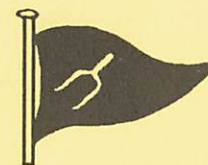




*MARIE JULIE (ex Mariner A)  
Built Ferris of Looe in 1912.*



## Old Gaffers Association



*LUCINDA  
Cornish Pilot 30 by Cornish Crabbers Ltd.*

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## OLD GAFFERS ASSOCIATION

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CO6 1AG Tel.0206 211318

Hon. Secretary: MICHAEL BURN.  
Grove Farm House, Little Bealings, Woodbridge, Suffolk IP13 6LT  
(0473) 626549

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

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

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

### AREA SECRETARIES AND REPRESENTATIVES

North East:  
D. Bosomworth, 2 Quayside Court, Bell Street, North Shields NE30 1HF. 091 258 1153

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

North West:  
Susan Place, Mersey Heritage Trust, Stanley Dock Offices, Liverpool L3 0AN. 031 207 1711

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.

## OLD GAFFERS SAILING CALENDAR FOR 1989

See appropriate Area Notes for details.

### MAY

13th-15th  
Entry free(O)

19th-21st

27th-29th

27th-29th

27th

JUNE

7th-11th

10th & 11th

10th

10th

10th

17th-25th

24th-25th

24th

JULY

1st-2nd

5th-8th

9th

9th

12th-16th

22nd

27th-30th

28th-31st

29th-6th Aug.

AUGUST

5th

6th-12th

12th

12th & 13th

12th-15th

25th-27th

26th-28th

26th-27th

26th

27th

SEPTEMBER

9th

9th

23rd

30th

"Journées Nautiques de Dunkerque". Dunkirk traditional boat rally -

Flensburg Rum Regatta. Traditional boat rally (O)

SOUTH COAST OGA Rally to Guernsey (S)

CROUCH RALLY (EC)

Medway Barge Match

Wooden Boat Show - Greenwich.

Liverpool Waterways Festival (Gaff Rally) (NW)

Blackwater Barge Match

Round the Island Race - Gaff Class (S)

CLYDE RACES (CL)

CLASSIC BOAT FESTIVAL SHOTLEY POINT MARINA (EC) Entry free.

SOLENT RALLY AT PORTCHESTER (S)

Pin Mill Barge Match

SOUTH WEST RACE & RALLY DARTMOUTH (SW)

Tall Ships in London ending in race to Hamburg.

NOBBY RACE/N.W. AREA RALLY & RACE LIVERPOOL (NW)

Gaffers Rally at Le Havre for Rouen Regatta (O)

Rouen Regatta (200th Anniversary of Bastille) Entry free (O)

EAST COAST AREA RACE., Stone S., C. on the Blackwater (E)

Y.M. Classic Yacht Rally - Brixham - Entry £25.

Dutch Classic Yacht Rally - Hellevoetsluis - Entry free (O)

Cowes Week

FALMOUTH CLASSICS '89 (C)

Falmouth Week - Gaff races (C)

Swale Smack and Barge Race

O.G.A. HUMBER TROPHY (NE)

La Trinité-sur-mer traditional boat rally (SW)

Regata de Canots - Rolla in Switzerland (O)

SOLENT RACE & RALLY (S)

DEBEN RALLY (EC)

Southend Barge Match.

Dartmouth Royal Regatta Gaff Race (SW)

CINQUE PORTS MEDWAY AREA RACE & RALLY (CP)

Colne Barge Match.

ANNIVERSARY RALLY AT MALDON (EC)

YARMOUTH I.O.W. RALLY (S)

C = Cornwall; CL = Clyde; CP = Cinque Ports; NE = North East; NW = North West; O = Overseas;  
S = Solent; SW = South West

## GEAR FOR SALE

A large number of spars suitable for small gaffers, 14 ft oars and bronze crutches suitable for large open boats or as sweeps. Ash and bronze blocks, brass leather bound gaff saddles, goosenecks, brass and stainless steel rudder fittings and sailing horses, brass stem bands, copper nails and roves, brass screws, codline, whipping twine and serving mallets. The above all new or as new for sale due to recent release by Royal Hospital School, Holbrook, Suffolk. Also very pretty 22 ft. gaff cutter in process of restoration. Contact Arthur Keeble or Brian Kennel at Downs Road Boatyard, Maldon. Tel: 53330 or evenings Maldon 88249.

