind caused the event to be postponed, to be sailed again as part of the 1987 Falmouth Festival of Sail.

SOLENT

SOLENT AREA OLD GAFFERS RACE
Saturday 5th September 1987

A report by Sam Bayliss, Area Secretary and Ron Francis, Area Vice President.

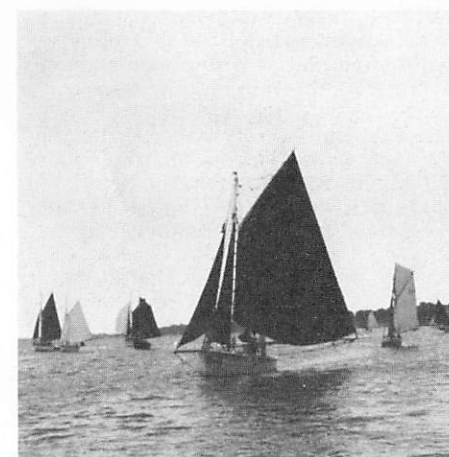
Early morning brought driving rain and strong winds with a forecast of force 7, possibly 8 or even 9, but local radio mentioned a clearance already over Dorset so a race in the more sheltered waters of the eastern Solent seemed possible. Unfortunately early conditions prevented some entrants from getting to Cowes, although most had been there the night before to enjoy the pre-race party at the Cowes Corinthian Y.C. A few others thought it prudent not to start with such a forecast and of the 53 entries only 35 came to the line. By the 9.30 start there had been a slight improvement and half an hour later the sun broke through to give pleasant if brisk sailing conditions in SW 5-6.

Gusty conditions off Cowes caused a ragged start for a reach to Kemps off Ryde pier. A crew member on Foam 1901 received a nasty gash on the head when caught by an unexpected gybe and had to be taken to hospital. Under the lee of Norris Point some were slow in casting out their close reefs to maintain speed, expecting the wind to fill in again. At the first mark, Kemps abreast Ryde Pier, the beautiful Fife designed 108 ft. schooner "Altair" led easily, followed by the prawnier "Venture" and the fast local

As normally happens on running starts, the racers accelerate away with their well drilled sail setting, the smacks' huge sail plans absorb the bulk of the wind, and those of us who were still sewing sails on the way down from Mistley, not sure which way up they go, tend to get left behind! But by the time the big fleet cleared Bradwell, patterns were being established very similar to previous years. But the skies were getting darker and the wind was piping up as the fleet neared the Knoll. Despite the numbers of boats, despite the speed they were going, there were no accidents reported on the rounding up to the beat. Skippers looked aloft to their straining topsails with anxiety, noting the approaching squalls, but looked again at that bowsprit encroaching into the cockpit, cursed and let the 'owd gel lean a bit more'.

The leg between the Knoll and N.E. Buxey was the only proper windward stretch of the day, testing trim and tactics skills of the boats' crews. The tactic of putting in a tack back towards Bradwell shortly after rounding the Knoll did not pay off as well as previous years, the South in the wind helping the other tack more. For those who race regularly, it was interesting to note the boats which improve, and the new boats with potential. The big smack Sunbeam is one whose performance has come on by leaps and bounds, and she was well up with the racers, nudging ECOD Chittabob IV into third place as she hared after six-metre Asti V. At the other end of the scale speed wise, but none the less an improvement was William and Emily, an 1880 smack setting very much to working rather than racing rig. In 1986 five East Coasters were very nearly embarrassed by a Botter which showed our smacksmen a thing or two about sailing traditional craft, and here we were in 1987 seeing the same exhibition of Dutch skills, this time from a 90 ft. Klipper. Despite having to handle leeboards, despite the Schooner Rig, the 1896 Deinemeid was absolute "Dynamite" (Engels) thrashing to windward.

