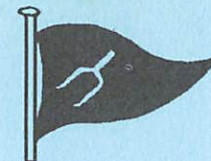




*Cornwall Vice President Harry Aitken in his 1912
Pilchard Boat "GALATEA"*

Photo Mark Fishwick

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Old Gaffers Association



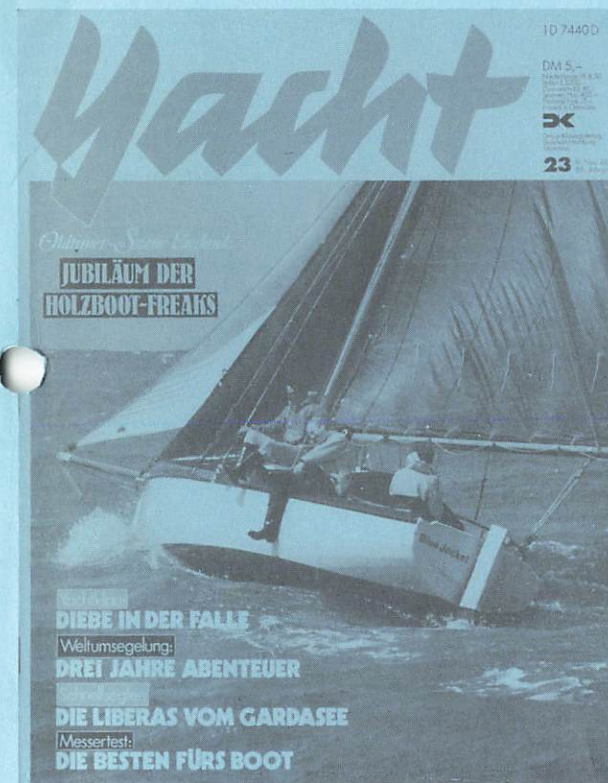
*MADELEINE built at Brightlingsea in 1898,
seen here at the Maldon Rally this year.*

OLD GAFFERS ASSOCIATION

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- 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, Romsey, Hants. SO51 9BT. 0794 68701
- South West:
S. Poole, Perry Farm Cottage, Doddyscombsleigh, Devon EX6 7PT. 0647 52541
- Cornwall:
M. Jones, Pennycamequick, Smithick Hill, Falmouth. 0326 318233
- 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. Heiberg, 2676 W. 13th Ave., Vancouver, B.C., Canada V6K 2T3.
- O.G.A. Western Australia:
Frank D. Marchant, P.O. Box 111, Claremont 6010, Western Australia.



Cover of the November 9th issue of the German Magazine Die Yacht "Blue Jacket" at Silver Jubilee Rally.
Photo Harold Mertes

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
Brooches:		£1.50	£1.65
Embroidered cap badge:		£4.50	£4.75
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). 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.			

OGA. CAP BADGES



This is a new addition to our stock range.

An embroidered badge in gold wire on navy ground, priced at £4.50
See stock list opposite.

CREW WANTED

Crew wanted for AGC "La Pincoya" for following cruises in 1989, dates provisional:-

22/4 - 13/5. Dartmouth to CI and St. Malo enter and part transit the Channel/Biscay canal.

3/6 - 24/6. Complete canal transit and cruise the Morbihan.

15/7 - 5/8. Morbihan and West Brittany.

26/8 - 12/9. West Brittany to Dartmouth.

Cost of cruise - Food, fuel and Harbour dues, etc. split per person. Cost of travel to and from yacht would be crew's own expense.

La Pincoya is a Maurice Griffiths, Kylix Class, Iroko on Oak, Gaff Cutter rigged. 27 ft Loa plus 5 ft bowsprit. Appx. 430 sq ft sail area. 10bhp Sabb aux.

Apply: E. J. Milan, Snarford Rd, Wickenby, Lincoln, LN3 5AP. Tel: 06735 592

SOLENT AREA DIARY DATES

25th Feb 1989	Solent Area A.G.M.	RAF YC Hamble at 6.00pm
27 - 29th May	Rally in Guernsey CI to include a " Passage Race" from your home port on the South Coast.	
26 - 28th Aug	Solent area race and rally.	



National Committee and Clyde Area members being shown the moulding process in the model making shop of the Denny Ship Testing Tank at Dumbarton.

Photo Sam Bayliss

EDITORIAL COMMENT

The National Committee travelled to the Clyde area and met the local members at their annual general meeting on 5th November. It seemed appropriate to visit our northernmost area in our 25th year and it was a most rewarding trip. We received fine hospitality in the most unusual location - the famous Denny Tank where tank testing of ship models all began.

Surprisingly there are not large numbers of gaff rigged boats on the Clyde and adjoining coast. I say surprisingly because given these wonderful cruising grounds and the famous yacht and workboat builders of Scotland it would have been natural to expect many more traditionally rigged vessels to be there. We found much enthusiasm among those we met, however, and hope numbers will increase and swell the attendance at the annual rally in the summer.

25 years of the Old Gaffers Association has seen a great deal of change, from the original two areas to seven active areas with others represented in the U.K. (plus Merseyside and Northern Ireland in the offing) and Canada, America and Western Australia with other countries represented. Then there is the huge French branch, who operate separately but fly the OGA flag and have the splendid title of Vieux Gréements.. There have been the exceptional rallies, the Drake 400 & 600, the Heineken, two Bucktrouts and our own Silver Jubilee Rally; yes - plenty to be proud of and much more to look forward to in the years ahead.

WELCOME TO THE FOLLOWING NEW MEMBERS;