## SPRUCE

A quantity of Sitka spruce in one metre lengths, machined 25mm x 75mm Aircraft quality offers. Telephone: Rye (0797) 222856 or 223113.

## WANTED

SAILING INSTRUCTOR for Summer Season, part time or possibly full time! Suit local student, teacher or retired sailor experienced in dinghies and or dayboats. Must be reliable safe and seamanlike sailor. Apply Mylor Sailing School, Nr. Falmouth, Cornwall. Telephone evenings Falmouth 75252.

## CHARTER

ESSEX/SMACK IN SWEDEN. 31 ft. Gaff Cutter, 4/5 berth. In the incredibly beautiful and sheltered archipelago of Stockholm with its 24,000 islands, or on adjoining Lake Malaren. Skippered cruises or bareboat charter. Transport to and from Arlanda International Airport. Details and brochure from Alan Glanville, Granitvagen 71, 193 00 Sigtuna, Sweden. Telephone 0760 52697.

## 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    |
| Ties (Multi-Motif):                                                                                                                   | £3.00  | £3.25    |
| Brooches:                                                                                                                             | £1.50  | £1.65    |
| Embroidered cap badge:                                                                                                                | £4.50  | £4.75    |
| Botany Wool V-Neck Pullovers:                                                                                                         |        |          |
| (Navy, Grey, Maroon. Sizes 38", 40", 42", 44")                                                                                        | £17.00 |          |
| T-Shirts:                                                                                                                             |        |          |
| (Large motif on chest; navy on white or white on navy). S,M, L and XL.                                                                | £4.00  |          |
| Sweatshirts:                                                                                                                          |        |          |
| (Motif on left breast; Navy, Red, Grey, Green) Sizes L, XL and XXL.                                                                   | £10.50 |          |
| 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.

## EDITORIAL COMMENT

Since the undoubted success of Douarnenez there have been moves in many quarters at home and abroad to take up the mantle that Douarnenez has apparently discarded. This is obviously no bad thing for us as it shows the interest in all things traditional is alive and well and in particular our beautiful "old fashioned" rig is much sought after.

I have received many phone calls and letters, some from our members and some from outsiders, suggesting that it should be the aim of the Old Gaffers Association to fill the vacuum of Douarnenez. Here we are, they say, the principal traditional boat organisation in the U.K.

we ought to be leading the way by organising huge rallies.

Wait though, we are not a traditional boat organisation we are traditional rig and we very definitely welcome modern boats. Secondly all the very large rallies are run by professionals, either magazines or towns (or both in the case of Douarnenez). They are the people with access to large budgets for advertising and therefore draw the sort of sponsorship that is required for such events. I speak as one who knows the amount of time that requires to be put into organisation and I am sure all area secretaries would concur when I say that a very major event requires too much of this commodity for we amateurs to be able to afford.

We must ask ourselves if this is the direction in which we should go. I personally do not believe so, I believe we have been successful thus far because of our professional approach to amateur performance. People like our well organised but "laid back" and friendly rallies and races. They like the ability to draw on the great depth of knowledge and expertise that we can offer and a facility for keeping records for the future. I want to see us improve on what we have but in my opinion we should not get too "glossy".



*Golden Plover, originally a Clyde 18'0" Rater built 1896.  
(In 1969 E.C. Race).  
See Snippets on page 17.*

## WELCOME TO THE FOLLOWING NEW MEMBERS:

EC Asker, Philip, 4 Bederic Close, Bury St. Edmunds,  
Suffolk IP32 7DR

EC Bernthal, Stuart & Graham, Standard Cotts, Abbey Road,  
Faversham, Kent

EC Bowles, Graeme W.H., Red Brows, 109 Tilkey Road,  
Coggeshall, Essex CO6 1QN

CWL Callow, William Henry, 12 Olivey Place, Mylor Bridge,  
Falmouth, Cornwall TR11 5SQ