As boats rounded the N.E. Buxey, crews looked round to see which boats had gained or lost on them on the beat. But once round the can, it was a chance for helmsmen to take refreshment as they

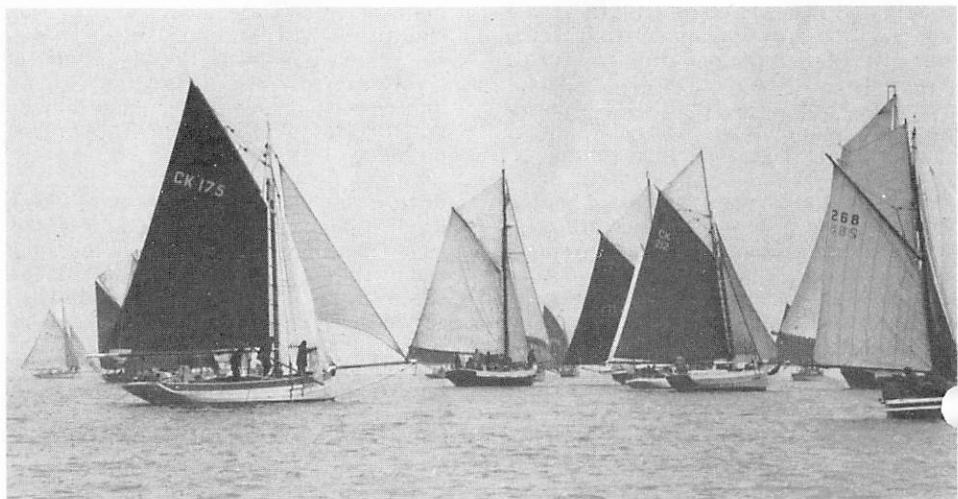


In the Orwell, "Witch", "My Quest", "Kitty", "Gracie" and "Deva".

rolled down to the Wallet Spitway buoy, where a dangerous gybe awaited.

Then the rain squall that had been threatening since the Knoll let rip, and visibility dropped to fifty yards. As the squall cleared, it was interesting to note who had struck topsails, and who had carried on! Particularly noticeable was the way smaller but heavy rigged boats such as Pelican and Francesca held to their canvas, desperately trying to catch up those irritatingly fast Cornish Shrimpers such as Stroller and Samphire. But the close reach back into the river was really for the big boats to make good use of their waterline length in the brisk breeze, but not so the Bristol Channel Pilot Cutter Little Windflower whose deep draft caught a ridge of sand as she cut across the Knoll bank.

The breeze held good to let the fast boats race up the river in style. The close reach instead of the usual beat back to the river mouth favoured many of the big smacks, the mighty Sunbeam chasing racer Asti V for line honours. But the smack took the coveted Tom Bolton Trophy, sweet revenge for her televised drubbing by bawley Helen and Violet in 1985. Helen, a good deal shorter than many smacks, needs plenty of windward work to make her more efficient rig come into play, and she had to let more than one smack beat her this year. Peace, with that maestro of the adze Jonny Milgate aboard as well as



E.C. Race. L to R. "Phantom", "Stormy Petrel", "William and Emily" and "Deva" with others running down the Blackwater.

(Wick); Phantom, Essex Smack; Vivida, Gravesend Bawley; Adelle, Blackwater sloop; Shoal Waters, cutter; Esther Susan, Schow; Neljan, Tjalk; Eliza Maude, cutter; Centaur, spritsail barge; Inanda, Deben 4 tonner; Pelican, cutter; Slivana Susannah, North Sea Trawler; Mary Amelia, Liegh Cockler; Fairwind of Shotley, cutter; Charlotte May, Cornish Crabber; Blue Hawk, Cutter; Sea Pig, Cherub; Alfred Corrie, Southwold Life-Boat; Lindy, Hillyard 5T; Maid of Tessa, Vertue; Alan, Julu; Sunbeam, Essex Smack; Cachelot, cutter; Margaret Catchpole, Itchen Ferry; My Quest, cutter; Rainbow, sloop; Elaine, schooner ex-rater; Pet, Aldeburgh beach yawl.

Jon Wainwright
Secretary E.C. Area

1987 IND COOPE EAST COAST OLD GAFFERS RACE 20th JULY

Although there have been many gaffers' races in the past - this was the 20th July from Stone Sailing Club on the Blackwater - it is fair to say that every race has been a special occasion in its own right.

This pageant of traditional sail on July 18,

whilst it took part in a typical grey day, with a typical South Westerly (despite a whole variety of forecasts from the Met), was blessed with 106 entrants, 101 of which raced on the day, possibly a record for a U.K. traditional sail event.