NW	Birchall, Kenneth H., 36 Barkfield Lane, Freshfield, Formby, Liverpool, Merseyside L37 1LZ.	CAP LIZARD 969
SOL	Buckland, N.D., "Linmar", Poplar Lane, Bransgore, Christchurch BH23 8JE.	LADY JULIET
NW	Calver, Richard F., West Acre, 27 Howbeck Road, Oxtoml, Birkenhead L43 6UL.	EMPRESS
EC	Clarke, Ian, 50 Damek Gardens, Henley-on-Thames, Oxon RG9 1HX.	STRAIGHT ACROSS
EC	Curtis, P., 3 Rothleigh Road, Cambridge.	
N/K	Davis, Mrs. Diana E., 4 Chamberlains Gardens, Leighton Buzzard, Beds. LU7 8AP.	
EC	Emmerson, Basil G., 12 The Gardens, Leigh Hill, Leigh on Sea, Essex SS9 2DW.	MILLIE
CLY	Farquhar, Duncan, Birchwood, Shore Road, Cove, Strathclyde, Scotland.	SULA (Bmdn)
N/K	Ford, Robin R., Rosedale, 13 Cedar Grove, Amersham, Bucks. HP7 9BG.	
EC	Granville, Paul S., 9 Constitution Hill, Needham Market, Suffolk IP6 8AH.	AUBURN
EC	Harvey, Anthony P., 28 Orchard Road, Burnham-on-Crouch, Essex.	
SOL	Heathcote, Malcolm, 8 Queens Close, Romsey, Hants. SO51 8EG.	
CP	Hood, Michael, 35 Dane Court Gardens, St. Peters, Broadstairs, Kent CT10 2SD.	PORTH ENNIS 1239
EC	Johnson, Peter Edward, c/o 14 Cromer Road, Southend on Sea, Essex.	GOLD LINK
EC	Jones, Geraint Martyn, Bellams Farm, Longstowe, Cambs. CB3 7UP.	JENNY
CWL	Laity, Norman Pentreath, 8 Bowling Green Terrace, St. Ives, Cornwall.	PENTREATH LAITY
CLY	MacKinnon, John D., 11a Portland Terrace, Troon KA10 6AJ.	ULIDIA 54
EC	Newman, James H.D., Little Manor, Sinkhurst Green, Frittenden, Kent TN17 2EA.	SELMA
EC	Nicholls, Jim, 7 Tyers Gate, London SE1.	ANNA CRANE 741
SOL	Peters, Kenneth, Foxhollow, 63 Havant Road, Horndean, Hants. PO8 0DP.	NERISSIMA
EC	Thomas, Peter M., 11a Glenavon Road, Ipswich, Suffolk.	MARGARET CATCHPOLE
EC	Weehuizen, H., Meester Haafkensstraat 13, 4128 c.j. Lexmond, Holland.	FLYING CLOUD
SW	Weinstock, David, Flat 31, 27 Market Street, Torquay, Devon.	

ANNUAL SUBSCRIPTIONS

Please note that annual subscriptions are due on the 1st January 1989.

If you have not arranged for your subscription to be paid by standing order, please let me have your cheque/postal orders/cash for £6.50 as soon as possible.

Members outside the United Kingdom who cannot pay in Sterling should be able to obtain a Sterling cheque drawn on a London Bank. If this is not possible please add £3.00 to cover the cost of negotiating a non-Sterling cheque.

May I remind you that membership records are stored on computer disc. Any change of address should be advised immediately to me to avoid delay in receiving copies of the Newsletter.

BE WARNED! Only fully-paid up members will receive future copies of the Newsletter!!

Bill Brown
Hon. Treasurer/Membership Secretary

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.

BOAT FOR SALE

23 foot Falmouth Pilot gaff cutter.
Ferro cement hull, teak deck house - needs fitting out.
100E marine petrol engine needs attention.
Brand new sails.
Main, Staysail, Jib, Topsail.
Full set of blocks and rigging.
Lays Rice and Cole's Yard, Burnham-on-Crouch, Essex.
Quick sale - offers £1500.
Telephone Maldon 785235.

ENGINE FOR SALE

For sale - A complete, if venerable, but sound and rugged diesel engine, sterngear, and all associated bits. Heavy (which is why I am removing it) it would suit a restorer who cannot afford to buy new. On offer is:-
A Coventry Victor WD 1 5hp water cooled engine, with electric start/generator (Dynastart), and hand start, Sabb two bladed variable pitch propellor and sterngear, belt driven, with actuating gear for reverse/ahead and full feather for sailing, and all positions between, instruments (charging, oil pressure), remote greasers, spare gaskets, injector, workshop manual. In fact everything you need except battery and exhaust line. The engine dates from the 1940s, but has been rebuilt and had 3 years use and overhaul since.
May be seen in situ Woodbridge. Buyer collects.
£500.
M.J. Scannall. Telephone 01-409-3188.

GEAR FOR SALE AND WANTED

Cotton gaff mainsail for disposal.
Luff 15ft. Head 13ft. 3ins. Foot 17ft. 3ins.
Leech 26ft. 6ins. Tack to peak 26ft. 6ins.
Made by Gowens about 30 years ago, it has been in store for the last 12 or so years and was used once 8 years ago. See photograph page 71 Practical Boat Owner July 1988 - and the price?
Free to the first needy person to collect it.

Also available quantity of pitch pine plank-cut for decking reject as far as I am concerned because it is not quarter sawn otherwise O.K. although second hand 1902 vintage.
Price negotiable to any other rebuilding freak.

Robert and Jan Holden
6 Chatham Place
Ramsgate
Kent CT11 7PT
Telephone 0843-582997 evenings

WANTED

Gaff main for 27ft heavy displacement yacht 18ft 6ins foot 15ft head 16ft luff or something near these sizes. Loose foot preferred.

Also wanted 1 pr. Highfield levers, galley pump, mushroom ventilator, gimbaled brass lamps.

I.S. Nicholls,
12/1 Dumbin Road
Balloch
Dunbartonshire
Telephone 0389-58507

VIDEO FILM

Copies of the video film of the 1988 East Coast Race and Ramsgate Rally are now available, price £15. This is a 3 hour VHS tape with our films taking up about half the running time. Betamax is available at a slightly higher cost.

Please make cheques payable to 'R & D Davis' and send with order to - Brenda Jago, Smugglers Cottage, Farnbridge Road, North Farnbridge, Essex CM3 6NA.

Brenda will also have some copies for sale at the National AGM.

LETTER TO THE EDITOR

Dear Sir,

May I offer my congratulations and thanks to Mike Burn, our honorary secretary, for producing the monumental Members List. This splendid effort, as well as recording our gaff rigged fleet, will prove an invaluable reference to those interested in the history of small yacht design.

However on reading through the list various dubious attributions of origin were apparent. These are not the fault of the compiler, who can only print details as submitted, but of owners who are mistaken or have been mis-informed by past owners. Some examples are:

WENDER - a Morecambe Bay Prawner - never! She was designed as a yacht by George Holmes, one of the group of amateur designers based around the Humber in the 1890s and early years of this century, the best remembered of these being Albert Strange.

Wender was built by Samuel Bond at Rock Ferry in 1898. When Mr Bond died in 1911 it was stated in his obituary "that he carried on a very big yacht building business, his craft going to Japan, Ceylon, Argentina, Vancouver and many other parts of the world."

He was a builder of quality yachts and I have never heard that he, or his son or grandson who followed him in the business, ever built a nobby even as a

yacht.

RAWANAH - a Tahiti Ketch - hardly. The Tahiti Ketch was a one design cruiser drawn by John Hanna - the sage of Dunedin, in 1923. They were under-canvassed ketches, gaff mains'l, triangular mizzen, LOA 30' x LWL 26' x Bm 10' x D 4'. Something over 8 tons displacement.

The first owner of Rawanah had owned a Tahiti Ketch and then asked Maurice Griffiths to improve on "the defects and limitations of an excessively short beamy boat with little grip of the water and too snug a rig." Although the design the Maurice Griffiths produced bears a passing resemblance to a Tahiti Ketch in profile it is not a blown-up copy of the original. Rawanah is deeper, has a better mid-ship section and a much finer bow. To call her a Tahiti Ketch is like calling a double ended Hillyard a Colin Archer.

