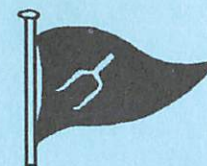




*New Zealand to Falmouth 1988.
Bob and Lesley Swan's lovely Herreshoff designed TAITOA.
Photo Mark Fishwick.*

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Old Gaffers Association



Adelle, Blackwater sloop at Silver Jubilee Rally.

Photo C. Robbins.

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Solent:
R. Coles, Lothlorien, Knapp Lane, Ampfield, Ramsey, Hants. SO51 9BT. 0794 68701

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

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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

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I.S. Nicholls, 12/1 Dumbain Road, Haldane, Balloch, Dumbartonshire. 0389 58507

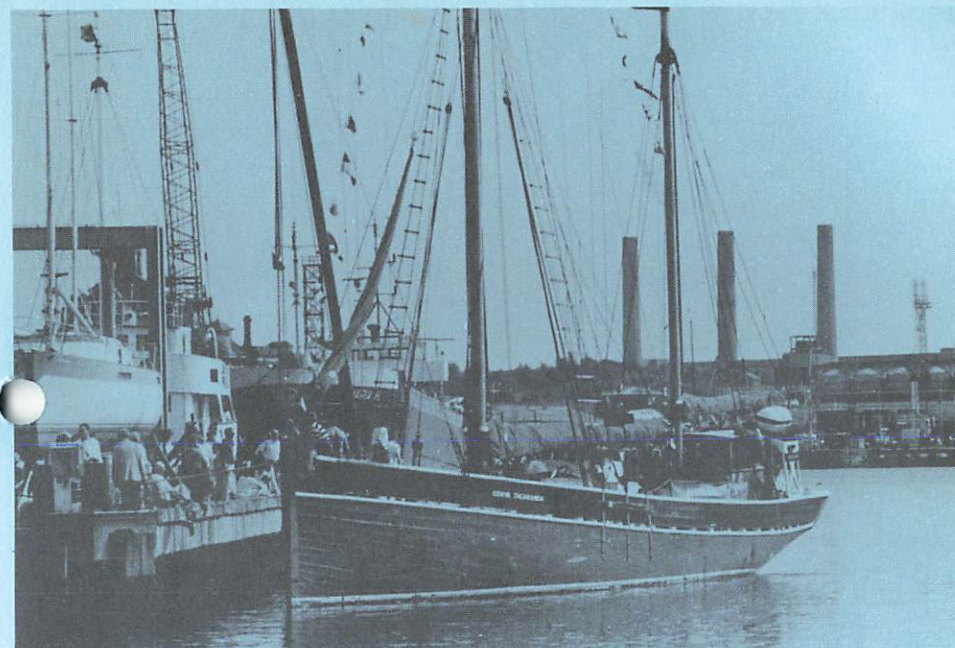
France:
J.C. Credin, Le Veu Herve, 22360 Langreux, France.

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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. Heilbery, 2445 West 7th Avenue, Vancouver B.C., Canada.

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



*With bowsprit topped up barge style ex trawler
KENYA JACARANDA at Ipswich Festival of Sail.*

Photo Robert Simper.

ASSOCIATION STOCK LIST

		U.K.	OVERSEAS
Burgees:	18"	£5.45	£5.70
	24"	£8.00	£8.25
	36"	£7.15	£7.50
Membership Flags:	12"	£7.75	£8.50
	18"	£8.25	£8.50
Flags (Multi-Motif):		£3.00	£3.25
Boches:		£1.50	£1.65
Botany Wool V-Neck Pullovers:			£17.00
(Navy, Grey, Maroon. Sizes 38", 40", 42", 44")			
T-Shirts:			£4.00
(Large motif on chest; navy on white or white on navy). Sizes S, M, L and XL.			
Sweatshirts:			£10.50
(Motif on left breast; Navy, Red, Grey, Green) Sizes L, XL and XXL.			
Embroidered boat name on sweatshirt:			£2.00
(allow up to four weeks for delivery)			
Other sizes and/or colours to order (delivery time cannot be quoted). Prices include postage and packing - surface mail for overseas.			
Please send orders, with cheques or postal orders made out to The Old Gaffers Association (overseas members can pay by Eurocheque or by a draft on a London Bank) and, if possible, a self-addressed label to:			
Mrs. B.V. Brown, Wheal Cock, Porkellis, Helston, Cornwall TR13 0JS.			
Orders will not be despatched until payment has been received. SPECIAL NOTE Christmas is coming. Order now to avoid disappointment.			

ROYAL ESCAPE RACE 1988

The Royal Escape Race, Brighton to Fecamp, is a cruiser race organised by the Sussex Yacht Club and is open to all members of yacht clubs in the county. It is usually held on the Friday before the second May bank holiday each year.

Having been a member of the winning team on Westerly Konsort KATIE (Portsmouth Yardstick 118) in 1986, and with the intention of promoting Gaff rig, in 1987 I entered JANNA a Cornish Crabber Pilot Cutter which has an OGA handicap of 0.962 and I was given a Portsmouth Yardstick number of 120. We finished 16th out of about 115 boats, due mainly to our inexperience with gaff rig and to the whole crew being reduced to uselessness by mirth at our repeated attempts to hoist a topsail for the first time!

This year we determined to do better and entered, in company with KATIE, which had the immediate effect of making it a two boat race, the other 90 plus competitors losing their importance, apart from a lovely old pilot cutter, CHLOE MAY, whom we were also determined to beat.

The start lies between the piers at Brighton and this year was a westerly start to windward, leaving a mark off Shoreham to port, enabling the race sponsors to get a good view of the event from the warmth of the Old Ship Hotel. With a WSW wind and the help of a maroon fired by the RNLI, we were off at 0900 hrs on the 27th May. We opted for 'clean' air and determined to keep out of trouble at the start line, which resulted in being beaten by KATIE to the first turning mark. We quickly settled down on a near southerly heading, a point of sailing ideal for JANNA, being free of the wind without our racier competitors being able to use their spinnakers to best effect.

Our tactics consisted of continual attention to sail trim and the greatest care in navigation, laying a course to keep us just enough upwind should we be headed, and concentrating on sailing the shortest distance to the target.

With about fourteen boats in sight astern, and six or seven well upwind, we passed the Meridian Buoy 1.5 miles to port, believing KATIE to be well ahead and out of sight. It took a few bottles of Rioja to keep morale high, until

we spoke to KATIE on VHF and discovered she was one of the windward boats we had gradually been overhauling. They were experiencing a wind shift while our topsail carried us well through the light airs which for us remained WSW.

The tension mounted as we approached Fecamp. Anticipating an offshore slant to the wind as evening drew near, we decided to rely on the first hour of ebb tide to carry us over the finish line. However, as we neared Fecamp the more concerned we became, for the westerly set failed to materialise. Presumably expecting the same tide, the boats upwind were now gathering astern of us, one in particular getting quite close. It eventually became obvious that we could not lay the harbour and about half a cable off the cliffs we went about, only to discover the boat catching us was KATIE! With one cry of "the crafty old . . . !" and the adrenalin beginning to flow, we found ourselves headed on the finish line by the southerly wind so often experienced at night off Fecamp, and with a north westerly set to the tide threatening to carry us beyond the end of the line. In the excitement we sailed into irons and KATIE slipped by, finishing four minutes ahead.

On corrected time we had beaten them, and indeed we discovered we had won fourth place, with KATIE fifth, and we had also beaten CHLOE MAY. This altogether satisfactory result confirms my belief that traditional rig combined with modern materials can be a most successful combination. I hope to enter this race again next year with the intention of a yet better result, perhaps a few more Gaffers might join us? We might show them a thing or two.

The generosity of the sponsors and the French hospitality are excellent: on the Saturday, the crews are entertained with a reception at the Benedictine Abbey in Fecamp, followed by a disco at the yacht club (not obligatory) where the results are usually announced. On the Sunday, there is normally a cheese and wine reception at the yacht club before most return home.

It is a most enjoyable and friendly event.

Brian Lea. JANNA



Young Alert, Blue Jacket and Bonita at Ramsgate all owned by members of the Beckett family, their boats meeting together for the first time.

Photo A. Cade.

EDITORIAL COMMENT

This newsletter is very late for which I apologise. This was principally due to the postal strike which held up material at the time it was due to be prepared thus putting things forward. Further waiting for photographs, some of which did not materialise, made it difficult for me and here we are in November. The next issue is due at Christmas so that any copy for 1988/4 must be dispatched as soon as you receive this.