Each year sees a new crop of gaffers. This year we were honoured to receive the Dutch Klipper Deinemeid, which at 90 ft. is one of the largest craft to take part in an O.G.A. event. Indeed with craft from Belgium, Sweden (and a Gravesend Bawley which appeared to have been flagged out to Nepal), the event took on quite an international flavour!

The start of the big boats race took place in light airs. Skippers looked round anxiously for the strong wind forecasted, then, throwing caution aside, nodded to their crews to set their secret new kites and hurry up about it. And kites were even bigger than ever this year. Triple socketed spinnaker booms appeared common place - the canoe yawl Sheila appeared to be setting one as long as the boat! And not only were these sails larger than ever before, but they were coming out in pairs too! But the sail which caused the most heads to turn was Noorderzon's giant square watersail, which read "John Bull Bitter" in 6 ft. high letters - taking sponsorship seriously no doubt!

smack "Tee Jay". Close behind came "Chloe May", recently built on pilot cutter lines and sailed by the Dockland Discovery Trust, then the Essex smack "Skylark" and the classic Victorian racing yacht with elegant clipper bow, "Benbecula".

Gybing round Kemps led to a close fetch to N.E. Ryde Middle across the Solent toward the mainland shore. The big schooner steadily increased her lead while behind her the next six places remained unchanged. Further down the fleet some of the smaller boats wore round as there were still some vicious gusts about. "Wonder" of 1860, the second oldest boat in the fleet, was being bailed hard by her family crew and "Mary Agnes", an East coast winkle brig, was close reefed again but not having too much difficulty in putting the sea back in its rightful place in spite of being a completely open boat. On this leg also were the other two disasters of the race; "Madcap" lost her topmast and "Sireadh" sprang her mizen mast.

The next leg took the fleet on a beat back to the Island shore to leave Peel Bank to starboard and on to Norris, nearly back at Cowes, with "Tee Jay" still second but "Benbecula" had made up well into third place followed by "Chloe May" with the 1909 built "lseult" very close astern. The prawner and the Essex smack continued to have a close contact but had dropped back to ninth and tenth positions having been overtaken by "Falmouth Bay II", a Tamarisk 29, and by "Larry" a 38 ft. cutter from Guernsey. Further back the tosher "Fanny Carter" was going well to windward in spite of her small size.

After rounding Norris a fast reach took them to the finishing line off Coronation Buoy in the southern end of Southampton Water with the order almost unchanged except that "Chloe May" overtook "Benbecula" and "Larry" got past "Skipjack". The oldest boat in the fleet, "Sorella" of 1858, finished in twelfth position only a minute behind another Itchen Ferry smack "Gem". Twenty nine finished.

In the evening it was a particular pleasure to have Kate Rangabe present the prizes. A large crowd of competitors and friends

enjoyed the barbeque on a fine clear evening. We are most grateful to Tom Richardson for the use of the Elephant Boatyard.

The old but simple handicapping system used by the Association seems to have worked tolerably well. In spite of covering boats from 108 ft. to 15 ft. and of greatly varying types and elapsed times covering nearly three hours, the corrected times for most of the fleet were within one hour. Those who advocate change might ponder if a more complicated and costly system would do any better!

