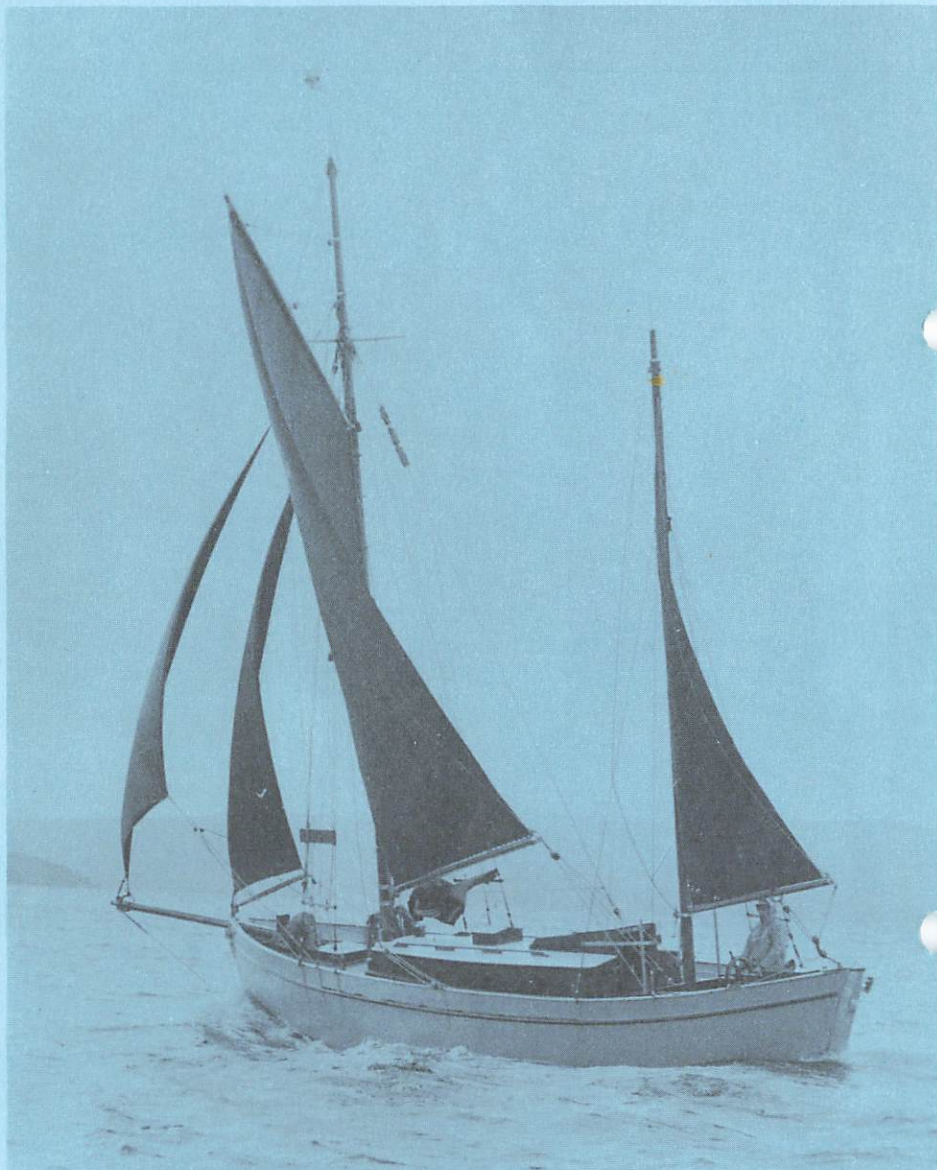
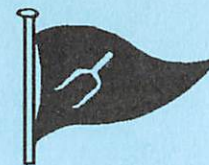




RAWANAH built by H. King in 1935



Old Gaffers Association



Noorderzon, built 1979, at the Crouch Rally in May

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 &
Membership Sec. BILL BROWN,
Wheal Cock, Porkellis, Helston, Cornwall TR13 0JS (0326) 40198

Newsletter Editor: DAVID CADE,
Steps Cottage, Playden, Rye, Sussex TN31 7NT (0797) 223040

Boat Register: DICK and PAT DAWSON,
10 Hartscroft, Linton Glade, Croydon, Surrey CR0 9LA. 01 657 0498

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:
R. Coles, Lothlorien, Knapp Lane, Ampfield, Ramsey, Hants. SO51 9BT. 0794 63701

South West:
S. Poole, Perry Farm Cottage, Doddyscombsleigh, Devon EX6 7PT. 0647 52541

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

Bristol Channel:
M.E. White, 17 Redwood Close, Waterford Park, Westfield, 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