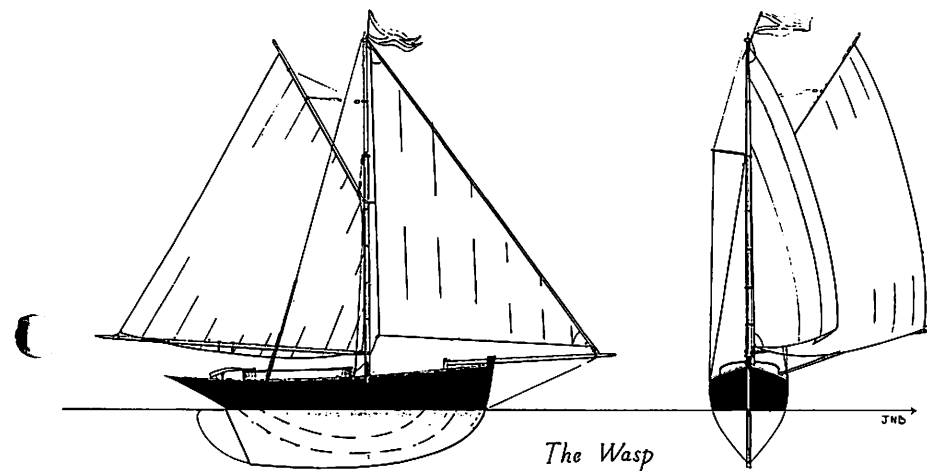
Our 25th year has been a very full one and it seems that most of the rallies and races were held in either very strong winds or no wind at all. The Silver Jubilee Rally was blighted by gales all the week preceding and during which meant that the majority of entrants could not make it, but despite that 29 boats and many more members by road made it a very successful and memorable occasion.

The huge publicity we received for the Rally and our attendance at the Wooden Boat Show resulted in exceptional interest in our Association and many new members. This is excellent and encourages us to maintain our growth and authority in this special section of the sailing world.

A copy of the souvenir programme of the Rally is enclosed with this newsletter and as it is in the same format it can be conveniently kept. There is no doubt that Ramsgate is a very good place geographically to hold a rally to maximise continental and home attendance. It also proved to be a very friendly and attractive place with both the Royal Temple Y.C. and the Royal Harbour Authority keen to see us again. A biennial event has been suggested (alternate years to Douarnenez). Correspondence is invited on the subject - is it the right place, should it be opened up to include other traditional boat groups, when should it be - let us have your ideas.

WELCOME TO THE FOLLOWING NEW MEMBERS:

CP	Anselmi, M.P., 49 King Edward Avenue, Broadstairs, Kent CT10 1PH.	GIRL JULIA
SW	Barrett, Jonno, Tyndale, Coronation Road, Salcombe, Devon TQ8 8EM.	
SW	Bradford, David & Sandra, Briar Cottage, St. Lawrence Lane, Ashburton, Devon TQ13 7DD.	CORNISH GALATHEA 874
EC	Bridges, Hugh, 2 Vine Cottages, Woodbridge Road, Grundisburgh, Woodbridge, Suffolk.	GRACE
N/K	Brooke, John, 34 Turnpike Link, Parkhill Village, Croydon, Surrey CR0 5NX.	GUILLAUME
EC	Brown, Simon & Pilgrim, Beverley, Flat 6, 163-165 Horn Lane, London W3 6PP.	BLUE HAWK 197
SOL	Buckell, A.J., 50 Cleveland Road, Midanbury, Southampton SO2 2AG.	QUETZAL 489
CP	Burrows, J.C., Copyhold, Church Lane, Bury, Pulborough, W. Sussex RH20 1PB.	
SOL	Cartwright, Mike, Yacht Gulnare, Deacons Boatyard, Swanick, Nr. Southampton, Hants.	GULNARE 773
SOL	Carvall, Leslie George, 4 Pine Hurst, Cliff Road, Milton-on-Sea, Hants. SO41 0NS.	DORANA 7
EC	Circus, Michael David, 112 Lymington Avenue, Leigh-on-Sea, Essex.	LONG HAUL
EC	Clay, Peter, Lilac Cottage, North Road, Widmer End, High Wycombe, Bucks. HP15 6ND.	RO-AN-MOR 843
EC	Coe, Richard, 54 Old Street, Haughley, Stowmarket, Suffolk IP14 3NX.	
EC	Coleman, Neil, 7 Ravenscourt, Needingworth, Huntingdon, Cambridgeshire PE17 3SF.	DIE SCHONE LAU
N/K	Davidson, Ian M.C., 83 Stilehall Gardens, London W4 3BT.	TWEE GEBROEDERS
SW	Davies, C. Peter, 31 Cowick Lane, Exeter EX2 9HN.	SARINE
EC	de Kerckhove Varent, Oliver, 28 Bridge Road, Lowestoft NR32 3LP.	
EC	Denton, J.E., 7 Beckley Close, Chalk, Nr. Gravesend, Kent.	AMANDA 'D'
EC	Downing, J.S., 123/4 Houghton St. Giles, Walsingham, Norfolk.	SNOWGOOSE
EC	Dunn, Gregory, Warren Cottage, Stoke St. Michael, Bath, Avon BA3 5JS.	NATTERJACK
SW	Eagles, C.C. & P., No. 10 Oakfield Road, Bishops Cleeve, Cheltenham, Glos.	
CWL	Eaton, Mike, c/o 62 Old Laira Road, Plymouth, Devon.	
SOL	Elstonre, Derek Frederick, "Windward", 19 Barham Close, Weybridge, Surrey KT13 9PR.	BLUEBELLE
EC	Ewans, Mr. M. & Mrs. J., 1 Old Cottages, Backfields, Rochester, Kent ME1 1UH.	
SOL	Faulkner, Mrs. J., 15 Kilwich Way, Wicor Mill Lane, Portchester, Hants. PO16 9EH.	VESPER
CLY	Figg, K.A., Torwoodhill Lodge, Rhu, Dunbartonshire.	HILDASAY 358
CLY	Findlay, Gordon, 408 Albert Drive, Glasgow G41 4RZ.	MACARIA 73
EC	Giles, Richard, 87 Norton Road, Letchworth, Herts.	SARA
SOL	Grimble, Dr. Ian T., 41 Merton Hall Road, Wimbledon, London SW19 3PR.	AMELIA JANE 470
SW	Harbord, Ian MacAlister, Unicorn Cottage, 65 Southford Road, Dartmouth, South Devon TQ6 9QT.	NIMROD 8 (ex May Blossom)
CWL	Harker, C., Trewen, Camelford, Cornwall.	SHAMROCK
EC	Harman, Andrew C., St. Osyth Boatyard, Mill Street, St. Osyth, Clacton.	ADC 431
FOR	Hayward, Carol Ann & Dunlop, Colin C., P.O. Box 2313 Government Buildings, Suva, Fiji, South Pacific.	ANNEBETH
EC	Hepher, Julian, 5 Elmdale Drive, Mistley, Manningtree, Essex.	PLEIONE 203
N/K	Hepworth, P.G., 108 Columbia Road, Bournemouth, Hants. BH10 4DX.	
EC	Hillman, Peter E., "Mecon Delta" PO Box 48, Medway Bridge Marina, Manor Lane, Rochester, Kent ME1 3HS	BONNE SANTE
SOL	Hopwood, Jiom, 18 Woodlands Close, Dibden Purlieu, Southampton SO4 5JG.	KATE
CLY	Howard, D.G., Foxcote, Fairlie, Ayrshire KA29 0AA.	RAWANAH 141
EC	Hughes, G.E., 132 Borden Lane, Sittingbourne, Kent ME9 8HR.	LADY OF STAVOREN
CWL	Hurley, Stephen, 5 Highland Parc, Penryn, Cornwall.	LESLEY 1053



THE WASP. Victorian gentleman's yacht (1890). Perfect replica built in 1984 of superb construction. 18ft. of lean elegant racer, as new. Hollow spars, lead ballast, buoyancy. A well-documented, historic boat designed by John Harvey. Built traditionally she is a unique treasure. Selling with regret (house buying!) for quick sale at £4,900. Purpose-built trailer £560. Free delivery up to 150 kms. Branson Tel: 0733 66559.

DINGHIES FOR SALE

9ft x 4ft 1in clinker, stem rowing dinghy by Aldous. Varnished Honduras Cedar thwarts, teak transom. Oars, rowlocks, Seagull Outboard Motor. Stable and seaworthy. Good condition. £350.

10ft x 4ft clinker, stem rowing dinghy. Varnished inside and out. Teak thwarts and sheerstrake. Scrubbed ash and teak gratings. Spruce oars. Rowlocks. Fitted canvas cover. A finely built yacht tender of high standard. £500.

8ft x 4ft Mahogany plywood pram dinghy. Single chine hull. Varnished sides and thwarts. Painted bottom. Oars and rowlocks. Good condition. £75.

All the above clean and ready to use.

John Leather, The Saltings, Ferry Road, Fingringhoe, Nr. Colchester, Essex. CO5 7BX. Tel: Rowhedge 853 (0206 28 853).

PROFESSIONAL

TRADITIONAL CHANDLERY

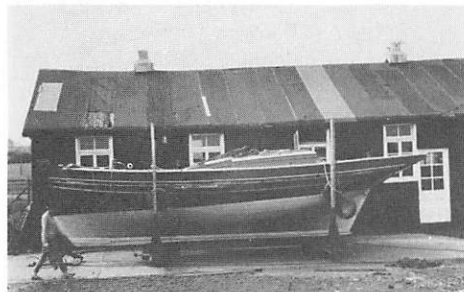
We can supply a broad selection of the "hard to find" items which are needed to restore, fit out and maintain traditional sailing craft. Try us for:

Adzes, Ash Blocks, Caulking Irons & Mallets, Deadeyes, Fasteners - Bolts and Nuts in Galvanised Steel, Stainless and Bronze - Woodscrews in Brass, Bronze and Stainless Steel, Rivets, Nails, Machine Screws etc., Brass Cabin Hardware, Knives, Marline Spikes and Fids, Mast Hoops, Rope and Twine, Sailmakers Needles, Palms etc., Serving Mallets, Shackles and Thimbles, Rigging Screws, Hand and Power Tools.