ROBINETTA - a Galway Hooker - may the owner be forgiven for the terrible libel and may it never be heard in Connemara!

Robinetta was designed in 1937 by Denys A. Rayner. She was his first attempt at designing after reading a series of articles in Yachting Monthly. His own description of the boat was that "he seemed to have produced a baby sister to Camaret Crabber!" He maintained his interest in designing and many years later was responsible for the Westcoaster and the Westerly 22.

Now I'm not getting at the owners of these three boats but merely trying to demonstrate that the boats they own are not what they think they are.

Following the said demise of Lloyds Register of Yachts I believe that our List of Members Boats could become an authoritative source of information. But let's make sure the information is correct.

Yours sincerely
Mark Miller

NOTICE OF ANNUAL GENERAL MEETING

The 1989 Annual General Meeting of the Old Gaffers Association will be held at the Cruising Association, Ivory House, St. Katherine Dock, London E.1 at 5.30 p.m. on Saturday 14th January 1989.

Agenda for Annual General Meeting.

1. Apologies for absence.
2. Approval of Minutes of 1988 A.G.M. (published in Newsletter 1988/2).
3. Matters arising.
4. President's Address.
5. Hon. Secretary's Report.
6. Hon. Treasurer's Report and presentation of accounts.
7. Election of Officers.
 - a) President.
 - b) Hon. Secretary.
 - c) Hon. Treasurer/Membership Secretary.
 - d) Newsletter Editor.
 - e) Boat Register Editor(s).

Note: This is an election year for the post of President. The remaining officers are not due for re-election this year.
8. To receive and approve the updated Rules of the Old Gaffers Association.
9. To consider the following amendment to Rule 6. Subscription. Commencement: There shall be an entrance fee of an amount agreed by members in general meeting and the annual subscription . . .
10. To consider the proposal "That the entrance fee be £3.50 with immediate effect."
11. Receive the report of the Handicap Committee on their research into the little "d" factor and to consider:
 - a) That no action be taken.
 - b) That the formula be changed to eliminate "d" (depth) and replace it by a fraction of "B" (beam) and eliminating the shallow draft allowance.
12. Any other business.

COMMITTEE MEETING REMINDER

The National Committee will meet at 2.00 p.m. prior to the A.G.M.



"Shoal Waters" at Beaulieu.

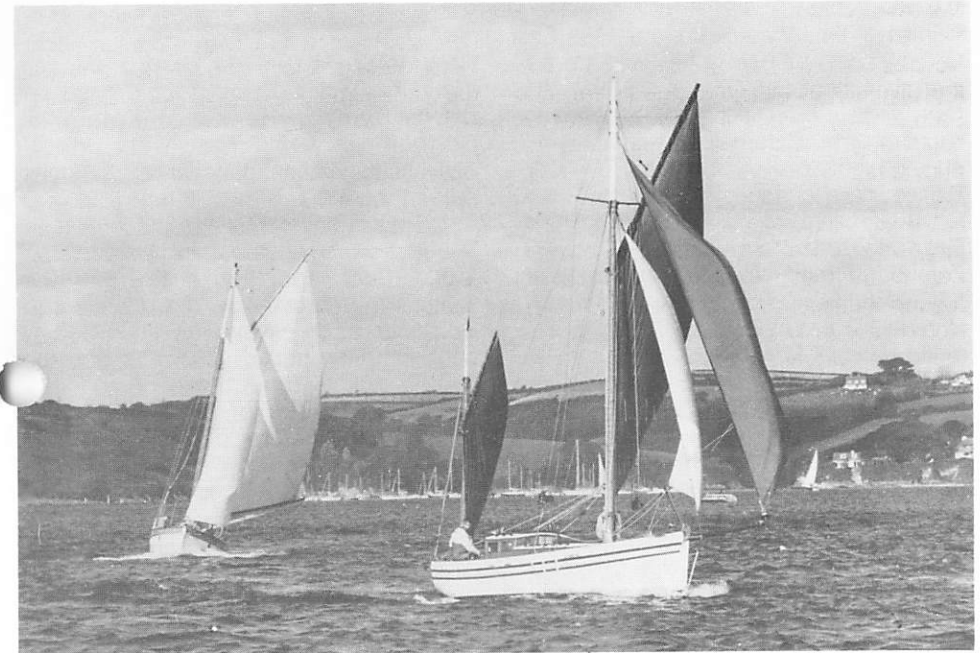
Photo Charles Stock

Twenty five Years in "Shoal Waters"

In early 1963 while the first East Coast was being arranged on the River Blackwater, I was busy building a new gaffer, the sixteen foot C.B. "Shoal Waters". She was launched at the end of May in good time to join that first race. At the start of the 1988 race she will have nearly 40,000 nautical miles behind her.

"Shoal Waters" as launched was very basic indeed, a far cry from the still small but now superbly equipped cruiser of 1988. A simple basic shortage of cash was the main reason but not knowing exactly what I wanted was another

handicap. For a start she was a sloop, the gear (including the rudder) having been stepped out of the much travelled half decker "Zephyr" whose tired hull had come to the end of its life in a summer gale at West Mersea a year before. The j was made in 1949 and the gaff mainsail was home made from unbleached calico in the late fifties. Her layout gave two adult quarter berths with feet under the cockpit seat leaving two children's berths forward and two on the cockpit seats under a tent. My eldest of four was then nine years of age. Mattresses were ex farm fertilizer bags filled with feathers from a feather bed bought for half a crown at a village jumble sale (not one of the easiest of jobs!). For cooking there was a tiny camping gaz



*1988 John Scarlett Memorial Race in the River Fal.
"Lyonnesse" pursues "Sirius"*

Photo Mark Fishwick

versary Trophy

2. Sauntress - Downs Road Boatyard Shield
3. Elain - 2nd prize
4. Anna Crane - 3rd prize
5. Noorderzon
6. Janty
7. Madeline
8. Sea Pig
9. Sea Eagle
10. Adelle
11. Deva
12. Aussie II
13. Francesca

Rtd. Avola, Olivia Mary, Stonechat, Amanda D, Theta, Salamat, Jalan, Gold Link, Sea Eagle, Greenshank, Anna Louise The Association's thanks goes to all those who organised the event, Brenda Jago in particular; to MLSC and The Anchor Hotel; and to those who make all the hard work worthwhile, the people who came along to our event.

Jon Wainwright

EAST COAST AREA EVENTS FOR 1989

MAY 27-29 CROUCH RALLY
(Spring B.H.) Royal Corinthian Yacht Club, Burnham-on-Crouch

JUNE 17-25 THE CLASSIC BOAT FESTIVAL

Organised jointly by Shotley Point Marina, East Coast Area Old Gaffers Association and the Sailing Barge Association.

JULY 22 EAST COAST RACE
Stone Sailing Club, River Blackwater

AUG 26-28 DEBEN RALLY
(Aug. B.H.)