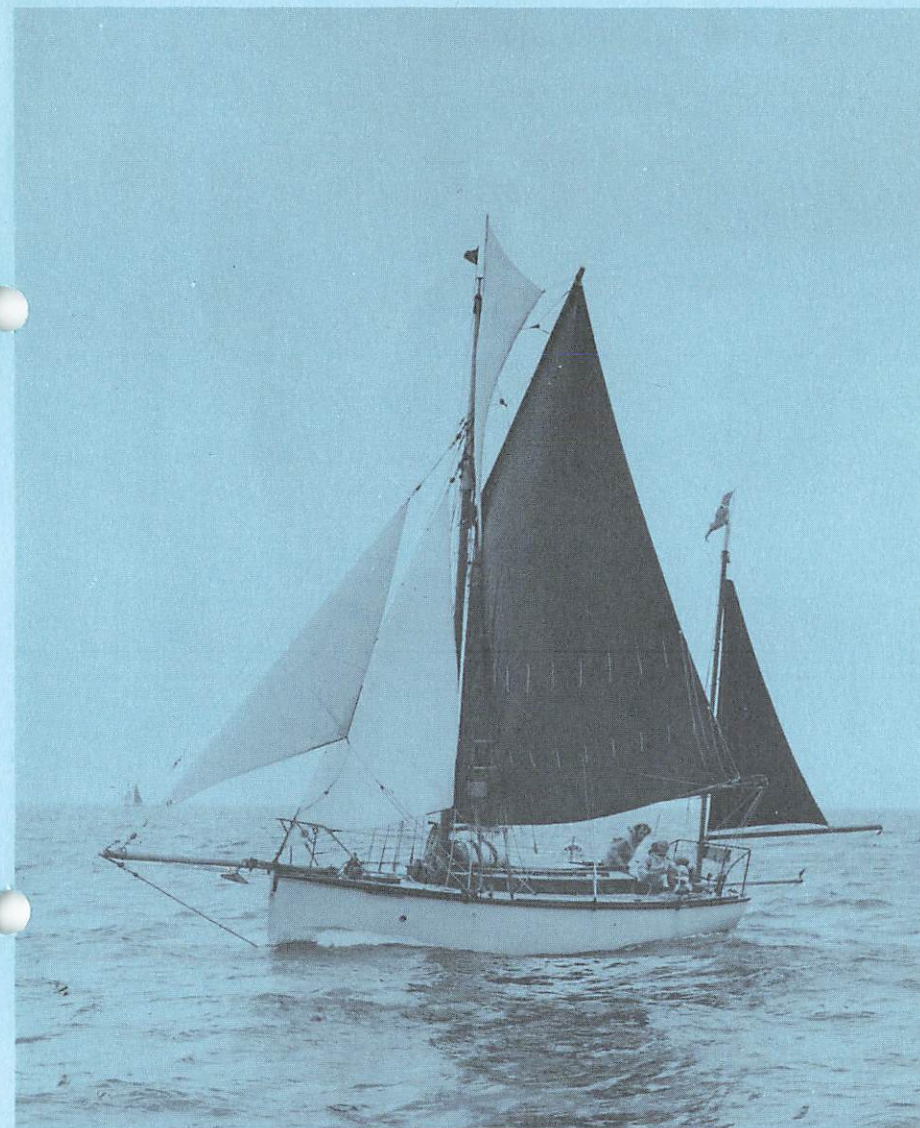
France:
J.C. Credin, Le Veu Herve, 22360 Langreux, France.

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.

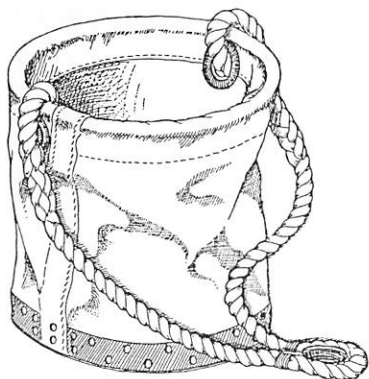
O.G.A. Vancouver:
Peter M. Heibery, 2445 West 7th Avenue, Vancouver B.C., Canada.

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



*TEDDY - Falmouth Quay Punt.
Photo Jack Coote*

PROFESSIONAL



Ships bucket in 12oz cream canvas. Hardwood base, 9" diameter. £14.95 + £2 p & p.
Also Rigger's bucket 8" dia. £12.95 + £1.55 p & p.



Ditty Bag in 12oz cream canvas. Soft base, 7" dia. £5.95 + 50p p & p.
Heavy duty Boat Bag, canvas holdall in 15oz green canvas 15" high x 24" wide. £10.50 + p & p.

Available from The Mariners Supply Company, Malins Hall, 38 High Street, Falmouth, Cornwall TR11 2AF.

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"	£8.00	£8.25
	18"	£5.45	£5.70
Botany wool V-neck sweaters with OGA motif. Most sizes.		£17.00	
Ties (Multi-motif)		£3.00	£3.25
Brooches (pin type)		£1.50	£1.65

T-shirts with OGA motif: White on navy or navy on white. S, M, L and XL - £4.

Sweatshirts with OGA motif: S, M, L, XL and XXL in navy, maroon, grey and green: £10.50.

Embroidered boat name on sweatshirt: £2.

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.



Merlin Kestrel and Privateer in the first East Coast Old Gaffers Race in 1963.

The Silver Jubilee Rally is nearly here and in order to give you a last chance to take part, an entry form is enclosed. If you have already entered please forgive the duplication. There are further details on page 3.

The O.G.A. took a stand at the 2nd Wooden Boat Show at the National Maritime Museum at Greenwich at the beginning of June and without doubt it was a great success. Robert Simper has written on the subject on another page. We also had further publicity by taking part in Thanet Promotion week on Victoria Station from 6th-10th June, this was principally to promote The Rally but also produced considerable general interest and further new members.

In our 25th year the revival of gaff and lug rigs are at a "peak", our membership has never been higher and that our opinion and advice is sought by the public and institutions is a great credit to the Association - Not a time to rest on our laurels but perhaps we may allow ourselves a small toast: "To the next 25 years of friendly people who enjoy the exhilaration and beauty of gaff rig."

WELCOME TO THE FOLLOWING NEW MEMBERS:

SOL	Athill, A.R.P., 2, Pagham Gardens, Hayling Island, Hants. PO11 9SJ	TANGAROA
FOR	Blackburn, David Alan, c/o Little Fairseat, Georges Lane, Storrington, Sussex (Rejoined)	NELLY MATHILDE
EC	Briggs, C.E., Market House, Kersey, Ipswich, Suffolk IP7 6D2	FREYA
SOL	Bullivant, Jane & Geoffrey, 8 Melville Road, Gosport, Hants. PO12 4QX	PAMETA 302
CWL	Clements, Peter, 8 Wheal Leisure, Perranporth, Cornwall TR6 0EY	ESTER
NW	Dalton, Thomas, 56 Mount Crescent, North Park Estate, Kirkby, Liverpool L32 2BB	ELLEANORA
EC	Davies, Michael C., Melbourne, 23 Ernest Road, Wivenhoe, Colchester, Essex CO7 9LQ	OCEAN PRIDE 1211
SW	Denham, Chris., 'Walkspool', Kingston, Kingsbridge, Devon	POTIF
N/K	Dowell, M.H.D., Glazenbridge Cottage, Shrawley, Worcester WR6 6TQ	ILALLA
EC	Evans, Laurie, 3 Crowland Terrace, London NI 3LP	THETA
SW	Forrister, Henry V.C., 20 Hermitage Road, Dartmouth, South Devon TQ6 9TD	ROXANNA 514
EC	Garnes, C.W., Camwa Ash, Bull Lane, Boughton, Nr. Faversham, Kent ME13 9AH	PERSEVERANCE
SOL	Golder, M.R., 16 Recreation Ground Road, Newport, Isle of Wight PO30 5AH	DESUTO MARINER
EC	Goodridge, R.N., 23 Sutton Park Avenue, Colchester, Essex CO3 4SX	LUCY
N/K	Hart, T., 26 St. Agnes Close, Hackney E9 7HS	
EC	Hayes, Pat, 71 High Mead, Rayleigh, Essex	
CWL	Hicks, Alfred George, 'Carnithen', Trench Lane, Old Town, St. Mary's, Isles of Scilly	
N/K	Hughes, Daphne S., Sloane Cottage, 27 Griffin Way, Gt. Bookham, Leatherhead, Surrey KT23 4JJ	
EC	Humphrey, Richard, 20 Greenhow Close, Chestnut Farm, Hull HU8 9PQ	BARLEYCORN
CWL	Jerreat, Robert D., 'Hickwell House', Botolph Claydon, Buckinghamshire MK18 2LR	ELIZABETH MARY 107
CI	Le Rossignol, Alan John, 'Shanida', 2 Ville du Bocage, St. Peter, Jersey, Channel Islands	DUCKLING
EC	Lester, Paul, 11 Marine Avenue, Leigh on Sea, Essex	DORMOUSE OF LEIGH
CLY	McAllister, Iain, Clyde Yacht Register, PO Box 365, Helensburgh, Scotland G84 9HT	
SOL	Mackrill, Martyn & Bryony, 53, Tennyson Road, Cowes, Isle of Wight	NIGHTFALL 862
EC	Meredith, Alan, 126 Sandpiper Close, Shoeburyness, Essex	
CWL	Murley, Shaun, "Melleneur", Antron Hill, Mabe Burnthouse, Penryn, Cornwall	LOREEN
SW	Payne, Stan, 60B Reddenhill Road, Babbacombe, Torquay, Devon	
EC	Phillips, Hugh, 1 Mayfield Close, Old Harlow, Essex	LADY OF ROCK