Send for our catalogue today:- GORDON FINDLAY (TRADITIONAL GEAR), 408 Albert Drive, Glasgow G41 4RZ. Tel: 041.427.5993.

MARLBOROUGH 22'6" straight stem transom stern dayboat. Long foredeck and oval cockpit. 8' beam, 2' draught, 1'6" freeboard amidships. Gaff or gunter rigs with large C.B. Needs total repaint, caulking, deck canvas, etc. Section of keel needs replacing. Very original and quite ancient. £400. Charles Landells, Lymington 76890.

L'ESTERELLE 35'6" x 31' x 10' x 4', freeboard amidships 1'9" with tumblehome. History unknown but has been a centreboarder. Fitted cabin and iroko decks. Larch on oak hull. Yawl rigged with bowsprit and bumpkin. Needs extensive work in particular to frames. £400 including spars, fittings, new larch planking etc. Charles Landells. Lymington 76890.



Katie

KATIE CK82 Essex Oyster Smack built 1889 by Aldous, 30ft., recent survey available, good condition, no engine but stern tube fitted. May be viewed at Pin Mill. £7,500. Tel: Rob King 0473-230000 ext 6424 (Office hours). (Also see photo with E.C. Notes).

GEAR FOR SALE

Fishermans anchor (10lb.), £15
Walker trailing log and wooden storage box, £100
Echo sounder, Seafarer 3, new and unused, £50
Bi-colour and stern navigation lamps, £20
Navigation lamps, old copper type and wooden boxes for mounting, £20
Morse engine controls, £10
Metal fuel cans (Army style, old), £3 each
Ensign staff (4'), £5
Radar reflector (24"), £5
Boarding ladders, 3-rung £20 5-rung, £30
Telephone Chris Eagles 0242-526261 (office) or 0242-67-4719 (home)

New Oregon Pine Mast. 24' long 5" square at the heel intended for tabernacle fitting. 4" dia. at gooseneck, 3" dia. to hounds, taper 3" to 2.5" hounds to cap. Fitted cheek sheave for topsail. Brand new mast centre cut and laminated. Galvanised mast bands included. Also 4 teak cleats and one oak all treated plus 6 coats varnish. May be seen at Brightlingsea £300 o.n.o. Telephone R. Loran 020630 3560.

Building or fitting out a 26 ft gaff cutter? For sale new wire rigging, booms, mast, sails, brass portholes, brass skin fittings tiller, mast step, twin Stuart Turner 8hp, 1 ton lead ingots for new keel, boat cover, echo sounder, compass, lights, anchors in fact everything except boat hull. Offers for lot around £1,000. Mrs. Robertson 0843 (Thanet) 221286.

EC	Jones, G.F. & M.A., 40 Cox Green Road, Maidenhead, Berks. SL66 3DY.	BULLFROG
FOR	Jonker, H.S., van der Hoochlaan 5, 1181 Pl. Amstelveen, Holland.	DERKINA
EC	Kemp, James R., 398 Foxhall Road, Ipswich IP3 8JE.	
EC	Kirchhoff, John F., 38B High Street, Wheatley, Oxford OX9 1KK.	
CWL	Londesborough, Alan, 4 Lanlovie Meadow, Cubert, Newquay, Cornwall.	ANGHARAD
EC	Loram, Roy, 71 Sydney Street, Brightlingsea, Colchester, Essex CO7 0BE.	SUE TOO
EC	Martin, Paul, 1 Old Cottages, Backfields, Rochester, Kent ME1 1UH.	
N/K	Minns, Jonathan Ellis, Watermill House, Hellingly, Hailsham, E. Sussex BN27 4HD.	
NE	Minto, Neil, 26 Tower Road, Darlington, Co. Durham.	KAROLINE OF KIRKWALL
EC	Morton, T.A., 8 The Avenue, March, Cambs.	SKOMER
CWL	Myers, Rodney, The Yellow House, East Worlsham, Nr. Alton, Hants. GU34 3AE.	
		CAROLINE
EC	Newport, Mike, 17 Hulton Close, Boreham, Chelmsford, Essex.	SWALLOW
EC	Pattison, R.W.T., Hillcrest, 21 Berry Lane, Langdon Hills, Basildon, Essex.	HOPE
SOL	Pennett, John, 36E Blenheim Crescent, London W.11.	MAGGIE 704
EC	Pickering, Anthony John, 77a Lorrimore Road, Walworth, London SE17 3LZ.	
N/K	Powell, Richard E., 19 Bickerton Point, South Woodham Ferrers, Essex.	ISABELLA
	Reed, Ian Arthur, Brooklands, 58 Tranby Lane, Anlaby, Hull HU10 7DU.	
		MAGGIE OF ABERDOUR
SOL	Rice, Peter, 12 High Street, Chilgrove, Chichester, E. Sussex.	
N/K	Royston, Ian, 46 Crescent Road, Hemel Hempstead, Herts.	
SOL	Seers, Philip, Dragons, Tilford Road, Rushmoor, Nr. Farnham, Surrey GU10 2EB.	
		KELPIE 128
SOL	Sibley, R.A., 117 St. Stephens Road, Hounslow TW3 2BL.	ISLAROSE
N/K	Sidgwick, Antony, 6 Tower Street, Cirencester, Glos. GL7 1EF.	VALE
SW	Southcombe, Christopher R., 69 Drew Street, Brixham, Devon.	WHITE
SW	Southcombe, Roger, 63 Penwill Way, Paignton, Devon.	KITTEN 970
CWL	Spry-Leverton, Peter, 14 Clarendon Road, London W11 3AB.	EMMA OF POLRUAN
EC	Spurging, John G., 100 St. Georges Park Avenue, Westcliff on Sea, Essex SS0 9VA.	
EC	Stevens, Peter, 14 Mile End Road, Norwich, Norfolk.	WATERWITCH
FOR	Swan, Robert & Lesley, 22 Santiago Crescent, Takapuna, Auckland, New Zealand.	
		TAITOA
NW	Thompson, Michael J., 55 Rugby Drive, Tytherington, Macclesfield.	QUEEQUEG
SOL	Ventham, D.S., Glencorsel, Wardle Road, Highbridge, Eastleigh, Hants.	KERNETH
EC	Wilkins, Miss Sheila, 20 Oxford Drive, Woodbridge, Suffolk IP12 4EE.	
EC	Williams, Anthony A., 8 Luddenham Close, Ashford, Kent TN23 2SE.	MARITA TU
N/K	Williams, J.D., 13 Silverlands Road, Lyvinge, Nr. Folkestone, Kent.	SPEEDWELL 1052
SOL	Wittebolle, J.M., 19 Cottage Grove, Surbiton, Surrey.	EVODIA
EC	Yardley, Martin D., 22 Oak Hill, Hollesley, Woodbridge, Suffolk IP12 3JY.	ALBERT
		NEPENTHE 694

SNIPPETS

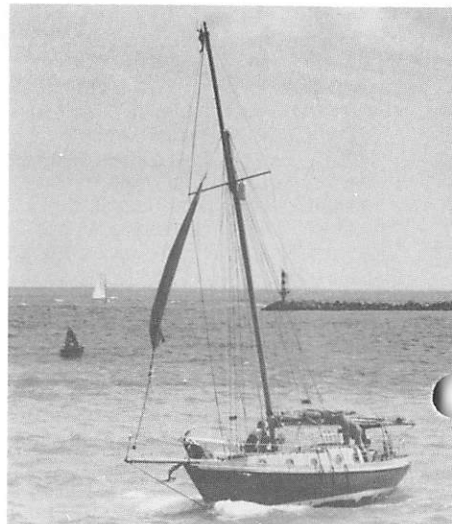
The cover photo of Noorderzon on Newsletter 1988/2 should have been accredited to Coloryan, Editor's apologies for this omission.

Congratulations to Hylton Matthews, Solent Area Race Officer on his marriage to Sarah in October. The wedding was timed to allow enough tide for the newly wed couple to be rowed by barge from the church to the reception in Wooton Creek IOW.

A video containing the 1988 East Coast Area Race and the Silver Jubilee Rally and Race is now available for purchase by members, price and details for procurement will be announced in the Christmas newsletter, or ring Brenda Jago.



Alice



Sea Eagle

Photos C. Robbins

SILVER JUBILEE RALLY Ramsgate 29/31 July.

Ramsgate was chosen for the special Silver Jubilee Rally because it is situated within easy reach of the East Coast and the Medway/Swale areas yet not too far for Chichester/Solent based boats to get to. The hope was that major areas of our Association would get together, really for the first time, although a few individual boats do occasionally sail to other area events. In addition the port is close to the Continent and we could expect interest from Holland, Germany and France, and coupled with the probability of a trailerborne contingent from further flung reaches of the British Isles we set out to make it a special event.

The Royal Temple Yacht Club offered to host us and their officers, members and staff could not have been more helpful, the Harbour Manager and Port Authority and Officials were equally helpful and we succeeded in finding some very good

sponsorship which enabled us to purchase prizes and print a souvenir programme.