SEPTEMBER 22-23
MALDON ANNIVERSARY RALLY

Noorderzon.

Not one boat remotely like another, such is the diversity of the gaff-rigged fleet, and such are the problems of the secretary in handicapping such a mixed bag for racing purposes!

However, with Beaufort force - 1/2 winds, the carefully worked out staggered start was of little avail, as the fleet drifted around Stansgate narrows at slack water. Noorderzon grounded at the start line, and found herself catching up with the rest of the fleet at a great rate of knots as the flood set in. Fortunately, a series of SE catspaws set in, highly selective on which boats they tended to favour, but at least it gave boats a chance to work the shallows and cheat the tide.

For hour after hour the fleet fought its way down the Blackwater. It was an eye-opener for the handicapper to witness the secret weapons being pulled out of sail lockers. All sorts of spinnakers - Sheila set at least 2 very shy kites - and light-weather jibs such as seen on Deben 4 tonner Janty (which was not noted on her survey inventory!)

Past Bradwell, the wind, such as it was, chose to head us, but what a magnificent sight there was of gaff rigged boats in the Estuary, as our 23 fleet joined a score or more of competitors in another Classic Boat Race. It's a measure of the success of the OGA that their events are being copied by other organisations to revive flagging entry lists, but it is also disappointing some of those so-called organisations have not the sense or perhaps respect to check with the OGA that their events do not clash - there's only a finite number of gaffers, after all!

Eventually the fleet reached Colne Bar, those who chose to cheat the tide along the Mersea Shore having the edge on others. Elaine, Sheila and Sauntress were

very much in contention, all reputedly very fast boats, but the ferro-bawley Anna Crane was with them too, tactics and sail handling helping a heavy boat to keep up with the best!

Despite the vagaries of wind, tide and boat speed, craft closed up on each other as Colne Bar was turned. Noorderzon, going well in such light conditions, was with Madeline and Janty. Considering Madeline had lost the top of her mast at the Stone race, she was going incredibly well too, the 'stumpy' rig suiting her.

After several hours of beating, it was nice to finish off the day with a run, even if it was over the tide. Finding the best way of cheating the strong current was the task, most keeping well into the St Osyth side, but Deva found topping the Bench Head and sneaking into the East Mersea shallows just as good.

The schooner Elaine having caught up Sheila and beaten her to the Bar buoy, found that the yawl could take her revenge on the down-wind leg, her lofty jackyard and gossamer spinnaker scrag the last breath from the evening sky. Indeed, the poor schooner was taken by the cutter Sauntress too, and left wondering why East Coast winds are either for you or against you, but so very rarely on the beam.

As nightfall came, the gaffers crossed the line, 13 of the original 23 having stuck out for nearly 10 hours. But it had been one of those very rare (for 1988) days when the sun shone from sun rise to sunset, more enjoyment than hardship for once!

Prize-giving was at the Anchor Hotel Brightlingsea, where Landlord Ken Baker and his wife Jenny presented the prizes on behalf of Ind Coope. The results were as follows:

1. Sheila - Ind Coope Old Gaffers Anni-

stove. Perhaps the one big mistake I made was to hang onto "Zephyr's" seven and a half pound fisherman anchor on warp for that first season, but fate smiled on me. Nevertheless, when the falling tide drove her onto her mooring that first day I knew I had a winner on my hands.

I suppose the choice of a Fairey Falcon hull, then priced at £99.50, was the most important decision. After a season on the Norfolk Broads in "Zephyr" I built a modest lifting cabintop on her and was amazed at the speed that a gross of inch eight brews, then priced 8/6 pence, vanished into the tiny structure. At this time of course the 'Riz up on' was very much part of the sailing scene and a lot of time and money was wasted on hulls with little life left in them. Thus I resolved that any such work that I would undertake in the future would be on a sound hull. The Falcon hull is hot moulded from four, two and a half millimetre veneers of Agba giving a hull almost half an inch thick. Other possibilities at that time were the Silhouette, selling like mad and available in kit form for £200, Ian Ekford's 'Firecrest' also available as a kit, and the D.I.Y. Yachting Monthly Senior. At the Boat Show in 1963 'Small Boat' launched the 'Lysander' which proved very successful and popular but I eventually settled on the Falcon, largely on the sheer quality of the hull. The total price with transom, steel plate and case fitted was £137 and it arrived during the second week of that bitter cold winter of 1963. I had planned to use cheaper wood such as Parana pine but once I saw the obvious quality of the hull I know that only the best would do. A neighbour breaking up a billiard table for firewood, another with a baby grand piano to spare and a fellow sailor who refitted banks and came up with a mahogany counter sixteen feet by three solved the problem. Airfix glue had not then been condemned as not properly waterproof and was used throughout. To date it has not let me down. Gripfast nails were used

for most fixings backed up by brass screws which I am afraid are getting distinctly brittle. All the gaps left by my clodhopper carpentry were filled with 'Mendix' which was I believe, an early epoxy resin. It has never failed. Nine inch chain plates in phosphor bronze have kept the mast up although the original brass bolts had to be replaced by silicon bronze.

The major cost saving was the decision not to fit an engine as voyaging in 'Zephyr' had shown that the winds and tides are much more reliable than many people think. Old records show that Hoy barges maintained a surprisingly regular timetable between London and many East Coast hamlets. Any Maldon craft capable of sailing one hundred miles during the forty eight to fifty hours between Friday and Sunday evenings would give her owner the freedom of the whole estuary from Orfordness, the Northforeland and Canvey Island. It should be possible to maintain two knots through the water and with a knot of fair tide a 'ton' could be sailed in thirty three hours leaving over fifteen hours for eating, sleeping and just lazing. The most interesting one ton round trip from Maldon is to circle the Isle of Sheppey and this would be the test. She did just that late in July. A key factor in this area is the beat from Harwich into the prevailing south westerly wind. Could she make it comfortably provided I took full advantage of the flood tide? This raised the problem of rig. Of course it did not arise for the first year but I planned to have new sails made at the end of the season. The Falcon is sold with the same mast and sails as the smaller 'Albacore' racing dinghy which was the principal class at the Blackwater S.C. and outclassed sails were available at attractive prices. I preferred the gaff rig for its performance reaching and running but would it be good enough to windward? The test came over August bank holiday when she beat forty miles to the river Ore against a northeasterly and back home