Dawn Wind. Built by H. Press at Wroxham in about 1897 originally as a Broads boat but later modified for estuary sailing. LOA 25', LWL 21' draught 3'6". Carvel construction pitch pine on oak, gunter, cutter rigged. 2 berths and galley with most of original fittings. A handsome boat much admired locally. In good condition. Lying Waldringfield, Suffolk. £2,000 o.n.o. Apply M. Parkinson, Rose Cottage, Waldringfield, Woodbridge, Suffolk. Tel: 0473 36697.

REBUILD PROJECT "Christabel", 40' Cornish Lugger built 1904 at Mevagissey of pitch pine on oak. One of the last remaining and an excellent example of the type. Has been dried out in a boatyard at Penryn - stripped out to plank and frames. New full length pitch pine keel fitted. Condition of the wood is still preserved but feeling its age. A large task - requires commitment - hence price only £750.

contact Kym McLennan, c/o Post Office, Penryn, Cornwall.



Porth Ennis

"Porth Ennis" of Penzance (1239). Genuine Cornish Mount's Bay Crabber built Porthleven, Cornwall 1912. Pine on oak frames, 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. All keel bolts have been replaced and the hull has had many new larch planks. She has been totally recaulked and refastened with rosehead galvanised boat nails. Many frames have been replaced using grown oak. All deck beams and beamshelves are new oak. Main staysail and jib new 1984 in dark tan terylene. All blocks new 1984. Mast, spars and rigging are in well maintained order. The bowsprit is reeving. 3 ample berths with underbunk storage, separate seating and heads in a separate compartment forward. 2 burner gas stove, grill and sink. Electric lights and switch panel are fitted. Petter 12hp (hand and electric start, new battery) overhauled totally 1985. New 15 gallon fuel tank. Warmth comes from a Tortoise No. 1 stove. Large inventory. This is a genuine sale as I am buying bigger - wood of course!

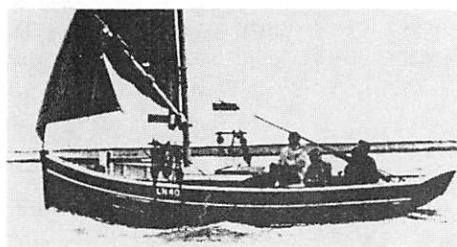
Price £5,500, please contact Barry Hobbs Bristol (0272) 778871.

and Fisherman, original bronze capstan (working!)

SKIPJACK has raced very successfully since launching (present owners have been able to obtain some information about her early racing history) and in recent OGA events has won Channel Cup (1st overall over 50 years - Solent Race) in 1977 and 1986, 2nd 1987 and 3rd 1982. Numerous firsts in Solent Race Class IIA, Round the Island Race (incl 1988) and others. Good in light and heavy airs.

Major refit by Elephant Boatyard in 1970 when accommodation installed. In present ownership since 1979, she has cruised extensively to eg Southern Brittany and South-West Ireland.

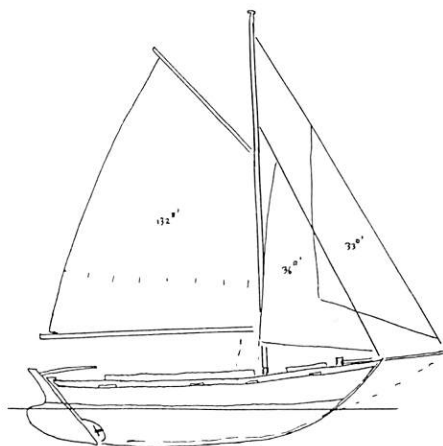
This fast, excellent sea boat is yours for £11,500. Tel: David Reynolds 01-623 1244 (office hours) or 073084 (Hawkley) 375.



Babeth

"Babeth", East Coast Smack replica 25' L.O.A. Professionally designed and traditionally built 1980, new 15 hp diesel, two berth. Tender and Outboard. Beautiful looking without the rot worries. £7,000 Southend (0702) 585986 or 341092.

Ilalla 20' x 16'6" x 6'3" x 2'3" an interesting gaff cutter rigged clinker built day boat built in the Shetlands on the lines of a sixern but deeper. Stuart Turner 4 hp engine with reverse and electric start. Probably larch on oak and copper fastened all woodwork carefully treated and appears sound. Aluminium mast, lowers for bridges, other spars timber. At one time had a cabin and foredeck retains its hatch. Lightweight sails, stainless steel standing rigging, sailed regularly and laid up ashore each winter. Delivery can be arranged by road. Can be seen at Shrawley. Price £2,000. Apply M. Dowell, Glazenbridge Cottage, Shrawley, Worcester WR6 6TQ. Tel: Stourport 78597.