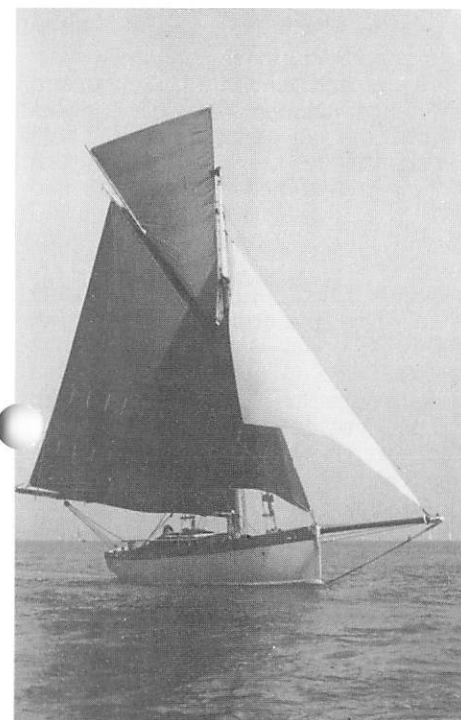
With our initial publicity the response was excellent over 120 replies from members and some further 30 enquiries from abroad. When we finally sent out entry forms the response was good and owners of 113 boats had sent in entries of which 20 were from the Continent.

Then the weather stepped in; the weekend before blew a good S.W. 8 after 5 to 6 was forecast. Indeed your intrepid Editor was taken in by this, setting out in Storm from Rye in what was the top end of a force 6 - can't get worse can it? - but surfing down mountainous waves off Dover pinned to the helm I knew the answer to that one, and an average speed for the 45 miles of 7.3 knots proves that it is not only the midday sun that attracts mad dogs and Englishmen. However it sensibly put off all but a few from the Solent who took advantage of the night time lull with several only getting to Brighton. As the

STURDY - OGA555. 20' x 8' x 3'6" Itchen Ferry cutter built by Luke of Hamble in 1907. Lead keel, roller jib, Stuart 8. Afloat in the Hamble and available for trial sail any time. Only for sale because 3 wooden boats are too many to maintain. £2,500 (or a bit less to a good home).
Phone Carol Quinlan 09066-3054.



Sturdy



Onward of Ito

ONWARD OF ITO - ex Itchen Ferry Smack. 24' x 8'9" x 4'8". Built by Mollet of Southampton 1923. Pine on steamed oak, 2 ton lead keel bronze-bolted through grown oak floors. Copper and bronze fastened throughout. 4 Berths, Baby Blake toilet, Pressure Meths cooker. 12hp Yammur diesel. 3 jibs, 2 staysails, main and topsail, all terylene all less than 5 years old. Complete overhaul and internal refit since 1982.

Current owner, having spent 5 years on restoration, reluctantly accepts that he can no longer make the maintenance commitment.

Lying Wootton Creek, I.O.W. £7,500.

Further details and enquiries to:

N. Gaches, 136 High Street, Ryde, I.O.Wight. Tel: 0983 62931.



Norseman

NORSEMAN 28' x 8' x 5'9" gaff cutter built 1892 by Hodges of Dartmouth. Registered, she is pitch pine on grown oak frames. Full standing headroom, four berths, flush loo and galley. Thornycroft Handy Billy recently resleeved and re-shelled. New keel bolts in the last five years. She has a fascinating history all of which is documented in a 1928 Y.W. article giving a vivid account of her past back to 1900 also original scantlings and the various rigs she has worn. The present owner, due to failing eyes, is asking £5,000 from someone who will really appreciate her. Lying Heybridge Basin, Essex. Telephone 0621 53506.

CORNISH CRABBER built in 1979. 24' x 8' x 2'5" (4'8" with plate down). Fully operational, GRP Hull, 9hp Stuart diesel, Trailer. Much loved but now for sale as buying larger. Lying Humber £7,750. Telephone R.M. Humphrey 0482 707924.

NOBBY 24ft built 1925, gaff rig, requires extensive restoration. Mast and sails, Stuart Turner engine (in pieces). Lying ashore at Portmadoc. Available for cost of removal only. Apply Helen Bashford-Makie 056 585 395.



*The Winning Crew of Noorderzon.
Photo R. Francis*

rest of the week was similar with atrocious forecasts for the weekend we were very pleased to muster 30 boats of which 4 were trailerborne. Unfortunately but not surprisingly none from across the ditch made it but the mix otherwise (several new to OGA events) was spread from Poole in the West to Ipswich in North plus Peeric Maa, a Shetland Eeela boat trailed all the way from Cumbria.

A very social evening ensued, there were two of the originator Elder Gaffers, John Clarke and Mike Richardson, President Robert Simper, Vice Presidents Rob Williamson and Ron Francis, Association Hon. Treasurer, Newsletter Editor, Register Editors and three Area Secretaries, several founder members and many new ones and many a good sailor's yarn was told.

Saturday dawned windy but bright and because we had stayed in the inner harbour overnight at the suggestion of the Harbour Master (there were over 120 boats in the outer harbour pontoons sheltering from the weather) we had only a 4 hour window to run the race. Well nothing is perfect, the gate was late opening which put us out just in time to have to wait for a Sally Line Ferry which meant the tide was on the

turn.

Much could be written about gaffers sailing fast to the Goodwins only to find on the reciprocal tack the delights of Broadstairs 5 miles back down the course. Bonita and the winkle brig Mary Agnes did succeed in reaching Pegwell Bay but only Noorderzon (East Coast but with Solent Vice President on board) and Tee Jay (Solent Area) managed to beat the tide and complete the course in that order.

In the evening we held a small reception for the Mayor, our sponsors and members of the Harbour Authority and Officers of the Royal Temple Y.C. after which was the prize giving and a very fine buffet supper.

After the two major prizes had been presented to the Walkers of Noorderzon and Bentons of Tee Jay, the remainder of



*Second by a short bobstay
the crew of Tee Jay.*

Photo R. Francis

the prizegiving was unique in the annals of OGA history with all boats entering the race receiving a prize for sundry unusual or extraordinary sailing activities during the race. All totally hilarious and not a protest flag in sight! Prizes were then given for the Concors d'Elegance, winners selected by



Prizegiving: L to R Mayor of Ramsgate, Robert Simper, Brenda Jago, David Cade, Robert Holden and Rob Williamson in the Royal Temple Y.C.

the Lady Deputy Mayor and they were Fly of Halstow (Cinque Ports area) modern ferro bawley and over 50 years old to Lone Wolf (Solent Area) built 1907 of tree wood.

We did not have the large numbers that we would have had but for the weather but otherwise it was all that we had hoped for and in the words of Harold Mertes from the German magazine Die Yacht who spoke to me after Douarnenez "it was the most fun and friendliest of all the sailing rallies this year." He has incidentally given it an 8 page spread in Die Yacht out in November.

Finally my special thanks for all the work put in by the sub-committee of Sam Bayliss, Robert Holden, Brenda Jago, John Osborne and Jon Wainwright and for the most constructive committee meetings I have ever attended.

David Cade

AREA NOTES

CORNWALL

Preceded by the traditional and well attended pre-race barbecue at Turnaware on the Saturday evening, Sunday the 19th June dawned calm and sunny for the Cornwall Area OGA Race, producing a sudden proliferation of sunhats and a rare airing for acres of dank smelling light weather sails, not to mention a few pale and hairy chests

Organised in conjunction with the Mylly Yacht Club where the prize giving later took place, although numbers were slightly down on previous years, 25 boats drifted out onto a shimmering River Fal, a rare break in the weather that did not seem to be repeated for the rest of the season. A light southerly breeze filled in just in time to provide steerage way for the start, a moment of much drama and confusion when Officer of the Day, Steve Gore began the race a minute early, providing the only real excitement of the day. For the

24	Venture	21	1a
25	Avril Mae	25	2a
26	Foam	27	2a
27	Pameta	28	2a
28	Petronella		
	(no handicap)	4	2b

Water Sports Results:

Rowing and other non-sailing races were won by:

Foam (the larger); Arrow; Verity; Nerak (twice); Olive Mary.

The Golden Duck Trophy Race for sailing dinghies winners were:

Verity (Professional dinghy class); Tee Jay (Jury rig class)

Special Prize:

The Golden Baguette Trophy was presented to the Solent Area by M. Jean-Paul Bosc of St. Malo after he took away some of the big prizes a few years ago. It is awarded to the person or crew with the most pzazz and this year was a fitting award to David and Victoria, of Lone Wolf and Storm respectively, who distinguished themselves in the water sports in a way that conventional prizes cannot recognise.

LETTER TO THE EDITOR

25 Daglands Road, Fowey,
Cornwall PL23 1JN.
21 August 1988

Dear Editor,

I am at present carrying out research into the history of the Falmouth Quay Punt, and am trying to trace all the punts and punt-type yachts that still exist. I am hoping that your readers might be able to help me.

I have a list of over forty Falmouth Quay Punts, but only know the whereabouts and owners of half of them. If any of your readers knows of one of these boats, I would be most grateful if they could forward to me details of whereabouts, owner's name and address, and vital

statistics and biographical details of the boat, as far as possible. This information would be an enormous help.

I intend in due course to produce a history of the Falmouth Quay Punt, and obviously want it to be as complete as possible.