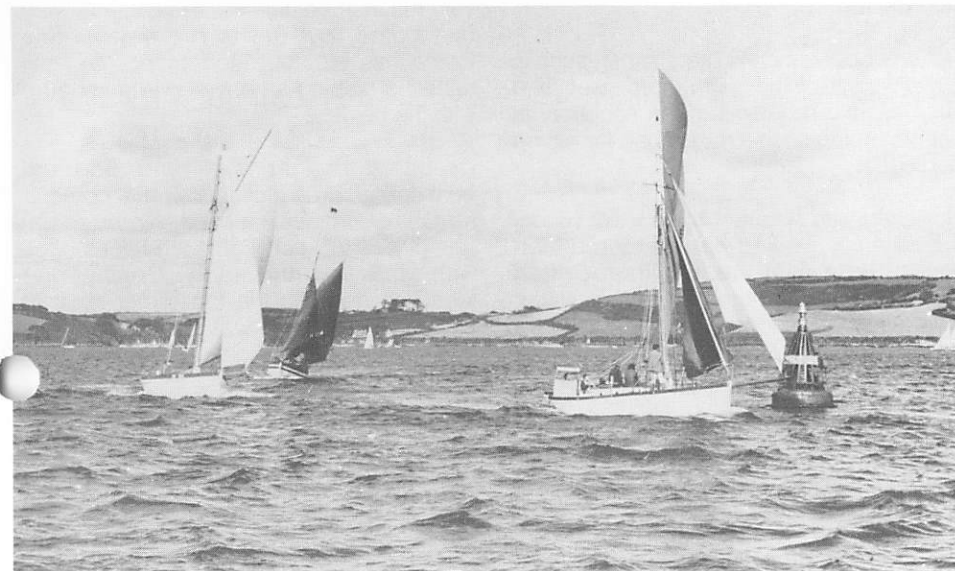
into a southwesterly. Gaff rig would do. This was heresy in 1963 but the first race and rally for Old Gaffers took place a month after her launch and things were about to change. A friend who came with me one weekend brought a transistor radio and introduced me to the safer world of regular shipping forecasts. A radio became a must for the second year.

At the end of the season, with my annual bonus in view, I sailed her round to Maldon and moored up against the sail lofts where Arthur Talyor measured the hole in time honoured fashion. When the existing sail plan was drawn out we added a little here and there to please the eye. A Whykham Martin furling gear was ordered for the new headsail together with a spitfire jib of twelve square feet. Arthur warned me that it "Wasn't much sail", but I wasn't looking for power and drive. The prevailing winds in the river Blackwater are from the southwest and this so often means a hard beat home with the flood tide through the resultant short steep seas. It is so easy to miss stays, try and miss again and before you can get enough way for a third attempt, the vessel is aground. A tiny scrap of a jib can be left sheeted so that once the vessel points into the eye of the wind, it knocks her head round the right way provided that the helm is reversed if the vessel starts to make sternway. This system is universal on barges and even the Schooner 'Sir Winston Churchill'. A further use for such a small headsail is to sheet it flat in very hard squalls to backwind the leading half of the mainsail and ease the vessel momentarily.

In 1964 she launched early complete with a longer boom and gaff spreading a bigger mainsail to drive her faster and further and most important of all, a sixteen pound anchor on three eight chain to keep her safe on arrival. The internal accommodation was changed to give a galley in the place of the quarterberth to

port. Over the years as the children grew up, my wife Joy became a regular companion and now we sleep on two bunks forward. There is still a quarter berth starboard side but it has not been used since the year my youngest son accompanied us to the Solent for the Jubilee Fleet review. Cooking is still done on one stove but it is now a burner on a six pound Gaz cylinder backed by another one normally fitted to a radiant heater. An early article in P.B.O. produced the money for foam bunk cushions and more recent affluence has enabled us to change to dunlopillo. Since retirement in early 1988 the cockpit tent has been improved with side slats, Broads style, so that we live very comfortably indeed.

Performance has been improved by a topsail and cutter rig. The first was inspired by the gift of an old 'Albacore' jib and made just for fun but I soon realised that up there is where the wind is and it became a working sail once I could afford to have one made. At first we took it off the bamboo yard each time but now use it so regularly that we keep it ready in the cabin over my tolerant wife's bunk. The longer bowsprit arrived when a 'Sprite' traditional racing half decker was dismasted at the club. For the first season I just used both headsails at once. The advantages were obvious, including easing the weather helm and two new headsails, each a little smaller than my normal headsail, were ordered at the end of the season. Both on Whykham Martin furling gear and rolling the jib from the cockpit halves the sail area forward so that I rarely change headsails nowadays. Bowsprits are vulnerable and I am now on my third. Early in 1966 we got caught out in a force nine off West Mersea and anchored outside near Cobmarsh island unable to make way against the wind although in spite of two reefs and the spitfire jib. When an uninvited helicopter turned up I got them to take off nine year old Jim. If only I had had a storm trysail I could have beaten



*John Scarlett Memorial Race in River Fal
L to R George Glasson, Galatea and Marishka*

Photo Mark Fishwick

The 1988 rally, the OGA Jubilee, followed established lines, with boats coming from rivers and creeks from the Deben to the North Foreland. The Deben sent its proudest boat, the Albert Strange Yawl Sheila, whilst Mistley sent two of its three gaffers, smack-yacht Madeline and nobby-yacht Deva, slinking out in the very early hours. The Crouch gave us the Shrimper "Aussie II", the Deben 4-tonner "Janty" and the Roach-based cutter "Francesca". Benfleet sent a fishing ketch "Gold Link", whilst from Kent hailed the Danish cutter "Sea Horse". the Ferro Cutter Sea Eagle, and the luxury ketch, complete with poop deck and wheel house, Amanda D. The Maldon Harbour master had quite a job fitting us on one pontoon, but raft and double up we did!

Rob Williamson gave another of his excellent addresses as Vice President of the Association, quoting one or two gems from newsletter articles some of us had written in our youth to the embarrassment

of some of us present. He thanked those who laboured away behind the scenes (like Brenda Jago) putting on events, but in particular he thanked those who supported events, making all that hard work worthwhile.

The evening at Maldon Little Ship Club was nicely rounded off with a slide presentation by Charles Stock.

ANNIVERSARY RACE

0400 hrs saw a flurry of activity at Hythe Quay, as our little squadron put out to sea, rounding up at Osea Island to await the start. There they were joined by several other entrants. Lugger Anna Louise, quay punt Greenshank, dude schooner Elain, Tamarisk 29 Theta, Broads cruiser Salamat Jalan, ferro bawley Anna Crane, ferro smack Olivia Mary, Blackwater sloop Adelle, cutter Avola, ferro Colin Archer Stonechat, the cutter yacht Sauntress, and the current fastest gaffer on the East Coast, and Ramsgate winner, the mighty

the little Lancashire nobby's cloud of sail managed to hold sufficient wind to take her to the line by 20 seconds. There were other close finishes to report, Jubilee 10 seconds in front of Drascombe Iksmet, and the parrot-carrying Avena, the Quay Punt Greenshank and Pilot Cutter yacht Little Windflower finished within seconds of each other also.

For the second time this season the gaffers entered Shotley Point Marina, where we were all impressed by the efficient locking operation and the special pontoon set aside for us. The boier Willemien followed the racing gaffers, kindly bringing with her all the tenders. We were also pleased to note the arrival (albeit late) of the publicity officer and her mate in the Deben 4-tonner Janty. A splendid spread was enjoyed in the restaurant of the Nelson Suite, followed by prizegiving in the Yacht Club Bar.