Ilalla

SOL/EC Plackett, Roger J., Fencewood Cottage, Drove Lane

Cold Ash, Newbury, Berks. RG16 9JP

CWL Randell, Cyril, 27 Linkwood Road, Burnham, Bucks. SL1 8AS

EC Rangoni-Machiavelli, Brandino, 6 Fitzwilliam Road London SW4 0DN

CWL Readey, Colin F., 5 Manor Park, Duloe, Liskeard Cornwall (Rejoined)

FOR Rudy, James, 8795 Menard Street, Windsor, Ontario, Canada N8S 1W3

CWL Schwab, R.C., Hydabore, Golant, Cornwall PL23 1LA

CLY Smith, Allan Elliot, Knox House, Coldwells Road, Crieff, Perthshire PH7 4BB

EC Tyrrell, M.J., Essex Sailing School, 35 Bramley Way, Mayland, Chelmsford, Essex CM3 6ER

SOL Wester, W., 202 Baring Road, Cowes PO31 8ER

NW Wilson, D.T., 'Mellenser', Mill Lane, Willaston, South Wirral, Cheshire

CWL Wordsworth, Bart., 54 Leopold Road, Bristol, Avon BS6 5BS

MAY EDITH

CLOUD CHASER

SYBILLA 1026

AQUILA (Bmdn)

HYBADOORE

SARA

DESUTO MARINER

MAY

QUEST

SILVER JUBILEE RALLY. RAMSGATE 29/31 July 1988

The Rally on the 29th to 31st July is now nearly here and this is the last opportunity to encourage those who are doubtful to make up their minds and come and join in. (To the many of you who have already completed forms thank you and please ignore this final reminder). Enclosed with this newsletter is an entry form and there is no time limit or financial penalty for late entries. If, however, you require supper tickets I must have received bookings by first post on the 23rd July.

With regard to food, there will be a simple "pay as you eat" barbecue running on the lower terrace of the Royal Temple Yacht Club from 7.30 p.m. on Friday evening and if demand is sufficient again on Saturday.

Due to the time of high water (1303 BST) on Saturday 30th July, and the fact that the inner harbour gates are open 2 hours before and 2 hours after high water, it will be necessary to be in the outer harbour in the morning to take part in the race. If you are not into racing we hope you will sail the course so that we may provide a real spectacle for the public and the press. The race will start at 0930 and will be short enough to ensure that everyone can be in the inner harbour before 1500 and ready for inspection for the Concours d'Elegance at 1600 hours.

There will be an O.G.A. reception and information caravan on the quay near the arrival pontoon manned from Friday morning the 29th onwards. Free slipway and trailer park available for those arriving by road. Mementos for all entries and many prizes to be won.

OLD GAFFERS ASSOCIATION
Minutes of the Annual General Meeting held on Saturday, 16th January 1988 at 5.30 p.m. at the Hurlingham Yacht Club, London SW15.

Present:

R.N. Simper	President
M.R. Burn	Hon. Secretary
W.A. Brown	Hon. Treasurer/Membership Secretary

and approx. thirty five other members.

Apologies for absence:

Warren Stevenson, Sam Poole, Maurice Bailey, Tom Duggan, E. Ritchie, P. O'Shea, D Garman and H. Linnekamp.

Minutes of 1987 Annual General Meeting:

Arthur Keeble said that the Minutes published in Newsletter 1987/3 were very sketchy and not a very accurate record. Mike Burn said this point had been made in Committee and in future Minutes would be more formal, published in full, kept in a Minute Book and be signed at the next meeting.

David Cade said that as Minutes took up too much space in the Newsletter, it was his intention to print them as an Appendix to the Newsletter. They could then be separated and brought to Meetings.

Sam Bayliss proposed, seconded by Arthur Keeble that the Minutes as reported in Newsletter 1987/3 should be accepted. Agreed.

President's Address:

We are now in 1988. It is 30 years since the first OGA Race and 25 years since the OGA was founded. How quickly time has gone and how much everything has

changed. When we started we were regarded as a bunch of reactionary fuddy-duddies. The Association is really about sailing gaff boats. I did some sailing on dhows in the Indian Ocean - one was named 'Gateway to Heaven'. This year we are looking forward to Gateway to Europe. We must thank David Cade now - and his Committee - for all the work they are going to be putting in.

Secretary's Report:

I have seen the OGA reach a higher state of respect in yachting circles. My efforts have been to advance and increase the number of services to members and improve the look of the Association outside. Things are slowly creeping forward.

I have also tried to bring Areas together and reduce the tensions and grievances between them, and tackle some extremely hot potatoes. You voted us on to the Committee. Do not forget there is a member from every Area on the Committee and we do try to solve any problems that come up. We try to put the results of our debates to you as proposals. It is in the main a thankless task. If you do not like us you can chuck us out and do the job yourselves.

The President thanked the Secretary for his report and for the work that is being done.

Hon. Treasurer's Report and Presentation of Accounts:

The financial year ending on October 31st 1987 showed the Association was in a healthy state with an increase of 85 members during the year - an average of more than one each week.

Obviously the increase in membership is

"Classic" (pre Dec.1960), Vintage (pre Dec. 1939) and Veteran (pre Dec.1914). Following the examples set by the Vintage Sports Car Club and the Veteran Car Club, these dates will not change with the passage of time.

"The reason for the fixed dates" explains Alan Dunn, Chairman of the Association, "is that no modern replica can ever meet the date requirement, so a vintage boat, like a vintage car, is irreplaceable."

The Association is emphatically not in competition with others. One of its aims is to work in harmony with existing "one-type" organisations.

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.



Skipjack

Whatever the type of traditional wooden boat, whether one of the Broads types, Yorkshire Coble, Falmouth working boat, Thames skiff, owners can help each other to find rare parts, skills and craftsmanship, and by forming a substantial market, help to keep that craftsmanship alive.

The Association, which expects its register to become internationally recognised, plans to produce a regular magazine for its members, and to encourage the formation of local groups under its burgee.

For further details contact the Association Secretary, Vic Standley, 27 St. Albans Road, Norwich NR1 2QX, England.

SKIPJACK (British Registered as SKIPJACK OF HAMBLE) built 1912 (possibly 1910) by H. Gale of Cowes for Bruce Atkey as a day racer.