Yours faithfully,
Helen Grouas

MORE SNIPPETS

Sad news from Col. Bloomer that on the night of the 29th June Twilight, his 28' Falmouth Quay Punt built Thomas 1904, grounded on an uncharted rock off the SE corner of Spain which led to her total loss. Ed. note: Col. Bloomer kept Twilight in Malta and I believe he had sold her and she was being delivered back to U.K. This was one of the boats that took part in the first Solent Race here in 1959.

Also in that first Solent Race was Stan Lindsey-Wood in Sea Breeze which he keeps at St. Mawes and still sails her single handed although he is now 80 years old. Sea Breeze is slightly older at 115 years and has been owned by Stan for 41 years. Is he the oldest active sailing member or are there others?

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.

JENNIE OF PAGLESHAM - Beautiful gaff cutter designed and built by Shuttlewoods in 1947. Entire boat in excellent condition. 31' (incl. bowsprit) x 25' x 23' x 8'3" x 4'. Sole diesel 11 HP, 3/4 berths. £8,750 Lying Southampton. Telephone Mike Turner - 0703 554726.

ability, although Brilleau's do-si-do with a vast container ship was perhaps showing off a little.

Any concerns about trying to cram too much activity into the rally turned out to be unfounded. On the contrary, people had more time together to re-kindle old friendships and make new ones, swap ideas and just talk boats. It was generally felt that the event was more enjoyable than those in the past for those who sail with a young family. The Solent Area Committee is already planning next year's event and would welcome members' comments on the rally and their ideas for the next one.

The rally could not have taken place without generous sponsorship and we place on record our thanks to Dean & Dyball, Ocean Village (especially the Harbourmaster) and the Ringwood Brewery who not only provided the drinks, but manned the bar. Our thanks are also due to those who donated prizes - Simpson Lawrence, Blakes, Practical Boat Owner, Yachting Monthly, Classic Boat, Munster & Sims, M.G. Duff and Crewsaver Marine Equipment. Finally, our thanks to the Cowes Corinthian for so expertly starting the race.

Race Results

Saturday, 27th August

Fin'l posn.	Name	Pos'n on line	Class
1	Tee Jay	1	2a
2	Rula	2	1a
3	Morwenna	5	2b
4	Arrow	13	3
5	Verity	6	2b
6	Nerak	4	1a
7	Onward of Ho	8	2a
9	Anthea	14	2a
10	Olive Mary	11	2a
11	Skate	17	2a
12	Benbecula	9	2a
13	Daisy (1252)	18	2b
14	Young Alert	12	2b

15	Iscult	7	1a
16	Brilleau	10	1a
17	Lone Wolf	16	2a
18	Gannet	21	2b
19	Andorra	26	2a
20	Wonder	23	2a
21	Red Goose	20	2a
22	Avril Mac	22	2a
23	Bramble	29	2b
24	Foam	19	1a
25	Windhover	28	2a
26	Catrina	24	1a
27	Mary Niven	32	2b
28	Skipjack	30	2a
29	Storm	31	2a
30	Falmouth Bay II	27	2b
31	Coryphee	25	1
32	Daisy	33	2a
33	Petronella (no handicap)	15	2b

Anchors down Race
Sunday, 28th August

Fin'l posn.	Name	Pos'n on line	Class
1	Arrow	10	3
2	Daisy	7	2b
3	Verity	3	2b
4	Tee Jay	2	2a
5	Morwenna	6	2b
6	Falmouth Bay II	1	2b
7	Skipjack	11	2a
8	Brilleau	8	1a
9	Nerak	9	1a
10	Onward of Ho	13	2a
11	Larry	5	1a
12	Rula	12	1a
13	Lone Wolf	14	2a
14	Anthea	15	2a
15	Jennie of Paglesham	17	2b
16	Olive Mary	16	2a
17	Storm	20	2a
18	Young Alert	19	2b
19	Red Goose	22	2a
20	Foam	18	1a
21	Wonder	23	2a
22	Freda	26	2a
23	Windhover	24	2a

bulk of the fleet it turned into a leisurely sun and beer drenched amble around the perimeters of Carrick Roads, watching with cheerful resignation as the smaller boats, grasping at every fleeting zephyr slowly crept ahead into the mounting haze in mounting pursuit of prizes . . .

Results:

Class Winners:

Class 1 Redwing Jeremy Burnett.

Class 2 Loreen Shaun Murley.

Class 3 Tom Tit David Carne.

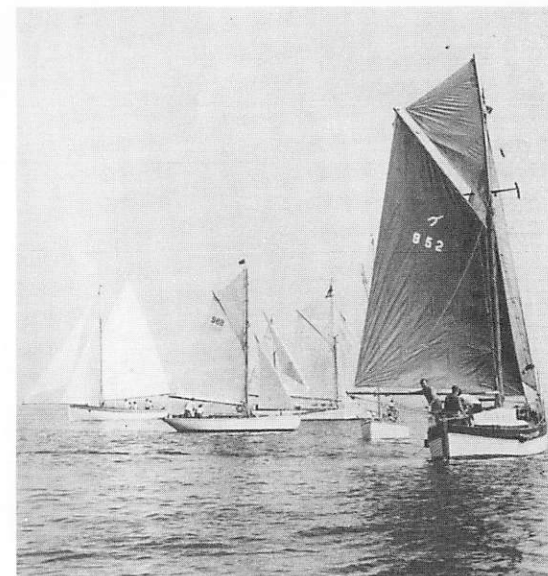
Tosher Trophy: Dorcas Anne
Freddy Pullen.

Tupperware Trophy: Jayar John
Fearnley.

Mike Jones, overall winner of last year's race in Jade managed to pull off a double, this time in his 'new' boat Curlew, and in accordance with local tradition earned himself the title and burgee of local Commodore for the second year running.

In addition to the major trophies all class winners were presented with delightful mementoes of the occasion, miniature brass gaff jaws made by a new local member, Martin Page, owner of Fanny, and two additional special trophies were also awarded, the Tortoise Trophy, (no prizes for guessing what for) to Kirsty, Pete and Fran Flutter, and the Peak Pin, usually awarded for 'valour and chivalry' was unanimously bestowed upon Steve Gore for coping so manfully with the hail of abuse at the start!

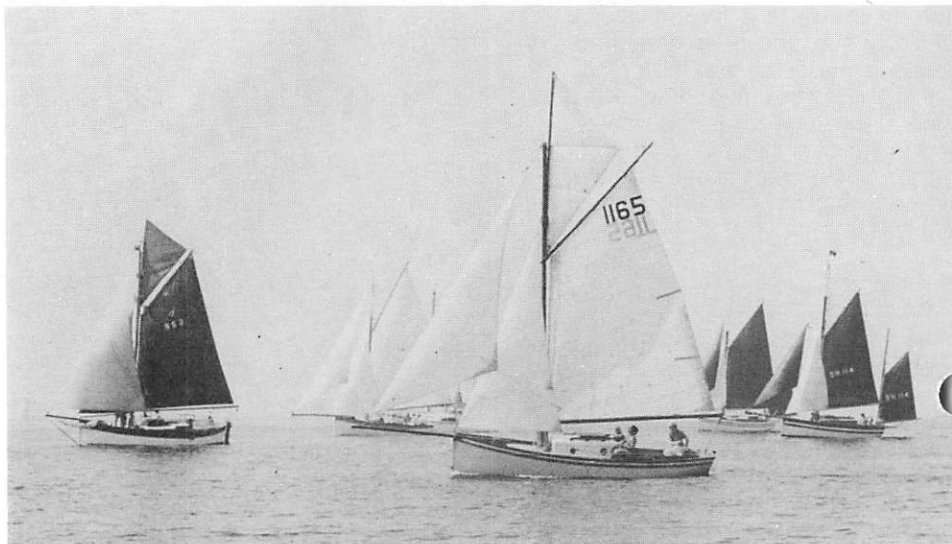
There was however an additional special award this year - a Mylor Yacht Club burgee was presented to Bob and Lesley Swan for travelling the furthest to compete in the race in their very pretty Herreshoff designed Taitoa - a mere 28,000 miles from New Zealand, via Japan, Tahiti and



Cornwall Area Race jockeying for the start
L to R Lyonesse, Ark Royal,
Taitoa, Miss Agnes and Ella Speed.
Photo Mark Fishwick

Cape Horn and the Azores.

This classic 36 foot ketch is one of L. Francis Herreshoff's Nereia designs, as featured in his 'Sensible Yacht Designs' and was built in New Zealand in 1974. Gaff rigged on the main she sports a large topsail, and is bermudan rigged on the mizzen, and with her long low profile she had proved to be a fast passage maker, logging 179 miles noon to noon on their last day into Falmouth from the Azores, running before a mounting gale. However, soon after the Swan's arrival in Falmouth there was an additional treat for them when the mighty 79 foot Herreshoff ketch Ticonderoga put into the port briefly en route to the Baltic . . . she alas is not gaff rigged, but a magnificent sight none the less, often reckoned to be the designer's masterwork, launched as Tioga II in 1936, it was, for any fans of L. Francis, a rare treat to see the two boats lying side by



Cornwall Area Race. L to R Ella Speed, Lyonesse, Jayar, Sirius and Galatea.

Photo Mark Fishwick

side at the marina . . .