OTHER SOLENT NEWS

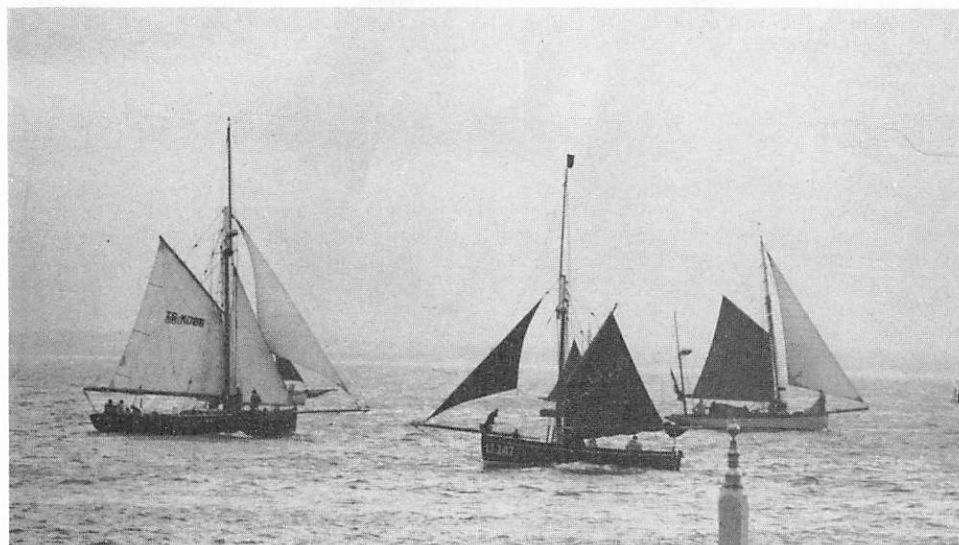
RALLY - There will be a Rally on Saturday, 17th October at the Royal Southampton Y.C. at Gins Farm Beaulieu. Further details from Area Secretary Sam Bayliss.

THE ANNUAL GENERAL MEETING of the Solent Area will be held on Saturday 20 February at the Royal Air Force Yacht Club, Hamble and will be followed by a dinner and social evening. Details will be circulated later to those on the Solent Area mailing list or by telephone from Sam Bayliss 04868-28652. It is hoped that a video of the Ploumanach rally this year will be shown and possibly also of Douarnenez 86.

NEW COMMITTEE MEMBERS are needed in the Solent Area, especially younger blood. Why not volunteer? It does not take up much time but enthusiasm and enterprise needed.

BOAT FOR SALE

THORAH. 18ft. Clinker Centreboard Sloop (was Gunter). Silver Spruce on Oak with Rock Elm frame, Mahogany and Wych Elm trim. Varnished Cabin. Small pipe cot forward. Galvanised C.B. Plate. Egyptian cotton mainsail, working foresail and storm foresail. Terylene Jenny and Storm Main. Cotton Spinnaker. Bast Boom and Spinnaker Boom. All gear available. Commissioned 1949. £1600 apply Mrs. J. Robertson, 9 Solent Road, Hill Head, Nr. Fareham, Hants. PO14 3LB.



Well reefed at start of 1987 Solent Race.
L to R. Chloe May, Three Brothers, Iseult.

Results:-

Posn.	Name of Boat	Class	Elapsed time	Corrected time
1	Tee Jay	2a	2.22.10	2.14.04
2	Skipjack	2a	2.32.08	2.18.45
3	Benbecula	2a	2.25.15	2.18.54
4	Falmouth Bay II	2b	2.29.34	2.21.43
5	Flying Ferret	2b	2.47.50	2.22.29
6	Gem	2a	2.42.50	2.23.47
7	Iseult	1a	2.25.49	2.27.43
8	Fanny Carter	2b	2.57.20	2.29.08
9	Altair	1	1.39.00	2.30.23
10	Sorrella	2a	2.43.54	2.31.46
11	Wonder	2a	2.56.40	2.32.49
12	Tessa	2b	3.04.24	2.33.58
13	Venture	1a	2.34.14	2.34.14
14	Larry	1a	2.30.32	2.36.15
15	Chloe May	1	2.25.15	2.36.26
16	Skylark	1a	2.38.21	2.42.18
17	Onward of Ito	2a	2.56.00	2.42.51
18	Gannet	2b	3.16.52	2.48.55
19	Olive Mary	2a	3.04.18	2.51.24
20	Impudence	2b	3.15.25	2.54.30
21	Nerak	1a	3.00.30	2.54.54
22	Young Alert	2b	3.08.56	2.58.21
23	Maggie	2a	3.13.08	2.58.50
24	Mary Agnes	3	3.47.15	3.02.15
25	Madcap	1a	2.54.15	3.08.01
26	Mary Niven	2b	3.47.40	3.11.01
27	Foam CS81	2a	3.31.40	3.22.59
28	Avril Mae	2a	3.55.31	3.34.19
29	Three Brothers	2a	4.17.22	3.55.14

would be judged to be difficult to handle by the majority of modern yachting pundits. Furthermore, all the craft seemed to know how much sail to set for the parade of sail - the ECOD Chittabob set a single reefed mainsail, whilst other slower craft set topsails to keep up.