25ft x 24ft 8ins x 8ft 8ins x 4ft 8ins - pitch pine on oak, flush decked. Teak king plank, covering board, hatches and skylight etc. Bronze keel and dead wood bolts, lead ballast keel. Excellent condition throughout.

4 berths, (double in foc's'le), Blake heads, galley area - Optimus primus. Large deep cockpit - ideal for children.

1983 Yanmar 15hp diesel, professionally overhauled 1988.

Sails (all white terylene): working headsails 1986, main and tops'l 1987, No 1 Genoa 1980, No 2 Genoa 1982. Also storm jib.

Sum log, Seafarer echo sounder, life belts, fenders, electric navigation lights, COR

Basil Greenhill.

This work is probably well known to most of us. It is a wonderful collection of facts, anecdotes and photographs from the great days of coastal sail from the mid nineteenth century to the early days of the twentieth. After that time the demands of industry and improvement in the internal combustion engine rendered these small ships uneconomic. The build up to this fascinating period is covered and so too is the decline and final disappearance of the sailing coasters. Although titled merchant schooners, being the principal subject, ketches, brigs and brigantines are also covered. The photos are superb, and Basil Greenhill's narrative brings facts, figures and names to life, delving into the background and living conditions, the rigs, the cargoes and the builders. As an authority on the subject he is probably without equal. This is a book every enthusiast should have. Previously only obtainable in two volumes it is now available as a single volume, revised and brought right up to date. Hardback edition 10 1/2" x 8" is published by CONWAY MARITIME PRESS at £20.

CLINKER BOAT BUILDING by John Leather.

Produced in paperback last year this is a most useful and practical book. John Leather (an honorary member of the OGA) is particularly well known for his volume Gaff Rig, but as a designer he is responsible for a whole range of our members boats. Nearly all of these are clinker built so it should be no surprise to find this book to be a very clear and easily understood instruction (text book sounds wrong)

on clinker construction. Very well illustrated with line drawings and a small section of photographs it really is a step by step guide and a worthwhile buy at £6.95 published by ADLARD COLES LTD.

BRITAIN'S MARITIME HERITAGE - A guide to Historic Vessels, Museums and Maritime Collections by Vervan Heal.

This is a paperback with some illustrations and its subtitle describes it precisely. There is not much to say except that it seems very comprehensive listing various institutions and exhibits from the National Maritime Museum to the Captain Cook Birthplace Museum, from pictures and models to preserved ships. Useful detail is included such as times of opening, charges and locations. I suspect it is not a complete list but any book, or catalogue of this type is bound to be updated. Published by CONWAY MARITIME PRESS at £4.95.

I have been asked to publish the following by Alan Dunn who is a member of the OGA. Ed.

The Vintage Wooden Boat Association

Owners of old wooden boats will be interested to know of the newly formed Vintage Wooden Boat Association which has as its main aim the maintenance of the value of such craft. The Association provides a means of registering wooden boats of all kinds, from the humble clinker dinghy to a luxury yacht, whether power or sail.

Registration is in three classes -

reflected in the cost of the Newsletter. Approx. two-thirds of the subscription income goes on this. Also the RYA subscription and RNLI donation are a percentage of the subscription income, so any increase here is unavoidable.

As you know, it was decided last year that the Committee should visit the Areas to meet more members and this accounts for the extra travelling expenses.

You will also notice that the Area Treasurers are gradually getting around to sending me their Accounts - four this year, six more to come. If the other Areas are alive we'd like to hear about it.

Despite the extra unavoidable costs, we have still made a profit, so at the moment there is no need to talk about an increase in subscriptions.

Once again I wish to thank Brenda for all her efforts. She is the one who usually understands how to make the computer work and produce membership information. Sometimes of course it decides to go off at a tangent and do its own thing - that's when Area Secretaries have to wait for their lists.

Finally, if there are any questions on the Accounts I shall be pleased to answer them.

In reply to questions from Mark Miller, Bill said that the stock figure represented bunting, insignia, pullovers, sweatshirts and T-shirts, valued at the price members pay. It was rather difficult to say what the turnover period was - sales went in bursts with new items seeming to go quicker. For instance roughly 50% of the initial order for pullovers had been sold.

Bill also pointed out that monies held by the Areas totalled £1,104. This was in addition to the £8,043 current assets in the Central Fund. The true value of the

Association was therefore £9,147.

It was proposed by Harry Aitken, seconded by Mike Burn, that the Accounts be approved. Agreed.

Election of Officers:

Rob Williamson proposed, seconded by Harry Aitken, that the following be elected:-

Hon. Secretary
Newsletter Editor
Boat Register

Mike Burn
David Cade
Dick & Pat Dawson

Area Funding:

Rob Williamson said that this item had come up because there was quite a lot of misunderstanding as to how the Areas should be refunded from Central Funds. Since the last AGM the Central Committee had had two long discussions about Area funding and had agreed that all funds of the Association belonged to the Association. They had come up with the following guidelines:-

'Area funding shall, where possible, be self-contained. However sufficient monies shall be held by each Area to function efficiently and for the general good of the Association, and shall be made available from Central Funds as required. The monies shall be accountable to the Central Committee annually. These guidelines are already encompassed by the Rules of the O.G.A.'

Mike Burn pointed out that when the subscription was increased it was agreed that some monies should go back to Areas for Area expenses. There had been two opposing arguments - racing was important because it was good publicity: only 10% of members took part in races and the Association should not pay for it.

Arthur Keeble asked whether the Committee had agreed to rescind the previous arrangements. Rob Williamson explained that the present guidelines now being proposed were designed to clarify the arrangement.

Proposed by Rob Williamson, seconded by Dick Dawson, that the guidelines be accepted. Agreed.

Host Clubs to receive Newsletter:

Mike Burn proposed that all Clubs used by Areas as meeting places should receive a copy of the Newsletter. Agreed.

Area Secretaries were asked to let Bill Brown have up to date details of Clubs which should be on the mailing list.

National Meetings to have formal Agenda and Minutes published:

Mike Burn said that this has already been agreed in Committee.

Annual Reports:

Mike Burn said this had been discussed in Committee but it was not practicable in the time available to circulate reports with the A.G.M. Agenda.

Anniversary Rally - Ramsgate 29-31 July 1988:

David Cade reported that arrangements were progressing. The Host Club will be the Royal Temple Yacht Club who will be making their premises available for all three days.