When Jeremy Burnett settled in Falmouth back in 1975 and bought West Country Chandlers he brought with him the pretty Brightlingsea smack Alando. (Now owned by OGA member Derek Lamb and based on the west coast of Scotland) and when he sold her, although he remained true to wood replacing her with the Buchanan 'Viking' Rake. Jeremy still nurtured a desire to find a gaff built yacht which happily resulted in him acquiring the lovely 28 foot Albert Strange yawl Redwing soon after Brian Law raced her in last year's AZAB then temporarily renamed Spirit of Shell.

Originally built by Albert Strange for himself as Cherub III in 1911, she was the last boat he owned before ill health forced him to sell her a year later . . . by 1927 she had been bought by the Erskine family in Northern Ireland who kept her for a remarkable 55 years until Brian Law

bought her in 1982, and since her arrival in Falmouth her new owner has thrown himself enthusiastically back into local OGA activities (and race winning), and the OGA cruise to Fowey he organised yielded a good turnout for the weekend of 30/31st July.

With a brisk westerly 8 boats sailed up from the Fal in a novel form of race, the winner being the first boat to arrive after 1600 . . .

Taitoa, Kirsty and Redwing all raced in far too early, and ultimately the winner was Steve Bott with Marishka who received the 'Passage Pin'. The Tufnol Trophy a miniature canon presented by George Ellison was awarded to Bob Brumyee, last to arrive in Carn Dhu for 'persistence' . . . Other boats attending were Ulula, Lufra and Melloney, and they were joined in Fowey by John Young for a meal and convivial evening ashore laid on by the very welcoming Fowey Gallants U.C. . . .

tide and tacked too soon for the mark. From there it was a broad reach to East Bramble followed by a beam reach up Southampton Water. With only one short beating leg, the brisk conditions gave most boats a chance to really get up and go. One such was Petronella, an Oysterman 16 which, on the last leg, was absolutely flat out but under perfect control and giving some much larger boats a challenge to the last. Not everyone noticed that the course had been shortened (although it had been done quite correctly), and some raced on up to the intended finish at N.W. Netley and timed themselves across in some confusion.

Everyone arrived at Ocean Village, the rally's new venue, long before the Harbour Master expected us, so a number of boats had to move their moorings. By the end of the afternoon, most of the fleet had succeeded in forming a huge raft of bunting-bedecked Gaffers, which certainly gave passers-by something to look at. The afternoon was spent relaxing, discussing the race and enjoying the very welcome free beer provided by the Ringwood Brewery. During this lull, Dave Rockall's Foam arrived in the basin looking a little shorn and with the topmast hanging drunkenly in the rigging, victim of a rigging failure. Ocean Village allowed us the use of their big marquee and from 1800 the Ringwood Brewery ran a bar there for us. The Marchwood Yacht Club supplied various filled rolls and a splendid pig roast was reduced to nothing in very short order. Further entertainment in the form of a barn dance led by the New St. George kept everybody busy and the sea shanties in the interval were much appreciated.

Sunday morning found everyone up early, if not bright, and anchoring on a line between the Moorehead and Netley buoys for the anchors down race (first prize was a CQR anchor). The wind had moderated and at the start everyone successfully

weighed, some more rapidly than others, and sailed the course around the buoys in Southampton water up to 1021 berth and back to the finish at N.W. Netley. The close tacking up the Water allowed many competitors to pass comment on each other's boats and some even found time to take photographs. At the end of the race, all returned to Ocean Village, where berthing was a little more straightforward than on Saturday.

The sun finally came out in time for the water sports, held round a triangular course marked out in the main basin and in full view of the moored fleet and the perambulating tourists. Events such as standing up in a rubber dinghy holding a full pint glass and a jury-rigged inflatable race seemed to hold the promise of future Olympic potential, but many competitors found the attractions of throwing, pumping and generally splashing around large quantities of water more compelling. If there were some amongst the fleet who could not tell what was going on, I wonder what the tourists thought? Judging by the size of the crowd, they found it very entertaining. Our thanks are due to the skipper of the Thames sailing barge Kitty, who allowed us to use his after deck as a starting platform. Not only that, he joined in the races with some verve and very kindly donated some wine for prizes.

The prize-giving for all events was held in the marquee at 2000, the prizes being presented by Mike Richardson, Elder Gaffer and participant in the first Old Gaffers Race 30 years ago. The congratulations were followed by music from the Apex Jazz Band and plenty of food and drink, following the same pattern as Saturday evening.

On Monday morning most boats took part in the parade of sail up Southampton Water before leaving for their home ports. There was enough breeze for boats to demonstrate their speed and manoeuvr-

24	Bonita	13	16547	17008
25	Ripple	38	19800	17028
26	Kismet	41	19980	17183
27	Una B	25	17164	17366
28	Fly	27	17980	17441
29	Phantom	14	16596	17499
30	Charlotte			
	Ellen	4	15532	17560
31	Die Schone			
	Lau	45	20715	17577
32	Little			
	Windflower	11	16053	17595
33	Nellie	28	18072	17873
34	Janty	42	20271	17928
35	William and			
	Emily	23	17104	17953
36	Aussie II	47	20804	17979
37	Tarka	44	20692	17999
38	Wendy	33	18980	18160
39	Severn	46	20787	18678
40	Bright Spark	51	21398	18712
41	Sunbeam	8	15834	18769
42	Seapig	48	20814	18845
43	ADC	17	16764	18871
44	Stormy			
	Petrel	32	18806	19261
45	Peace	29	18360	19278
46	Mary	39	19817	19520
47	Hyacinth	40	19736	19637
48	Salamat			
	Jalan	49	21175	20307
49	Anna Crane	37	19534	20352
50	L'Atalanta	43	20682	20411
51	Deben Jack	50	21222	21107
52	Cygnets II	54	24463	21720
53	Stadats	52	21571	22413
54	Band of			
	Hope	53	22145	24058

(N.B. Elapsed time shown includes 360 sec. prior to start)

Class 3 Open Boats:

1	Hugh	1	10072	8188
2	Pewit	2	10376	8290
3	Boy Martin	3	10704	8531
4	Kestrel	5	10901	8688
5	Miss			
	Anything	6	11491	8951
6	Natterjack	4	10860	8927
7	Memory	7	11535	9885

8	Albert			
	Warry	9	12771	10127
9	March Hare	8	12454	10274
10	Primrose	11	13212	10305
11	Gremlin	10	13158	10723
12	Dream	12	13290	11416
13	Moonstone			
	V	14	14955	11664
14	Rapunzel	13	14681	11803
15	Cobweb	17	18126	13340
16	Four Gees	16	17234	13494
17	Anna			
	Louise	15	16637	14175

SOLENT

SOLENT AREA RACE AND RALLY, 27th-29th AUGUST.

In recent years, the Solent race has been a one-day event. It was felt that, with a little sponsorship, the fun could be extended to two or more days, so the event took the form of a rally including the annual race.

It started traditionally on the Friday evening at the Cowes Corinthian Yacht Club. Over drinks in this always friendly club there was much yarning about summer cruises and the rallies at Ramsgate and Douarnenez. The disappointing number of entries for the Saturday race was put right as the fleet swelled during the evening.

Saturday dawned dull and wet but without the forecast strong winds. The race was started on the Royal Corinthian line at 0900 in a SW 4/5. Gurnard, the first mark, was up wind and tide and the first leg soon sorted out the fleet. Those who had the nerve to short tack through the moorings in Cowes roads did well, and tacking close inshore was the secret of cheating the tide to Gurnard. From there it was a fast run to Hill Head, gybing for the close fetch to West Ryde Middle, where some misjudged the strength of the spring

altogether an excellent weekend, and by the following day even the fresh wind had relented for the passage home. This is definitely an event that will be repeated . . . one of the conditions of winning the 'Passage Pin' is that the recipient assumes the responsibility for organising next year's event, which could hardly be more democratic.

Redwing was but one of the many local boats that made the much longer trip to this year's massive festival at Douarnenez. With an estimated 700 boats, and over 100,000 visitors, your correspondent seems to have been about the only person who wasn't there and all those that I have talked to are still reeling from the shock of it all, the unanimous verdict that it was a magnificent event, 'just like a dream' or 'fantastic' probably the most frequently heard conclusion, usually accompanied by a heavy sigh, and doubtless the reminiscences will provide plenty of bar fodder for the winter . . .

The persistent south-westerlies that plagued us for the best part of the summer meant an uncomfortable slog across, conditions that meant that none of the Falmouth working boats made it this year, and the small Carn Dhu wisely turned back, but nevertheless Cornwall OGA boats managed to put up a good showing, among them Tern, Sirius, Ella Speed, Ulula, Mary Bryant, Melloney, Velsia, Marishka, Kirsty - the latter three continuing southwards for some gentle Brittany cruising to recover from the main event. Several smaller open boats were taken over the easy way on the back of a lorry notably Mike Rangelcroft's Miss Agnes and Martin Heard's new 20 foot GRP working boat Magpie, with a number of local OGA members crossing by ferry to witness Cornish Honour upheld with both Redwing and Tern winning their respective class events . . .

Postponed from July 24th, the Terry Heard

Memorial Race was finally accomplished a month later on the 26th August on a grey and gloomy evening, a reasonable turnout of boats, and OGA boats Dorcas Anne and Miss Agnes picked up second and third places respectively - Dorcas Anne, fittingly a Heard built tosher, the overall winner Claire Louise also a Heard tosher, the winner of the working boat scratch class Blossom, Heard built, and last but not least, winner of the handicap working boats, appropriately, Sadie Dalton Terry Heard's old boat sailed by his son Martin who now carries on the family business since Terry's sad and untimely death in 1985.