Monday saw some return trip problems for Blackwater and Crouch boats with strong winds forecast, but fortunately we were in a safe haven where boats could be left until better weather came. Although some were disturbed at one of the race results, I believe most enjoyed the rally - at least it made some of us do something on a weekend when the weather forecast urged activity of a non-sailing nature!

My thanks must go to Dick Patterson and Gerry Bridger who did an excellent job as race officers, to John Hugget for organizing the prizes and helping me set everything up, and to Alice and Sarah from the Willemien who did such an excellent job rounding up tenders, and returning them to their owners.

RESULTS

TENDRING COAST PASSAGE RACE

- 1 - Chittabob IV - 1st prize
- 2 - Sea Pig - 2nd prize
- 3 - Margaret Catchpole - 3rd prize

- | | |
|-----------|--------------|
| 4 - Avola | 6 - Samphire |
| 5 - Mole | 7 - Pertee |

MISTLEY THORN TROPHY RACE

- | | |
|-----------------------------------|------------------------|
| 1 - Deva - Thorn OG trophy | |
| 2 - Mole - 1st prize | |
| 3 - Sea Pig - 2nd prize | |
| 4 - Jubilee - 3rd prize | |
| 5 - Kismet | |
| 6 - Margaret Catchpole - Coxswain | |
| Working Boat Trophy | |
| 7 - Chittabob IV | 10 - Greenshank |
| 8 - Merlyn | 11 - Little Windflower |
| 9 - Avena | 12 - Witch |
| | 13 - Avola |

1988 MALDON ANNIVERSARY RALLY September 30/October 1

Some quarter of a century ago when the Old Gaffers Association was formed at Maldon Little Ship Club, the great interest in traditional sail we have today was only just stirring. Douarnenez had not been thought of. The term "Classic Boat" was not used, let alone a magazine of that name published. Those who owned gaff rigged craft were either poor or mad, or indeed working out how they could convert to bermudan rig.

Today's proliferation of traditional sail events, new gaffers, books and publications owes much to those dedicated amateurs such as the late John Scarlett who formed the OGA. I wonder what they would think of today's scene of delight at the interest no doubt, but possibly slightly sad at the commercialism and elitism which has crept in to certain aspects of the revival.

Lest our founders be forgot, we East Coasters decided to celebrate each late September with a rally at MLSC, starting with the 21st anniversary a few years ago. It's not a terribly big rally, but one which attracts the salt-of-the-earth type of members, the broad church upon which the OGA built its reputation.



"Shoal Waters" dries out on the sands miles from anywhere.

Photo Charles Stock

into safety. One was ordered forthwith and has proved a great success. The last sail was a nylon ghoster jib with a single sheet which keeps her going in the lightest of airs but comes in once the wind makes up its mind. It also serves as an old fashioned spinnaker with the leech against the mast.

When the time came for a new mainsail after fifteen years I had the eighteen inch deep reefs increased by six inches and this is a big improvement. Before, the first reef was hardly big enough to be worth putting in and the second not quite enough to cope with really strong winds. Now the first reef and staysail balances superbly in lively conditions. With the second reef in I can use either the normal staysail or the spitfire jib if the seas are very heavy. It has almost, but not quite, made the storm trysail redundant!

Learning to cruise was as long a job as getting the boat right. For several years the Deben and the Ore eluded me at weekends but eventually I reached the

Oaks, fifty miles away above Aldeburgh and returned to Heybridge in twentyfive hours forty minutes. After exploring all the rivers to the head of navigation, often well beyond most people's limits, I began to feel my way out seaward round the banks when weather permitted, reaching the Kentish Knock seventeen miles from both Essex and Kent twice in 1970. This was the year that it all suddenly came together and 'Shoal Waters' covered a thousand nautical miles by midsummer's day. An article in Yachting World produced a letter pointing out that it was impossible to sail thirty miles on

Saturday and return home on Sunday regularly without an engine. Next season I launched on a warm sunny Sunday at the end of January and spent forty weekends afloat including a leisurely holiday in London for the Clipper Regatta. 'Shoal Waters' covered 3342 miles and returned to her mooring each weekend. In fact, up to my retirement, 'Shoal Waters' covered some 35,000 nautical miles and never failed to get home on Sunday night or at the end of a holiday through lack of wind although in 1970 and again in 1980 she had to be left away from home because of gales.

A trip to the Broads in 1967 was delightful but the long haul along the hostile coast between Orfordness and Yarmouth frightened me away for the next nine years. Eventually the rustling reeds and swarming wild life lured me back. It was out of the question to rely on suitable weather conditions at the start of a holiday to sail there so I watched for a suitable weekend during the previous month and

sailed straight there in one hop, leaving the boat at a yard ready for the holiday. A full week had to be allocated for the return trip and one or two of them were pretty hairy but we always made it, just!

Broads sailing brings us to the problem of lowering the mast for bridges. At the building stage I pondered long and hard on the choice between a mast stepped on the keel in traditional style that would stand on its own, merely supported by the rigging, or one stepped in a lutchet on deck which would go over the side if ever the rigging failed. Zephyr's mast was stepped on the keel and to lower it one had to remove the boom, cut adrift the mast hoops, ease off the lanyards on the standing rigging and lift it out above the cabintop to lay it on deck with the foot forward. Even in 1951 after I had recut the original gunter sail Bermudian it rarely took much over twenty minutes but I had a feeling that eventually I would end up in the 'ogging', wormed parcelled and served cuddling the mast. Remember that the traditional broads mast is stepped in a massive tabernacle fixed to the keel which is almost as sturdy as a mast stepped straight on the keel. In fact the sixty foot mast of the trading wherries which can be raised by one man never had any rigging at all! The snag is that this requires a long slot in the foredeck through which the weighted foot of the mast pivots which is out of the question at sea. In a burst of extravagance I ordered a gunmetal lutchet (sold as a tabernacle) from Dover Industries. It has provision for six bolts to secure it to the deck but I only used four omitting the central two which could have passed deep into the beam beneath. Four will hold the foot of the mast while the rigging holds. If it fails the mast will go anyway and damage to the fitting may as well be minimised.

Once I had decided to step the mast on deck the next problem was how far back the shrouds would need to be in order to

do their job but still allow me to square off the boom without resorting to runners. After measuring other craft I settled for two shrouds each side both behind the mast. At first I lowered the mast from the bow on the forstay after casting off the headsail. It took me ten years to realise that once the forstay had been removed, the furled headsails could be left in situ and the mast lowered by casting off and easing the headsail halyards. With Joy at the helm we now show off whenever possible by shooting bridges. The last touch dating from 1985 is a cockpit cover which can be spread on the sounding pole and held aloft by standing on the cabintop. Joy hooks the clewlines on handy cleats and we have a fine bridge sail.