The Tjalk Neljan was Vanguard to the fleet. It was a strange sensation sailing in convoy, totally different to racing in a fleet of the same size. I suppose in a race everyone else is a competitor, whereas in a convoy situation, it's almost like going into battle at Trafalgar (with Tjalks and Schows, one of Van Tromp's raids is a better simile).

It was interesting to see reactions on the shore as the parade moved up river. Folk stopped what they were doing and came down to the water side to gaze at a sight not seen on the Orwell for fifty years. By the time we reached Orwell Bridge, it was cars stopping as well, as onward sailed the half-hundred.

We were exactly on schedule as we approached Ipswich, when we heard on the radio that they couldn't let us into the lock because a ship was having difficulty in turning into its berth inside the dock. This could have been very awkward, had the wind not dropped very conveniently, preventing the fleet from bunching.

However, the port authority did manage to release the sail-training ship "Royalist". Her rude hooting as she barged her way through the fleet under engine was in stark contrast to the measured good manners of the gaffers. It was a great pity she could not have taken the morning tide out, and sailed in convoy with us - it would have been a far better education for her cadets, and a much more impressive sight for us.

Then we saw the signal for the lock go green! In the real days of working sail, the coasting ketches and barges would go through the lock 'on the level' under sail. Quite a few of our gaffers from the same vintage thought they would do the same, to show it could still be done.

Once inside the dock, it was a tremendous exercise in berthing 53 craft,

many of which were under sail, in one go. I had prepared a berthing plan, which was of some guidance to the staff of Oysterworld, but this had to be improvised considerably - especially so when I'd forgotten to show my own boat on it!

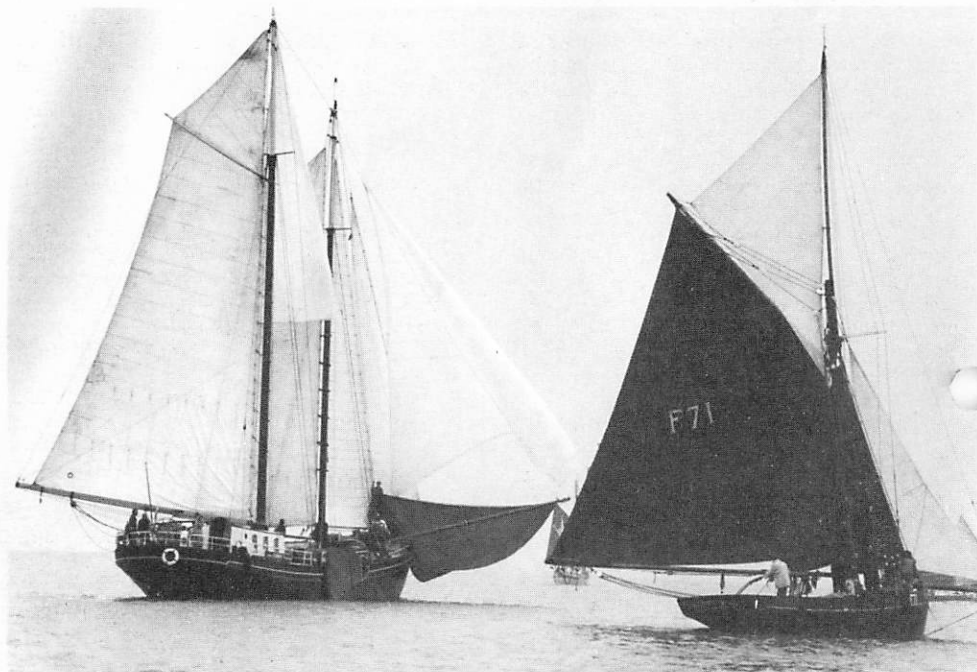
Prize-giving was held in front of the "Malt Kiln" Inn on the dockside. Blue Hawk sailed by Simon Brown won the Paul trophy, presented by the granary of the same name. Sheila, the canoe-yawl sailed by Mike Burn, took second place, making it two in a row from the Deben. But saving the Blackwater's reputation was the 50 ft. smack Sunbeam, Douarnenez 86 Champion, taking 3rd place. The prize giving was followed by a buffet and social, at which we had the Sea-Shanty folk band "The Bilge Rats" to entertain us.