Finally, I had an interesting letter from Victor Wardale, a local member who has recently acquired and is refurbishing Selina OGA No. 882, previously Waraxe and owned by Ken Hobson of Redcar. Now a 32 foot gaff rigged schooner Selina is a converted Navy clinker built cutter, and Victor believes that at one time she was based in the north-west, possibly Liverpool or Southport, and then named Pauline - if any one knows her from these days he would be pleased to hear from them or anyone else who might know anything about his boat's history . . . please write to him at 'Trekieve', Stickenbridge, Perranarworthal, Nr. Truro, Cornwall TR3 7QW or phone him on Truro (0872) 864289.

Don't forget - any Cornwall Area news, contact me, Mark Fishwick direct at 3, Gyllyng Street, Falmouth TR11 3EH (0326) 312651.

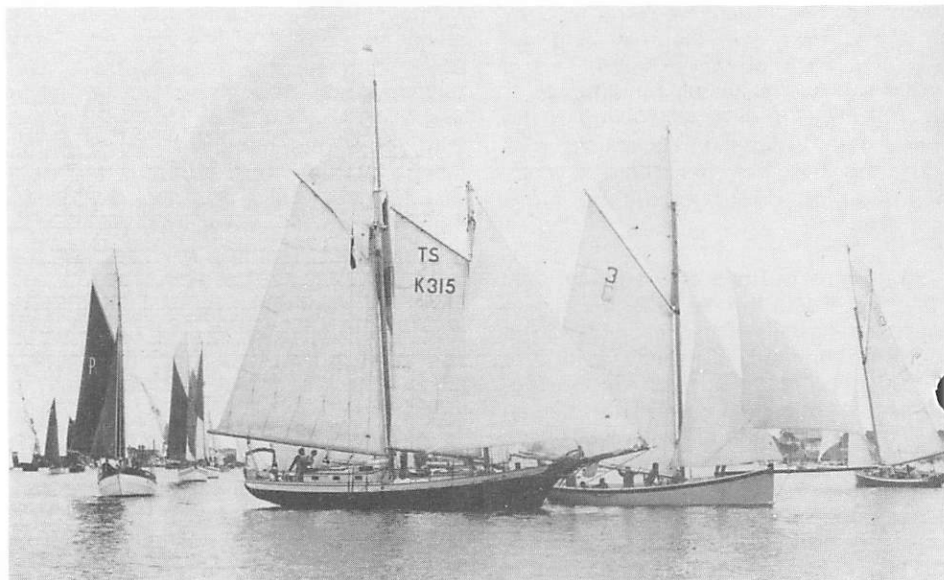
Mark Fishwick

EAST COAST

IPSWICH FESTIVAL OF SAIL

18th - 25th June.

This year's event was remarkable for its contrasts. In the racing we had an easy ride in the north, in contrast to the drubbing new boats received coming from



Atmospheric picture from "Falmouth '87" 'Mary Bryant' and 'Six Brothers'.
Photo Mark Fishwick.

the south. We had the luxury of the new marina at Shotley, compared with the squalour of Ipswich Wet Dock. We had boats ranging in length from 80 ft. to 12 ft.

The race for this event must be of unique form in yachting, with varied start times, start lines and courses. The only common factor is the finish line, which in this case was Harwich Breakwater. My calculations for each boat were based on the ubiquitous westerly, the one which confronts Deva in the Wallet every time she sails to the Blackwater. But you've already guessed for the second year running we had an Easterly!

It was a fairly stiff easterly too, which was no good at all for the Blackwater, Crouch, Swale and Thames boats. The Sailing Barge Passage match just could not get going, the wind being too much for the charter barges, but a few of the gaffers contingent such as Chittabob, Elain and Sauntress managed to complete the race.

6 metre Asti V sprung a leak in the big seas.

Local boats whose courses took them round a triangular course in the approaches to Harwich generally had a good race, the smack Phantom averaging over 7 knots. But it was My Lady from Lowestoft who had the best run down to Harwich, winning the Paul Trophy by over an hour from the next boat (an account of her activities is enclosed).

The superb sector gates of the lock to Shotley Point Marina were an experience to pass through. And I had to chuckle to myself at the sight of OGA members tucking into the carvery in the luxurious surroundings of the Nelson Suite. How we have changed in the last 25 years, but as one OGA delegate succinctly put it "Better than bloody Mistle!"

Sunday morning still saw no barges, but thank goodness most of the gaffers had

those others on the committee and elsewhere, who helped put the idea into practice.

Norris Silk, director of Ind Coope, presented the prizes, typically wearing wellingtons on account of the soaking terrain. Of course there were disappointments, but by and large most appeared to have enjoyed the event. And those who did not get to the event, or those who want to relive it, will be pleased to know that it has been filmed, courtesy of Ind Coope, video copies being available and highly recommended.

Jon Wainwright
E.C. Area Secretary

P.S. Those who did not collect their souvenir plaques and flags, please do so from Brenda.

PPS. Ind Coope whilst they will continue to sponsor the Crouch and Maldon Rallies, will not be sponsoring the EC Race next year. If we want marquees, souvenirs, bands and other niceties to keep our race in the mainstream of traditional sail events, we need patronage or much higher subs. If you have any suitable leads into sponsorship please let me know.

IND COOPE EAST COAST OLD GAFFERS RACE 1988.

Prizewinners:

East Coast Old Gaffers

Trophy	Jade
Gaffers Rum Trophy	Asti V
Cruiser Trophy	Noorderzon
Tom Bolton Memorial Trophy	Helen & Violet
Cornish Shrimper Trophy	Stroller
Drascombe Trophy	Ripple
Stone Trophy	Sparky
Austin Edge	Stonechat
Davey Trophy	Gracie
Dulcibella Trophy	Stadats
Hunt Trophy	Blue Jacket
Sheave Trophy	Touchstone
Cup for trying	William & Em.

Titheridge Trophy
Boat World Rose Bowl
Old Harry

First Class 1
Second Class 1
Third Class 1

First Class 2
Second Class 2
Third Class 2

Open Boats Race:
Zetland Trophy
Alpha Pitt
Drascombe Trophy
Cockleshell Trophy

First Class III
Second Class III
Third Class III

EAST COAST OLD GAFFERS RACE 1988 Results

Pos. cor.	Boat name	Line Pos.	Time elaps'd	Time corr'd
1	Jade	9	15854	14641
2	Blue Jacket	24	17136	15186
3	Asti V	2	14981	15264
4	Noorderzon	1	14845	15281
5	My Quest	22	17024	15523
6	Sheena	6	15789	15665
7	Stonechat	20	16877	15703
8	Sparky	21	16984	15740
9	Eleanor Mary	5	16013	15820
10	Chittabob IV	6	16057	15848
11	Sauntress	18	16795	15868
12	Deva	30	18392	15976
13	Greenshank	26	17795	16248
14	Adelle	34	19491	16357
15	Firefly	15	16618	16452
16	Gracie	12	16349	16625
17	Touchstone	10	15997	16684
18	Helen & Violet	3	14968	16784
19	Olivia Mary	19	16739	16808
20	Stroller	33	19421	16814
21	Samphire	36	19546	16920
22	Mermaid	16	17039	16921
23	Pelican	31	18448	17002

Aussie II
Eleanor Mary
Cygnet II

Olivia Mary
Mermaid
Bonita

My Quest
Sheena
Chittabob IV

Hush
Miss Anything
Primrose
Pewit

Boy Martin
Kestrel
Natterjack

win the Stone Trophy, whilst the also new, but timber constructed Eleanor Mary deservedly carried away the Boat world Rose Bowl. Gracie, the West Mersea smack, vindicated her Crouch Challenge selection by taking the Davey Trophy, while another stalwart of that rally, Shrimper Aussie II was awarded the Titheridge for first Husband-and-own-wife. The Shrimpers and Drascombes have their special trophies too, won respectively by Stroller and Ripple.

Many other craft put up mentionable performances, their best for many years. Olivia Mary (1st Cl 1). Phantom, William and Emily were outstanding in this respect. That's not to say that the regular high performers such as Lynn Shrimper Mermaid (2nd Class 1) and nobby-yacht Bonita (3rd Class 1) were not going well too. It is just that a higher proportion of the fleet is sailed properly - this is what OGA races are put on for in one respect.

Class III Open Boats under 20ft LOA

Like the big class, this event was well supported despite the weather. The well organised Mersea "winkle brigs" form the backbone of the traditional side of the fleet, together with a few mavericks from Tollesbury, but increasingly we see more "modern" gaff and lug rigged boats turning up.

One of the interesting aspects of class III is that many boats come from afar - the West Country (Natterjack), Lake District (March Hare), the Midlands (Anna Louise) and darkest Norfolk (Four Gees), for example. Long may this trend continue!

Normally with the types of boats involved, there are few problems in managing estuarial waters. But so freakish was the weather that several boats suffered gear failure and we even had capsizes. The Drascombe Scaffie Pepper, owned by Janet Farrar, capsized 3 times, and according to her skipper would have sunk

had her 12 year old son not kept calm and showed great skill in righting the boat. Further skill and courage was shown by Steve & Elspeth Johnson whose Winkle Brig Native had already lost her rudder, yet rendered assistance to the 1920 built Bluebird when she capsized.