EC Chevous, Ivan Paul, 24 Warwick Road, Ipswich, Suffolk IP4 2AE

EC Church, Clive, 1 Burrswood Place, Heybridge Basin,  
Maldon, Essex CM0 7UQ

SW Dodgshon, G.H., Little Larcombe, Diptford, Totnes, S. Devon TQ9 7PD

EC Evans, Martin P.V., 8 Gull Cottages, Landermere Quay,  
Thorpe-le-Soken, Essex CO16 0NL

SOL Foote, Michael, 72 Lambourne Drive, Locks Heath,  
Southampton, Hants.

SOL Harper, Nicholas, 15 Kings Road, Walton on Thames,  
Surrey KT12 2RA

EC Hudson, A.E., 8 Boarded Row, East End, Paglesham,  
Nr. Rochford, Essex

SOL Hunt, Peter Murray, 8 Strangeways, Larkhill, Salisbury,  
Wilts. SP4 8LN

SOL Jones, Derek E., 48 St. Blaize Road, Romsey, Hants. SO51 7LW

N/K Jones, M.M., The Cabin, Blandford Road, Corfe Mullen,  
Wimborne, Dorset BH21 3HE

CWL Keep, J.M., Buttercup Cottage, Trembroath, Stithians,  
Cornwall TR3 7DT

SOL Knight, S., 12 Victoria Road, Shoreham-by-Sea, W. Sussex

EC Lovegrove, Graham R., 73 Empress Avenue, West Mersea,  
Essex CO5 8BL

SW Ludlow, N.S., 70 Waterside Road, Westfield, Radstock,  
Bath BA3 3YF

NW Measures, David C., Brook Lea, Brook Lane, Alderley Edge,  
Cheshire SK9 7RU

NW Mitchell, J., 75 Elmstead, Skelmersdale, Lancs.

SOL Murray, Ingram B.H., 23 Dunton Road, Stewkley,  
Leighton Buzzard, Beds. LU7 0HY

SOL Pound, M.G., 7 Rampart Row, Haslar Road, Gosport,  
Hants. PO12 1HT

NW Pyke, N., 34 Banks Road, Garston, Liverpool L19 8HZ

SOL Rayner, Cmdr. John, R.N., 45 Malvern Avenue, Fareham,  
Hants. PO14 1QB

CWL Reay, David, Goonrawe Farm, Sparnon Gate, Redruth,  
Cornwall TR16 4JD

EC Reekie, Lena S., 5 Station Road, Faversham ME13 8EB

EC Rees, Dr. John A., Weeton House, 50 Firs Road, Edwalton,  
Nottingham NG12 4BX

EC Smith, Terry, 44 Athelstan Road, Harold Wood, Romford, Essex

SOL Wallace, T., 49 Church Road, Gurnard, Cowes PO31 8JP

NW Weir, James, 17 The Summit, Liscard, Wallasey L44 1AZ

N/K Wellington, P., 14 Ashford Way, Hastings, East Sussex TN34 2HQ

EC White, Chris., 67 Beaumont Road, London W4 5AL

SOL Williamson, J.T.D., 53 Newlands Avenue, Radlett, Herts. WD7 8EJ

EC Woods, Jeremy D., The Old Crown, The Street, Ovington, Thetford,  
Norfolk IP25 6RX

SIWASH 815

SEA HORSE

KIFARU

EDNA MAY

FEARNOUGHT

SAMANI

DERRY

RELICS AMO

DIERDRE

MEMORY

MISSY LEE

FULMAR

SPEEDWELL 547

BLUEBIRD

BLACK LADY 525

MERCIA 111

KESTRAL

MISTRESS PUFF

PETRANELLA

POLLY

FAIRWEATHER FATHER

MEMENT

LINNAL

GOBLIN

SIROC

FORTUNA II

FIDGET

TAMSYN

JEMMA



*Gaff Yawl*

GAFF YAWL, 1937, 20' LWL x 7'6" Beam, centre plate weekend boat, 2 berth built of mahogany on oak. New inboard Vire 7hp fitted Easter 1988. Excellent sails (including topsail). Lying River Deben. £3,575 for further details - Phone P. Stevens at Bungay (0986) 2923.