Sunday saw the gaffers, together with barges Centaur and Doric, on display. With some of the smaller gaffers executing manoeuvres under sail, this was a show which attracted much attention. I can't think of a traditional craft or maritime exhibition of equivalent size in this country where there was such a variety of craft. The rally was also a chance to have a look on board other people's boats, and see the pride, effort and resources O.G.A. members put into their craft.

Craft taking part in the rally were as follows:-

L'Atalanta, Swedish Customs Cutter; Bilanbil, Walton and Frinton Y.C. O.D.; Gwenili, gaff yawl; Little Mint, Looe Lugger; Regard, Brixham Mule; Jubilee, Deben Cherub; Rainbow, gaff sloop; Ibis, Skanner 24; Raffles, Orwell Corinthian O.D.; Kestrel, smack-yacht; Sheila, canoe yawl; Robinetta, gaff cutter; Alice and Florrie, Liegh Cockler; Witch, Scottish Ferry; Chittabob, East Coast O.D.; Greenshank, Falmouth Quay Punt; Francesca, gaff cutter; Myra, steam schooner; Gracie, Essex smack; Kitty, Cornish Crabber; Noorderzon, pilot cutter; Gjoa, pilot cutter (Colin Archer type); Deva, Lancashire nobby;

Madelienne, Tripper boat; Victoria, cutter; Mytica, cutter; Stadats, RNLI lifeboat



*Light airs early in the 1987 E.C. Race.
"Deinemeid" and "Stormy Petrel".*

vessels approaching from all directions - this was going to be a true rally out at sea! But Deva was still racing in the opposite direction to most of them, trying to catch Robinetta, as we beat round the shallows of Cork sands - who would have thought of putting a sand bank 10 miles out to sea!

We rounded the S. Cork, astern of Robinetta, but ahead of the Itchen Ferry Margaret Catchpole and the fast yawl Gwenili. The Ex Scottish Ferry Witch was also coming up. Seeing her made me wonder how her skipper's daughter was getting on in her Walton and Frinton One Design Bilanbil, sailing round the "Swallows and Amazon's" course, in the Walton Backwaters.

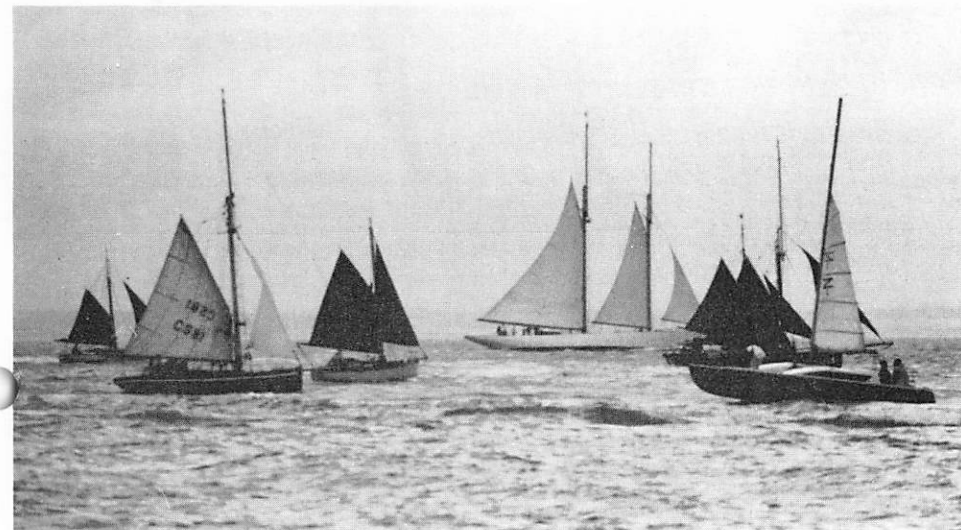
As we chased (and overtook) Robinetta to the line formed by Harwich Breakwater, we found ourselves being part of a much bigger race. Massed starts are not uncommon, but massed finishes after a whole day's sailing are quite unusual!