After such drama, the racing seems almost incidental, but full credit must go to all 17 boats who completed the course - and seemed to have enjoyed it all - suffering from the "it's lovely when it stops!" syndrome, most likely. The 1890 Mersea boat "Hugh" found conditions to her liking, and powered her way through to line honours and the Zetland Trophy. Trinity House gig Miss Anything, one of two representatives from the River Stour, won the Alpha Pitt Trophy for the first working boat, Pewit winning the Cockleshell.

Thus ended the 25th EC Race. Problems with the weather were not just on the water - the marquee so kindly paid for by our sponsors was flooded out and unuseable, but at least our band, the Suffolk Bilge Rats, were flexible enough to play in the confines of the club room.

Arthur Keeble and Brian Hammet must have had one hell of a job laying a replacement NE Buxey mark (Trinity House removed the original before the race!) and recovering it - we do thank you both. Stone Sailing Club made us very welcome yet again (even to the point of a special banner). Stan Atkins as always gives us a professional yet understanding service on the bridge. In the same sphere, Rob Williamson is magnificent as the OGA OOD, and master of ceremonies! He was helped by Hon. Gaffer Paddy O'Shea, and Bill and Brenda Brown this year, John Hugget arranged the prizes. Brenda Jago did some sterling work on publicity and obtaining sponsorship, and I must thank Leslie of Ind Coope who very kindly typed out the race programme, together with all

made it to put on a decent show for the parade of sail up to Ipswich. Some thirty five craft turned out for the event, ranging from Brixham Trawlers such as Kenya Jacaranda to a very rare Yarmouth Shrimper the Horace Hanna.

Big crowds saw the fleet go through the lock, many under sail - there was a slight panic when the Ipswich Port authority announced they were shutting the lock gates when most of the fleet were still outside, but in fact they kept the gates open long enough for everyone to slip in.

Because of problems with the Malt Kiln/Licensing Solutions on the catering side last year, we made our own arrangements with the Maritime Trust for a barbecue and bar on the TS Orwell, where the Suffolk Bilge Rats entertained us with folk songs and sea shanties. Paul Granville of the Maritime Trust presented the prizes, completing what had been quite an entertaining weekend. Many craft stayed the week, and locked out into the Pin-mill Barge Match, one of the premier traditional sail events in the region.

Although our events might give the impression of being rather relaxed administratively a lot of hard work goes on behind the scenes. Particularly I must thank Paul Granville in this respect. You would think that Ipswich would welcome the sort of publicity the OGA can give, but the fact we had berthing and a place of entertainment was very much due to Paul's efforts in overcoming a barrage of obstructive attitudes from many of the other dock users and authorities (The Port Authority excepted). We, in the OGA, must thank United Transport/International Ferry Freight and Haymills contractors for their



*Parade of Sail to Ipswich from Shotley.
Smacks Katie and Sunbeam.*

Photo R. Simper

financial help on our expenses, and likewise the IMT and Wates Builders for providing the free berthing.

RESULTS

- | | | |
|-----|------------|------------------|
| 1. | My Lady. | 1611. Paul's Cup |
| 2. | Phantom. | 1718. First |
| 3. | Margaret | 1727. Second |
| | Catchpole. | |
| 4. | Kitty. | 1737. Third |
| 5. | Charlotte | 1750 |
| | May. | |
| 6. | Gwenili. | ? |
| 7. | Witch. | ? |
| 8. | Little | 1803 |
| | W'flower. | |
| 9. | Deva. | 1808 |
| 10. | Blue Hawk. | 1816 |
| 11. | Gremlin. | 1823 |
| 11. | Avena. | 1823 |
| 13. | Chittabob. | 1825 |
| 14. | Elain. | 1850 |
| 15. | Sauntress. | 1944 |

Concourse d'Elegance: Sunbeam.

Postscript: I regret to say that there were some boats taking part in the festival who did not pay their entry fee. I've got too much on to chase such people for payment, but if you're half as decent as your boat, let's be having your belated contribution. I also understand there may be one or two boats who did not pay their Marina dues. This type of conduct is disgraceful and gives the OGA a bad name.

25th EAST COAST OLD GAFFERS RACE (sponsored by IND COOPE) 23rd July.

Despite the poor weather, we did indeed manage to have a spectacular race for the Jubilee year. Course records were smashed as the magnificent East Coast Old Gaffers Fleet did battle with wind and water.

104 boats entered the event, and 90 made it to the Stone Sailing Club line on the River Blackwater, a very creditable turnout considering the vicious forecasts. Choice of rig for the day was a tactical decision to be made by many skippers - there was a strong wind about - to risk or not to risk having to reef during the race was the question. There was many a topsail set over a reefed mainsail as a result.

The smack Hyacinth beat the gun over the line and sailed the course with a time penalty, but otherwise it was a typical gaffers start. The day racers such as Jade and Asti V, together with the highly competitive smacks, were quick to set spinnakers. They needed to get to clear wind as soon as possible.

Once past Bradwell, the fleet were in for a beam reach to the NW Knoll, cracking on sail and speed. It is at this stage of the race it becomes apparent that the event is really a series of concurrent races and private duets. The smacks and bawlies

really fight it out, Helen and Violet determined to reverse 1987's result with Sunbeam. There are now quite a number of class 2 boats of the Cornish Shrimper and Drascombe Longboat type in the fleet, supplemented by surviving Deben 4 tonners, Everson Cherubs, two ex RMYC Rivers Class Boats and a few one-offs such as Pelican and Tarka. Although of widely differing shape, these craft have similar TCFs and performances - OGA 1/4 ton class perhaps! - and give very good boat-for-boat racing, reviving what had been the one declining facets of this great gathering of traditional sail.

Another declining aspect of the East Coast race has been the poor representation of big cruising boats, which have been overshadowed by the smacks. But this year Crouch Rally winner Noorderzon was not going to be over-awed by the illustrious Helen or Sunbeam or Charlotte Ellen, all bristling with sailmakers, ex-professionals and local expertise amongst their crews. With a spinnaker which would make a Solent man blush, she was going to give these boys a run for their money!

The turning of the NW Knoll gave those gaffers who had set a cautious rig a chance to gain some ground on their over-canvased competitors on one of the few windward legs of the course. Certainly we in Deva were grateful for the chance to slip from Rivers Class sister Severn's grasp, and distance ourselves from the Drascombes, Shrimps and Deben 4 tonners like Janty! However there was a small Itchen Ferry I could see prodding some of the big fellows up front - it could not possibly be the Blue Jacket that far ahead surely?

After rounding the (temporary) NE Buxey, the fleet ran close to the sands to the Wallet Spitway gybe-mark (not an easy mark to round in that wind) and headed for home. With wind just forward of the beam and plenty of it, it was a chance for the big

boys to really stretch their legs, and even keep up with day-racers. Another boat which was well up, but not in the big class was the new Eleanor Mary, a beautiful cutter of local traditional build.

The race for line honours was far from over as the front runners entered the river, Noorderzon now in a very good position as she battled with Helen and Violet, having disposed of the Essex smacks. Many positions are lost or gained at this stage of the race. Crews are often tired after their ordeal out at sea, helmsmen losing their edge on windward work. Tactics are all important - do you consolidate your position and cover your nearest rival astern? If you don't, with all the variables of wind and current, he could easily slip by. Is the boat ahead looking tired and not concentrating in the closing stages? There might be a lift of wind or tide if you break tack and try something different!

Asti V was certainly keeping going to the end, heeled right over with her crew clinging to her weather top-sides "Star" fashion. Noorderzon in one last bid re-set her topsail and just got a very slight edge on her rival bawley, and with a great deal of pinching and a little lift from the wind squeezed past the limit mark to take line honours and the Burn Cruiser Trophy. She also smashed the course record, taking little over 4 hours to cover the 30 mile course, average speed 7.5 knots.

There were so many good performances that it is probably wrong for me to mention but a few. But Helen and Violet did magnificently again to regain the Tom Bolton in what was essentially a reaching race for the fleeter smacks. In terms of pure skill however, Gayle Heard proved to be number one again, taking the East Coast Old Gaffers Trophy off Sheena. His boat Jade (Medway OD) would really have preferred more windward work, but every



"Margaret Catchpole" and "Horace and Hannah" at Ipswich Festival of Sail.

Photo R. Simper

sail change was timed to perfection, every course change was tactically first class, and of course, Gayle more than anybody knows when a sail is pulling at its best! He will no doubt be welcomed back on the committee as the OGA's longest serving Commodore!

In second place on corrected time we had a relatively new entry to the EC Race, the famous Itchen Ferry Blue Jacket. Carrying full sail right round the course, she took the Hunt Trophy for Class 2 working boat types. Asti V, 3 elapsed and third corrected, took the Pussers Rum Trophy, her Ipswich Festival leaking problem clearly resolved! The Cruiser My Quest did well to pip Sheena (2nd CI 2) and champion ECOD Chittabob (3rd CI 2) for the class prize, Stonechat, reputed to be made using cement destined for Maldon High Street, won the Austin Edge trophy for the first ferro gaffer - she was so well up the field I thought she must have retired early, and ordered her declaration form to be checked! Mike Peyton's Touchstone was another ferro boat which did well, taking the Sheave Trophy. The new steel gaffer Sparky showed good pace too, to