The Port has agreed concessionary rates on berthing, and is possibly sponsoring a

Drinks Reception.

Offers of sponsorship has been obtained from the Sally Line and VAG and further offers of prizes have been obtained or are being explored.

We are working on the principle that there will be mementoes for everybody who comes.

It is hoped that there will be no cost to participants. This is dependent on major sponsorship. If we do not get a major sponsor we can still have a very substantial Rally but members will be asked to pay for berthing.

Our initial mailing has been very encouraging. Over 50 replies and a lot of response from overseas. Nothing more can be stated until the sponsorship details have been finalised.

A member asked if the Association would be donating some money from Funds for this event? David replied not unless we do not get full sponsorship. He was asked whether the President would be writing a small booklet about 25 years of Old Gaffers. David replied that this was something he did not know about yet. He was hoping to get a souvenir colour booklet if the money was forthcoming. (The President muttered that he will only write part of the booklet. There must be other authors in the O.G.A.)

David added that Ramsgate had allocated the whole of one half of the inner harbour so everyone could be together. There would be room for 150 boats on the pontoons and he was negotiating for a longer stay if anyone wanted to arrive earlier or stay longer.

The President said that David was hopeful that we would get most of the money from sponsorship. If we did not get it it would have to come out of Central Funds. We had enough money to cover any shortfall.

results of my work. I do not expect others necessarily to have the same goals or priorities and I don't condemn them if, in order to sail their boats sooner, for instance, they take short cuts or make expedient alterations.

Lastly, it seems to me entirely typical of Mr. Burn's own style that he should imply that because my Alfred MYLNE boat did not balance, there must have been something non-original about the place. Well, I am sure that Mr. Burn's extensive library gives him great pleasure; it certainly gives him great confidence, but I can assure him that the rig and trim on my boat were original to the extent that I could check from tracings of the original drawings. I can claim complete balance for my own view in this matter, as I am not subject to a Tonnage Rule!

It would be interesting to know if Alfred Mylne would have made the claims for all his designs that Mr. Burn seems to. After all, Dr. T. Harrison Butler, designer of my own boat, had a reputation for designing well-balanced yachts, but freely admitted that some of his earlier designs showed marked imbalance in some conditions, and it would be an insult to the intelligence of most designers to assume that their earlier designs (1903 in the case of my Mylne boat) were in every way on a par with later work. I might also mention that I have a letter from Dr. Harrison Butler to the owner of my boat in the 1930s, (perhaps Mr. Burn has seen the HBA copy) in which he expressly approved the principle of the conversion from

gaff yawl to bermudan sloop, which the owner had carried out.

I think that Mr. Burn is much more concerned with authenticity than the designers, builders or owners of many boats which are now old, would have been.

Yours sincerely

John Birchall

Dear Editor,

Very old wooden boats

For some time now in various magazines, letters have appeared occasionally asking if there is any club or organisation to cater for very ancient wooden boats.

I noted Mike Burn's letter in "Classic Boat" (Jan/Feb 88 issue) taking steps to prevent the OGA being diverted from its main aims and intentions!

In response to this apparent demand, I and a dedicated group of local wooden boat owners have started a Vintage Wooden Boat Association, to do for wooden boats what the Veteran Car Club, and the Vintage Sports Car Club have done for motor vehicles.

Yours sincerely

Alan Dunn

See over page. Ed.

BOOK REVIEWS

THE MERCHANT SCHOONERS by

low water spring tides laid snares for the unwary - Deva, having eased the sides of the channel twice previously grounded third time unlucky within sight of the finish. Which makes Noordezon's victory all the more noteworthy, with her deep draft. Certainly she was a magnificent sight for us as she ploughed up-river, and a magnificent boat for the day.

Prize-giving was held at the Ferry Boat Inn, North Farnbridge. One has to speculate that if the event becomes more popular, there is likely to be 'no room at the Inn', it was so crowded!

Whilst very little credit must go to the weather, the OGA's thanks must surely go to the many people whose behind-the-scenes work made the event such a success - Brenda Jago, Dick Morris, Dave Woodford, John Randall, Ken Gargett and, of course, Ind Coope our sponsors!

1988 Crouch Rally Race Results:

Pos.	Time	Boat
1	1817	Noordezon - Ind Coope & Allsopp Old Gaffers Trophy
2	1833	Elaine Skua Shield
3	1838	Pelican Teal Trophy
4	1839	Gracie
5	1841	Chittabob
6	1844	Francesca
7	1844.10	Sauntress
8	1847	Greenshank
9	1850	Adelle
10	1902	Jaunty
11	1909	Sanderling
12	1910	Teal
13	1913	Aussie II
14	1919	Kitty
15	1922	Tarka

Rtd/grounded: Little Apple II Fashion Mole Deva Madeline
Non Starters: Beagle Alice & Florrie
My Lady Sea Eagle Sheba

LETTERS TO THE EDITOR

Dear Sir,

I really don't want to subject members to a tedious correspondence, but Mr. Burn's comments on my last letter require a response, and as he has now spread himself over more than two pages of the newsletter in giving his own views, on what one might term the ethos of restoration, I feel obliged to brave once more the twin hazards of misprints and Mr. Burn's displeasure.

First, I confess to uncertainty as to the position from which Mr. Burn makes his comments. He made it clear in his letter to Mr. Hawkins that he wrote as an individual, but he now seems to rely somewhat on the support of the OGA as a body of opinion. Presumably he thinks that his point, which is that when writers think that they express themselves clearly and forthrightly, they should not be too surprised if their efforts are read as pompous.

I am flattered that Mr. Burn has taken the trouble to find out about my own boat, "Little Kingfisher" but in writing that my efforts in restoring that boat makes my views somehow odd, he really makes my point for me. The point is that I restore my boat for myself to sail, not to satisfy anyone else, or for Mr. Burn's subsequent pleasure or pain in inspecting the

Mike Burn added that we were guests of the Royal Temple Yacht Club for the whole weekend. Their Clubhouse, their bedrooms, and general facilities including race control, will be at our disposal.

Insurance Scheme:

Mike Burn reported that this was going in terrific style until the Autumn hurricane. Negotiations have been suspended for the moment whilst the brokers disentangle themselves. It is hoped to start again during the year but no new scheme is yet in force. It had been agreed at the October Committee meeting that we should continue with the Bowring scheme anyway.