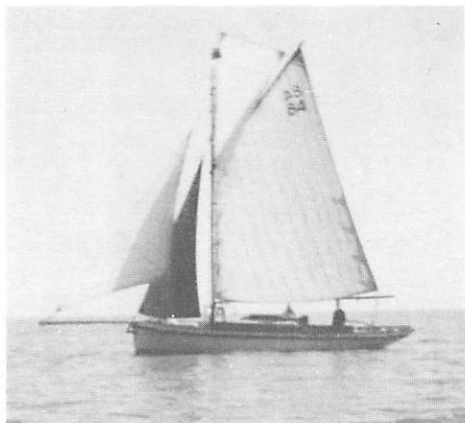
*Tomboy*

RESTORATION JOB. Lloyds registered cutter Tomboy built 1913 of larch on oak 28' OA with lead keel. Badly fitted ply deck needs replacing. Some cracked ribs but otherwise sound. Spruce stick ready for making a new mast (gaff rig), old but excellent hollow bermudan mast included in sale plus 8hp Stewart with Dynastart. Hull stripped for easy inspection. Lying Gearbridge, Helford River. Offers about £3,000. Further details tel: George Muir Helston 572822.

*CHRISTINE ➤*

CHRISTINE -Tamarisk 24 - 3 ton gaff cutter of composite construction with wooden spars, Dacron sails and galvanised rigging. Bowsprit can be shipped for marina berthing. Inventory includes 5 sails, 8hp Yanmar diesel, RDF, Echo sounder, trailing log, 2 burner paraffin stove and all cruising gear. Price includes yard trolley for winter storage and 7' grp tender with galvanised road trailer. Laid up ashore on River Itchen £6,000. Further details phone Mike Sullivan 0703 769148 (evenings) or 0329 822222 (daytime).





*Madeline*

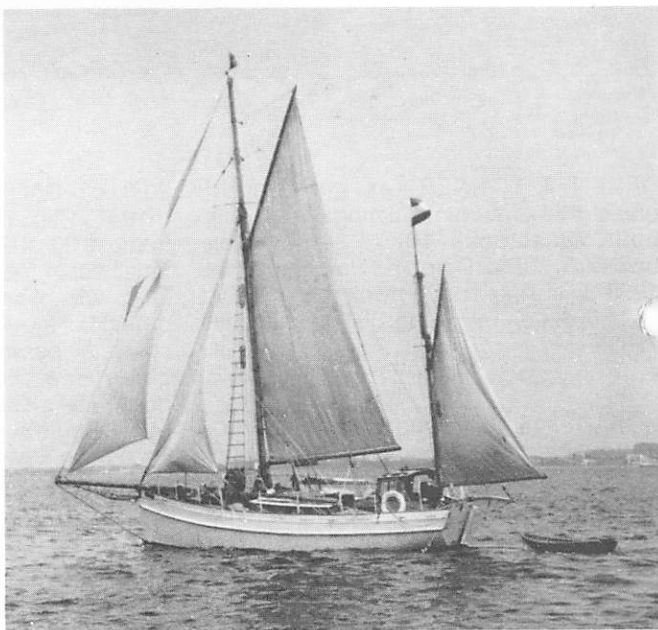
**MADELINE.** Built since 1885, believed ex tripper. 30' x 8'6" x 3'6". Pine on sawn/bent oak frames. epoxy glassed ply deck. Completely refitted 1984 with new sails, rigging etc. Stuart 10 with electric start. 4/5 berths, toilet, Taylors paraffin cooker plus extensive cruising inventory. Madeline is in commission and can be viewed or sailed at very short notice. Price around £12,000 dependent upon how much gear is sold with the boat, i.e. tender, inflatable, pots and pans etc! Genuine reason for sale, I am now rebuilding a smack. Contact John Huggett 0206 395539 (Essex).