The boats appeared so close together at

the finish that I was worried that Rob Williamson on his Virtue Maid of Tessa would not be able to count them all in. Despite the vagaries of the wind, which forced a number of the Orwell Boats to retire, the majority of the fleet had finished within an hour or so. This despite different start lines and different courses, and of course very different boats. So perhaps our rough and ready system of handicapping is not much worse than sophisticated ones promoted by the yachting establishment!

At Stone Heaps, just inside the Orwell, I was absolutely delighted at the turnout of gaff rigged boats lying to anchor. 50 craft of all variations, ketches, cutters, sloops, schooners; yachts, freighters and fishing vessels; eighty footers down to a 13 foot Schow.

At 1700 hrs. as arranged, this great fleet made sail. One of the very pleasing aspects of the O.G.A. is the standard of seamanship shown by virtually all the members, even though many of the craft



"Altair". Fife designed and built in 1931 crosses the start line in 1987 Solent Race. Also L to R. Onward of Ito, Foam II, Mary Niven and Three Brothers.

*Channel Cup, first on corrected time over 50 years old
second
third*

*Tee Jay
Skipjack
Benbecula*

Deadeye Trophy, first to finish

Altair

*Le Havre Plate, first on corrected time class 1a
second
third*

*Iseult
Venture
Larry*

*Gaffers Eye, first on corrected time class 1
second*

*Altair
Chloe May*

*Emsworth Cleat, first class 2 over 50 years old
second
third*

*Tee Jay
Skipjack
Benbecula*

*Channel Plate, first class 2 under 50 years old
second
third*

*Falmouth Bay II
Flying Ferret
Fanny Carter*

*Quiver Trophy, first class 3
no others finished*

Mary Agnes

Edgar March Trophy, first ex-working boat

Tee Jay

C H Paxton Trophy, first built before 1900

Benbecula

Anchor Trophy, first under 50 years old

Falmouth Bay II

Jim Rawlings Shield, first of non-trad. construction
second
third

Pitchfork, for longest passage to the race

Pierce Eye, for first with an all-family crew

Laggards Ladle, last to finish

The Davey Trophy was presented to David Cade in recognition of long and dedicated service in acting as race officer over the last 11 years.

Falmouth Bay II
Flying Ferret
Fanny Carter

Larry

Wonder

Three Brothers

EAST COAST

FESTIVAL OF TRADITIONAL SAIL - IPSWICH WET DOCK, 20/21 JUNE

In 1982 there was a Maritime England event at Ipswich, which attracted a number of gaffers and barges, but large scale rallies such as 'Sail Amsterdam '85' and 'Douarnenez '86' just do not happen in the U.K. Despite our maritime heritage, the British Institutions are singularly disinterested in rising to the challenge.

But we on the East Coast felt that rather than waste time on our fuddy-duddy institutions, we should have a go at our own 'Douarnenez'. Ipswich Wet Dock was a natural choice, having a public quay, and plenty of space. Furthermore, the local branch of the Maritime Trust was making encouraging signs. Thus was born the Ipswich Festival. Because of limited resources it was thought we should keep it simple for 1987 - a rally for say 20 boats.

With most rallies, the greater part of the fun is getting there. With typical E.C. insanity we decided to make a race of it. One beauty of being the O.G.A. is that we are not hide-bound by constitutions - we can risk experiment. And risk we did - who else but the E.C. would expect boats to compete in the same race to sail different courses and start at different times from different start lines. Certainly this worried outsiders, for not one entry did I receive from Australia, although gaff-rigged foreigners would be eligible as well as very welcome.