It appeared that few members had been required to pay excess damage and our record was fairly good. This would help with negotiations.

Report by Sub-Committee on Little D:

Dick Dawson reported on the preliminary research carried out by the Sub-Committee. It was still very much under discussion and they were trying to come up with a proposal for the A.G.M. to approve.

Mike Burn said that it was hoped to establish computerised central hand-lapping during the latter part of 1988 which would be available for use in 1989.

Sam Bayliss said we should establish the principle of whether we were going to work from a new formula or carry on as at present. Other Clubs and overseas members followed our formula and he did not think there should be any change. The President's view was that what other Associations and Clubs did was up to them.

Mike Burn proposed, seconded by Rob Williamson, that since this was a contentious matter and a Sub-Committee had been formed to consider it, the Sub-Committee should be asked to continue their work based on a change of little d.

This was agreed, also that the Sub-Committee's findings would be published in the Newsletter. Arthur Keeble added that this did not pre-suppose that members would accept any changes suggested.

Ian Edmond asked in what way the formula the Sub-Committee started with differed from the formula in Newsletter 1964/5, amended in Newsletter 1966/2. Dick Dawson replied that they had started with the formula in John Scarlett's article in Newsletter 1982/1.

Standard Accounting Forms:

Bill Brown reported that a proposed layout for Area Accounts and guidelines had been given to Area Secretaries. He was awaiting comments.

Members' List:

Mike Burn reported that the Members' List was coming along. It was a lengthy and tedious business but he was about one-third of the way through and expected to have it ready in March. It would contain full information on members and boats. The Central Committee had agreed to fund re-publishing every three years.

Pat Dawson commented that there would be a large number of gaps in the boat information and appealed to all members to send in their Boat Register forms.

Any other business:

a) Hon. Life Members:

Iain Nicholls and Rob Williamson proposed respectively that Elizabeth Todrick and Paddy O'Shea be made Hon. Life Members in recognition of their services to the Old Gaffers Association. Seconded by Mike Burn and agreed.

The Secretary would write to both these members advising them of their new status.

b) Sail Aid:

Harry Aitken drew members' attention to Sail Aid, an idea originating from Mylor Yacht Club, to raise money as a contribution to Sport Aid.

c) Mark Miller said that there had been a distinct improvement in the Newsletter and would like to congratulate David Cade.

THE OLD GAFFERS ASSOCIATION

BALANCE SHEET AS AT 31st OCTOBER 1987

	<u>1987</u>	<u>1986</u>
<u>CURRENT ASSETS</u>		
Stock	1,866	1,416
Sundry Debtors	614	358
Woolwich Building Society	132	125
Post Office Investment Account	4,921	5,375
Cash at Bank	2,211	1,095
	<u>9,744</u>	<u>8,369</u>
<u>CURRENT LIABILITIES</u>		
Sundry Creditors	1,549	1,336
Corporation Tax	152	148
	<u>1,701</u>	<u>1,484</u>
<u>NET CURRENT ASSETS</u>	<u>£8,043</u>	<u>£6,885</u>
<u>GENERAL FUND</u>		
Balance at 1st November 1986	6,885	5,521
Excess of Income over Expenditure	1,158	1,364
	<u>£8,043</u>	<u>£6,885</u>

NOTE

At 31st October 1987 Funds, additional to those shown above, held by some Areas total £1,104 which makes the true worth of the Association £9,147.

The East Coast One Designs are classic Edwardian Day Racers - I use the word 'classic' in its proper sense, not the one currently being put forward by a certain publication for commercial reasons. 30 feet of graceful sheer and overhangs, with very little beam and a lot of keel, these craft were built for the Royal Corinthian in the first place. They went 'bermudan' in 1920, but kept the same fore-triangle and mainsail area as the gaff rig. Thus for a rig comparison exercise, which this race was clearly going to be, it's about as fair as you can get when Joyce and Chittabob meet.

Last year's event produced a near dead heat, with gaff a second ahead, and we appeared to be in for the same as both boats started on the run.

But it quickly became apparent that gaff had the edge down-wind, as Chittabob IV built up a 4 minute lead over her bermudan rival. Indeed she was to hold this lead throughout the race. Round the windward legs, she appeared to give ground, but Chittabob was sailing under two reefs to Joyce's one.

So as Chittabob crossed the line to become the first gaff rigged holder of the Mason Trophy, the rig debate was opened again. Why was a gaff mainsail so much more powerful down-wind than a bermudan one of the same area? Has bermudan up-wind superiority (I admit it does exist!) been over-rated by the pundits?

Whatever the answer, the fact is that

gaff is leading 2-0 in the ECOD fleet!

The Royal Corinthian Yacht Club, despite losing both events, proved to be excellent hosts to the O.G.A., and David Eagling, their Rear Commodore very kindly presented bottles of champagne as well as prizes to OGA skippers David Green and Arthur Keeble.

A somewhat anxious race committee noted the wind was not easing as forecast, but increasing, the anemometer reading 30 knots and over. Thus a shortened course was ordered, and a delayed start arranged - we wanted to digest Sunday lunch before facing that lot!

Staggered starts were arranged, the slower boats off first, speedier gaffers like Chittabob IV an hour later.

Tremendous speeds were made down to the Crouch entrance but with the wind gusting to Force 7, some of us wished we had tucked two reefs in instead of one! Of the twenty boats racing we had five retirements, but no damage done.

The Southwesterly wind gave long legs up the river on the beat back, enabling some pretty smart windward sailing along lee shores to take place. Big boats like Noordezon and Gracie really lapped up the weather, but the dart like racer Elaine, setting a self-tacking foresail on a boom yankee style also went well, as did the little Pelican, setting a mainsail off the champion gaffer Jade.

As the fleet raced up the Crouch, the

TENDRING COAST PASSAGE RACE
& STOUR RALLY 27-29 AUGUST.
(Bank Holiday weekend)
MALDON ANNIVERSARY RALLY
30 SEPTEMBER/1 OCTOBER
East Coast members will receive a
mailshot giving full details of these
events nearer the actual time. Anyone
else who may be interested please
contact either Jon Wainwright (as
above) or Brenda Jago, Smugglers
Cottage, North Fambridge, Essex
CM3 6NA.

CROUCH RALLY 1988.