The Jubilee Fleet Review lured us down channel and fate smiled on us both ways but it is still a long haul from Dover to Newhaven, the first all weather harbour. Nevertheless the magic of the Solent enticed us to leave the boat in the area for Cowes week and 'Shoal Waters' was broken into at Porchester. Thanks to a lucky chain of events I was unexpectedly on board (no dinghy astern). The intruder was a German who had arrived in the area in a yacht stolen from Hamburg. Unfortunately the poor chap banged his head on a good old fashioned 'Sestrel' hand bearing compass and then fell overboard. To cheer him up I introduced him to two members of the Hampshire constabulary who persuaded the local magistrates to give him six months free board and lodging and then pay for his ticket back home to meet the German police. These new mini hand bearing compasses may be alright for taking bearings but!

The peace and charm of canals and inland rivers was engraved on my heart from many happy days in my youth spent with rod and worm. Old prints and paintings show sailing barges far inland. Early inquiries about our local canal and



Aussie II and Avola have time to reflect.

Photo J. Wainwright

level we had the lightest of breezes in the opposite direction, joining forces with a sluicing spring flood. Thus a delayed start was called, and a course set to take the tide up to Mistley, thence down-stream to Shotley. The open boats class would sail the same course.

Although more boats had entered, we only had 3 open boats at the start line - the Walton and Frinton O.D. "Bilanbil" Trinity House Pilot gig "Miss Anything", and the miniature cutter from Holbrook "Gremlin". Clare and Tessa Mackenzie showed that they really can make Bilanbil go on all points of sailing - it's a great pity we can't see the girls competing against some of the smart Mersea open boats. They went ahead just before the windward mark at Mistley, ahead of all the big boats too, and on the run they set with alacrity an amazing assortment of spinnakers, watersails and unmentionables, opening up a huge lead on the second boat in class, Miss Anything. And Miss Anything was hardly being sailed badly, setting a very tidy spinnaker.

This lead the girls held to the finish, giving them victory for the third year running.

The big boats race at the start of group 2 looked as though it was going to be very competitive. Sea Pig looked as though she was going to cover local boat Deva, but unfortunately for her, a whisker pole fell over the side. Luckily Deva's crew noticed this accident just as Sea Pig was about to overtake, and did very well to hide a smirk as Sea Pig gybed round and let Deva slip from her grasp. Most boats chose to stay in the best current on the Wrabness side, but Deva made a board across Holbrook Bay, where to her delight she found a beautiful lift in the wind funneling down Holbrook Creek.

By Ballast Hill Deva managed to take the leading boat Mole, and slip into a narrow lead. On several occasions, especially when the wind faded, Mole caught up. Indeed both the Cherubs Jubilee and Sea Pig were eating up at a great rate Deva's windward gain as well. However, to the great embarrassment of the area secretary

Local activities afloat reached their conclusion with the postponed John Scarlett Memorial race finally being sailed in splendid conditions, fine and sunny with just the right amount of breeze on the 11th September. Yet again the smaller boats found conditions that suited them well, Freddy Pullen's tosher Dorcas Anne taking first place, Mike Rangecroft a close second in Miss Agnes and Phil Crook's Myrica a deserved third.

Other local results for the season's evening series:-

Eagle Trophy:

- 1st Redwing Jeremy Burnett
- 2nd Loreen Shaun Murley
- 3rd Sirius Harry Charnock

Cormorant Trophy:

- 1st Miss Agnes Mike Rangecroft
- 2nd Fanny Martin and Lynn Page
- 3rd Myrica Phil Crook

Main winter event is, of course, the Prize Giving and Annual Dinner lined up for the 3rd December at Falmouth's 'Ristoranti Amalfi' and apart from spaghetti, pizza and plenty of Valpolicella the usual extravaganza of fun and hilarity was anticipated!

Finally a note for your diaries - during FALMOUTH WEEK in 1989 which is from the 6th-12th August there will be a Classic Boat and Gaff Rig Rally organised and co-ordinated by the Cornwall area O.G.A. If boats from other areas are headed West about this time why not make it a date to keep? We look forward to seeing you.

EAST COAST

STOUR RALLY 27/28 August 1988

Like most of the East Coast Events this year, this rally was blighted by the met. office, the weather doing its bit too on occasions. However 20 boats did race, and 3 others turned up. The rally has developed into an interesting racing and

social event, featuring a passage race, a traditional gaffers race and an open boats race. There is the barbeque at Wrabness to remind members what traditional East Coast Sailing used to be like, and a spread at Shotley Point to show what it is becoming!

Tendring Coast Passage Race

Some seven gaffers had the guts to take part in this race, with force six (and sometimes higher) winds to push them along the coast, from the Tollesbury Nass, across the Colne estuary, past Clacton Frinton and Walton, through Harwich Harbour, and up the Stour to Wrabness.

The Smack Pertee carrying full sail with her crew straining on a tiller reinforced by a baulk of 4" x 2", held the lead all the way along the coast. But as she came into the wind and the Harwich Harbour approaches, the more nimble boats caught up.

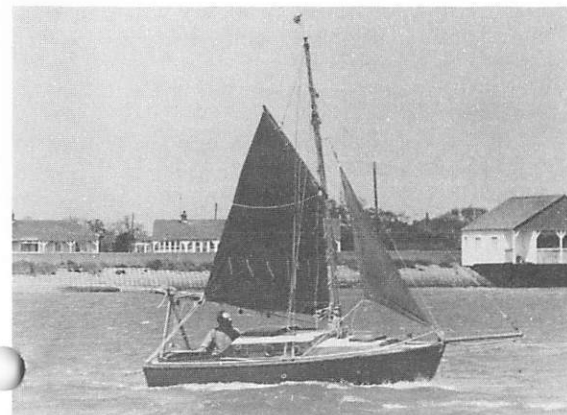
The ECOD Chittabob IV, being sailed single-handed in far from easy conditions, was first to finish, taking only 5 hrs. 20 mins. on a course with negligible tidal assistance - nearly 7 knots I make it!

Sterling performances were given by all the boats who took part, but you have to give credit to the smaller craft like Sea Pig, the Cherub, Mole and Shrimper Samphire. Clearly they had a much more strenuous time than the powerful Avola or the bi. Southampton fishing boat Margaret Catchpole.

Winner on handicap was Chittabob IV, second was Sea Pig, third prize went to Margaret Catchpole.

Thorn Trophy Race

After an enjoyable barbeque on the Saturday when the elements were kinder than the met. forecast, Sunday morning featured clouds scuttling eastwards at great speed at high level. However at sea



"Shoal Waters" under storm trysail.