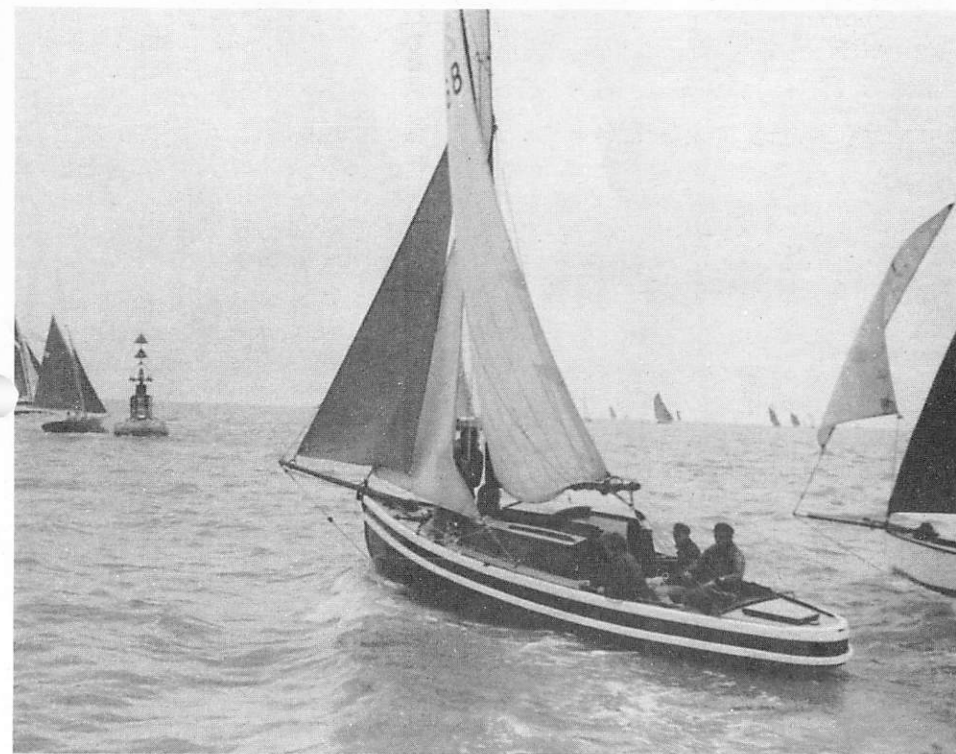
Our course started at Wrabness on the Stour. We saw Fairwind of Shotley off at 0940. And followed ourselves at 1000.



Deva leads some of the fleet under the Orwell Bridge at Ipswich rally.

The wind, having been NW3 as forecast began to slacken, and by Parkeston we were becalmed. All my calculations had been based on a SW3 so the slower boats were going to suffer on a fixed time allowance.

We saw Margaret Catchpole, an Itchen Ferry, making through the Harbour, followed by Robinetta, an interesting craft with not a little french influence in her transom. She was carrying a huge balloon spinnaker, so we gave chase on Deva with our running sail plus our huge bowsprit spinnaker. Having set this cloud of sail in a force half NW, you can imagine my horror when I saw boats ahead



Jon Wainwright's "Deva" (Rivers Class) in 1987 E.C. Race.
Photo R. Simper

heeling to a fresh young South Easter!

Down came the running sail, sheet home went in the bowsprit spinnaker, and bang went the halliard block as it smashed under the heavy load. The beat was on!

As we drove the little nobby seawards to South Cork, we looked anxiously for our rivals from Blackwater, Crouch, Deben and Ore. On the one hand I wanted them to finish in time for the parade of sail, on the other hand I wanted to round S. Cork and Medusa before any one else appeared!

Then a topsail was spotted to the north, and although her hull was still well below the horizon, I knew her to be the Silvana Susanna, a North Sea trawler 70 ft. long being sailed and raced single-handed. I have heard of single-handers managing large craft specially fitted out, but a

trawler with massive working boat gear . .

We tacked out again for the South Cork, the ebb tide not giving the Northerly lift we were hoping for, and then the Deben Gaffers came into view. First there was the 20 footer Blue Hawk, setting a sail plan twice as long as herself, what with boom overhang and bowsprit. She was followed by the Albert Strange canoe yawl Sheila in hot pursuit, setting mizzen staysail and bowsprit spinnaker, plus a full jackyarder. We could see Little Mint, the Looe Lugger, gamely chasing on with her steadying canvas. There were the two lifeboats - one from Wick, the Stadats, and the other from Southwold, the Alfred Corrie, sailed by the great grandson of her first Coxswain!

In fact, within the space of twenty minutes or so the sea seemed to have filled up with beautiful gaff rigged sailing