This event, despite the poor weather
over the last three years, continues to
grow in both stature and popularity.

By Saturday evening the Royal
Corinthian Yacht Club was hosting the
crews of some twenty four gaff rigged
craft of all shapes and sizes. We had
Quay Punts, smacks, a nobby, an
Edwardian Day Racer, we had new
boats ranging from the mighty steel
pilot cutter Noordezon to little Cornish
Shrimpers.

The first race of the week-end was our
own variation of the America's Cup,
the match race for the OGA Crouch
Plate. This year the Royal Corinthian
had challenged us to a smack race,
the conditions being that the boats
must not exceed 37 feet, sail without
topsails, set only three sails at a time,
and be ex-working or working
smacks. The RCYC put up 'Dorothy'
the OGA put up 'Gracie'. Both craft
were in pristine condition, very much
in the same form as they were built
nearly a hundred years ago.

In a S-SSW 4-5 breeze Dorothy lead

Gracie over the line by a full minute,
and it was not until the leeward mark
opposite the Roach entrance that the
gap began to narrow. Gracie tucked
in a quick reef to her main, changed
to a small staysail then put her
shoulder into the Crouch slop at a
speed which would not have
disgraced a full racing yacht.

Indeed, Gracie's windward perform-
ance quickly converted a one minute
deficit into a 9 minute lead. Her reefed
mainsail was better suited to the
strengthening wind than Dorothy's full
one, which had a reef pennant snarl-
up as well.

So as Gracie took the gun at the Royal
Corinthian line to applause from
spectators, she also retained the
coveted Crouch Plate for the Old
Gaffers Association. But full credit
must go to Nigel Halsby and his boys
on Dorothy. He was beaten by a boat
which is showing very good form, and
by a skipper of many years standing
in smacks. Smacks take much
learning to handle properly, unless
you are born to it, still more to race in
confined quarters without incident, so
both crews did very well. (Experts
may like to note that Gracie sailed
round the course even faster than the
E.C.O.D.s).

The second race was a new one, or at
least an old one revived - the 'Mason
Trophy' of the Royal Corinthian Yacht
Club for East Coast One Designs.
Unfortunately we could only find two
of the previously disbanded class to
race, but they were the two of last
year's famous gaff v. bermudan race,
Chittabob IV and Joyce!

OLD GAFFERS ASSOCIATION 31st October 1987

AREA ACCOUNTS (Addendum to Main Accounts)

		1986		1987		Coast	
INCOME		EXPENDITURE		INCOME		EXPENDITURE	
Subscriptions	4,612	4,054	162	143	12	132	496
Entrance Fees	85	81	162	143	2	-	502
Donations	657	1,061	5	27	-	20	-
Insurance Commission	423	360	87	59	-	6	-
Investment Income (Nett)	400	355	767	467	-	13	56
Insignia Surplus	87	48	463	364	-	-	(11)
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*"The joy of sailing."
Can anyone tell me her name? Ed.*

THE WOODEN BOAT SHOW

Although we are not a wooden boat association there is no doubt that most of our members have a strong sympathy for them. This was borne out at the OGA stand at the Wooden Boat Show, Greenwich from June 2-5. We had visits from many members with wooden boats but also many members who owned non-wooden hulls, particularly Cornish Pilots. Visitors came from all over Britain and some from as far away as Australia and Holland.

The stand was a compromise between spending as little money as possible and putting on a good display. Unfortunately we were unable to obtain a sponsorship but the new members recruited more than paid for

the initial small outlay. These members however will have to be serviced which on our low subscription is cutting things fairly tightly.

Many of the new members said that they had been meaning to join for some time. The visit to the stand persuaded them into a firm commitment and we hope convinced others to stay with the gaff rig. Although the membership now stands at over 850, the highest ever, we should not rest on our laurels. Membership is open to anyone interested in the gaff and lug rigs, but the backbone are the owners of about 1600 gaff boats in Britain. Assuming that around 100 of these change ownership every year we do need to continue to recruit. The best method is for members to talk their fellow gaff

boat owners into joining with the occasional on-shore events such as the Wooden Boat Show.

The OGA sub-title is "for the promotion of Gaff Rig" so we should go forth and promote. A Gaff Rig Conference is being planned to be held at Liverpool next spring. There has always been interest in the OGA in this area and in North Wales. It is hoped that this one day event will trigger off the start of active areas here. It would be good to hear from anyone in those areas wishing to help create this.

It looks as if the Wooden Boat Show stand will, by popular demand, be created again next year. We are short of photographs. The OGA collection held by David Cade is mostly from the mid 1960-70s and anyone willing to lend colour or black and white negatives of boats and events could send them please to my address. They will be returned if requested. The colourful posters on this year's stand were from posters kindly lent by Bill Colman.

Robert Simper

AREA NEWS

SOLENT

A further reminder for the Solent Race and Rally 26-29 August. Pre-race get together at Cowes Corinthian Y.C. on Friday evening as usual. Race start 0900 hrs on Saturday from Royal Corinthian Y.C. line and finish in Southampton Water. Then a change in arrangements with Rally at Ocean Village from that evening to Bank

Holiday Monday with water sports, fun race, parade of sail, roast pig barbeque and celeidh. Free mooring for event and one week before or after. Full details and entry forms will be mailed in late July, or from the new Area Secretary, Richard Coles, Lothlorian, Knapp Lane, Ampfield, Romsey, Hants BH1 1DS tel: 0794-68701.

ALSO: 16-17 July Hamble River Combined Clubs Regatta will have a gaff class. Contact R. Southern Y.C. on 0703-452231.

12-15 August Douarnenez 88 is expected to be even bigger and better. Leaflets available.

3 September Bursledon Regatta, gaff race in morning, water sports in afternoon. Entries to Elephant Boatyard.

10-11 September provisional date for Shanty Festival at the Camber in conjunction with Portsmouth City Council.

17-18 September provisional date for Rally at Yarmouth.

EAST COAST

A reminder of forthcoming events:-

IND COOPE EAST COAST OLD GAFFERS RACE - 23 JULY.

The first of three consecutive weekends of gaffers events on the East Coast. Race entry forms and details were in last newsletter. Please send completed forms, as soon as possible, to the East Coast Area Secretary, Jon Wainwright, Portview, New Road, Mistley, Essex CO11 2AE. Let us try to top the hundred again this year!