Photo Charles Stock

those through London were not very encouraging but attitudes changed as the last commercial traffic died away. I had developed the art of towing from the bank solo by lashing the helm towards my bank when trapped at Loddon on the narrow river Chet by a headwind many years before it was dredged to take Broads hire craft. In 1973 the canal from Heybridge to Chelmsford was opened for limited private use and 'Shoal Waters' annual trip has become a feature of the area. We sail with a fair wind ducking the mast when necessary and tow from the bank or pole along with head winds. The Inland Waterways Rally at Leebridge took us onto the River Lee to Hertford and Maritime Year found 'Shoal Waters' completing the London Ring twice, once solo. Where the towpath is in good order I wear a safety harness back to front and attach the tow line to it. This enables me to stride out and get very close to the canal speed limit of four miles an hour. We even sailed in Paddington Basin and crossed the North Circular Road under full sail including topsail. Perhaps the most delightful trip of all was that up the river Wey to Guildford and Godalming.

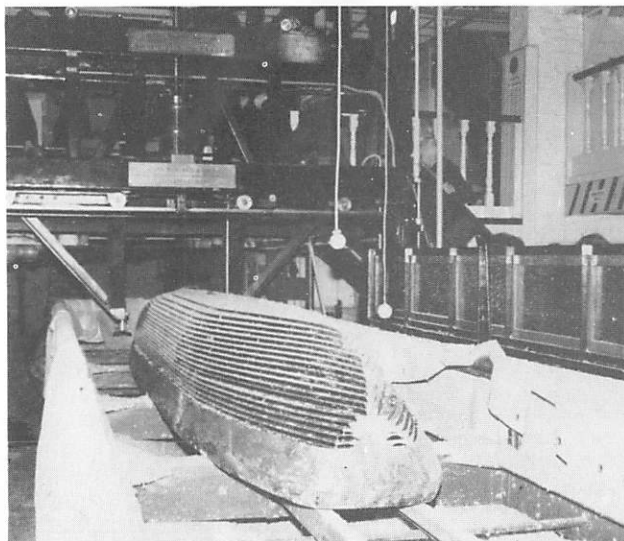
While I suppose 'Shoal Waters' could be

adapted to cross the Atlantic, she has become increasing inclined to regard open water as merely the link between interesting areas where her shallow draught and lowering mast enables her to reach beyond the range of most yachts and, in particular, into disused and derelict waterways. A few years ago the instructor of the R.Y.A. Day Skipper evening class at Wickford got me to stand in for him one evening and I will never forget how impressed they were by a colour slide of 'Shoal Waters' going down the Crouch from Wickford towards Battlesbridge! In 1969

she twice reached Flatford Mill of Constable fame and has 'African Queened' her way into the first lock on the defunct North Walsham canal at Honning a couple of times. She has even encouraged others to follow suit. In 1984 a 'Wayfarer' trapped in the Ore by strong winds followed us through the reeds to Butley Mills and wrote next year to say that several of them similarly trapped in the Deben had gone upstream beyond the railway bridge.

Just before dawn on the day of the great gale, after a hectic twelve mile dash through fallen branches and power lines along flooded roads I eventually reached the seawall to discern, midst the gloom and splume, a large cruiser drifting down onto 'Shoal Waters'. It was far too rough to row out in the club dinghy to defend her. Stripping to my underpants to wade and swim the short distance to her may not have been the most intelligent thing to do but candidly, can you blame me?

Charles Stock



Profile cutter at the Denny Tank Dumbarton.

Photo Sam Bayliss

Minorities so you can pop into Kelvin Hughes on the way.

M.M.

Our sympathies go out to Jane Robertson on the death of her husband Tom recently. Jane drew the illustrations in the silver jubilee programme and her husband was both artist and boat builder. He lived at Hill Head on the Solent, was a founder member of Hill Head Sailing Club and was the designer and builder of the Jacqueline Class dinghy which made Hill Head S.C. one of only three in the Solent to have its own class.

National Maritime Museum

Many of our members are interested in models, and a new gallery will open to the public in February at Greenwich with a collection from the 17th and 18th centuries. The 3 dozen models from the Navy Board Collection are not only of historical value but of great beauty. The craftsmen of the 18th century set the highest standards in modelmaking in the care they took over the smallest details. Think what you might be inspired to do to your gaffer after seeing these.

Here is an extract from a letter to Robert Simper from Peter Heiberg our Man in Vancouver:-

"Since I was appointed O.G.A. representative for this area I have attempted to organise at least one regatta for gaff rigged boats per year. They have ranged from what I would call wildly successful (25 boats) to somewhat less successful (5 boats) but have always been good fun and good racing.

These activities have been insignificant when compared to the Port Townsend Wooden Boat Festival or the Victoria



"Vagrant" the beautiful Herreshoff schooner owned by OGA member Peter de Savary.

Photo Mark Fishwick

Wooden Boat Festival which are also held in this general area but neither of these events caters in anyway for the gaff rig. I know you are familiar with my pilot cutter 'Carlotta' so I'm pleased to be able to report that she is still getting all the attention that I can afford - yea though the wife and the child may starve . . . Actually this is the first year she hasn't been sailed since the original rebuild some 10 or so years ago.

By the strangest of coincidences, after sailing 'Carlotta' from Cornwall to the west coast of Canada who should turn out to be living in the same city but the people who owned 'Carlotta' in 1937.

They take a tremendous interest in the boat and have in fact compiled a much better history of the boat than I could ever be bothered doing. They also had a home movie of 'Carlotta' circumnavigating the U.K. in 1937 which I have had put on video.

This year Carlotta will be getting a few new planks, new rudder hangings, and a partial new interior (God willing)."

Editorial Note - Apologies to Peter - we have been spelling his name wrongly for years and now hasten to make amends.

GAFF RIG CONFERENCE

The Merseyside Maritime Museum will be the venue for a Gaff Rig Conference on Saturday 11th March 1989.

This conference is being staged by the Old Gaffers Association in conjunction with the museum and the locally based Nobby Owners Association.

The proposed programme will include a talk by Mike Stammers, Keeper of the Maritime Museum, on 'Gaff Rig in the North West', an address by the President of the Old Gaffers Association and films of O.G.A. and other gaff-rig events. The main aim of this conference is to bring together people in the Mersey area who are interested in gaff rig and hopefully to start an O.G.A. branch there.

Any interested people are invited to attend.

The day starts with coffee at 10.30.

Lectures and talks in the Lecture Theatre 11.00 a.m. - 1.00 p.m.

Lunch 1 - 2.00 p.m. Finger buffet with wine or fruit juice £7.00 per head (tickets available from Hon. Treasurer Bill Brown).

2.00 p.m. Tour of Maritime Museum.

3.00 p.m. Lecture Theatre for films and videos.

Tea between 4.00 and 4.30 p.m.

AREA NOTES

CORNWALL

November 1988 Mark Fishwick reports. . .

Always a gloomy time this, plenty of mist and mellow fruitfulness this year, the leaves piling up on the covers in our winter berths, and the few fleeting days of an indifferent summer blending with the memories of all the rest. . .