**DINGHY FOR SALE - BUBBLE.** Ex West Mersea Y.C, one design, 10ft x 4ft 6ins centreboard, clinker, sailing and rowing dinghy built 1931. Spruce planking, varnished teak sheerstrakes and thwarts. Varnished Honduras mahogany transom, spruce spars, all stow in boat. Original cotton lug-sail. Ash oars, brass buoyancy tanks, wood blocks, anchor and terylene rigging. Will comfortably sail with 2 adults or more children. Ample freeboard, good sea boat and trailerable. A true "Swallows and Amazons" dinghy. Good home wanted. £400. John Leather, The Saltings, Ferry Road, Fingringhoe, Essex CO5 7BX. Tel: 0206 28 853.

**WINKLE BRIG** converted to provide accommodation for 2 with sink, cooker and toilet, she comes with an assortment of gear, sails etc. plus Selva outboard. LOA (incl. bowsprit) 21' beam approx. 7' draft 3'6". Gaff rigged with roller reefing. Built in 1934. Price £15,000. Lying Medway. Contact Mr. Clark 0860 367760.

**BILLY BRAY.** Looe Lugger 40' x 12'6" x 6' built by Peter Ferris in 1904 of pitch pine on oak. Perkins diesel auxiliary. Good sailer and an excellent live-aboard boat.

Further details - Peter van Druenen, Eire 028 20275.



*Billy Bray*

## MINUTES OF THE ANNUAL GENERAL MEETING OF THE OLD GAFFERS ASSOCIATION held at THE CRUISING ASSOCIATION on Saturday, 14th January 1989

**Present:** Robert Simper, President;  
Mike Burn, Hon. Secretary;  
Bill Brown, Hon. Treasurer/Membership Secretary and approximately forty five other members.

**Apologies for Absence:** were received from John Huggett, Jack & Nick Miller, Colin Edmond, George Beckett, Tom Duggan, Harry Aitken, David Dumbleby,

Bob Williamson proposed that the Minutes of the 1988 A.G.M. be approved. This was seconded by Denise Rawlinson and accepted. There were no matters arising.

### President's Address:

I hardly need to tell you all that the O.G.A. is riding on the crest of a wave. Our membership has never been higher and the snowball effect of twenty-five years of hard work by an awful lot of people has meant that we are in a better position than we have ever been before. We are well known and holding many events all over the British Isles.

We are sticking to the original concept of the gaff rig, old, new and all the ones in between and yet we are not afraid to try new ideas or new people - constantly changing but the same old pattern goes on, the same basic theme remains.

This year has seen a number of innovations. The Membership & Boat Register, which has been very popular I understand. We have seen a major Rally at Ramsgate - pity about the weather but everything else was O.K. We have seen a small stand at the Wooden Boat Show, which recruited for its size a lot of new members. We have seen many other things happening in the form of new small Areas. Hull held its first race on the Humber this year. Liverpool is struggling to do the same, which is why there is a Gaff Rig Conference being held there during the Spring. One hears that things are happening in Northern Ireland. There is

going to be a Rally in Guernsey and a new race on the Swale.

Not every Area is on the crest of a wave. Two Areas report being down in a dip and having a job to get members to come to their events. It is very difficult for the Association as a whole to help in that sort of situation because only local people know the Area and what events to put on. I think the only thing for these Areas is to soldier on and hope that one day you hit the right formula. Keep plugging away.

It is also very hard to say why we have been such a success. From day one of the O.G.A. we have always been good at publicity. You have only got to flick through a yachting magazine and somewhere you will see mention of the O.G.A. As we do not have a Club House or central meeting place one of the ways we reach people is through the media. You can of course have overkill and put people off but we do seem to be hitting it just right. Another way to get people to join the Old Gaffers is by word of mouth - say to another gaff owner 'Come to one of our events, it's good fun'. Another reason is that the sub. is low. Every time the sub. goes up there are people who resign in protest (usually over the same amount of money they would spend to buy a round of drinks) but all in all over the years our membership rises and has nearly doubled in the last few years. I see no reason why it cannot go on. There are going to be more members and Areas because there are more gaff boats being built and restored. I think it will continue because your organisers God bless them for doing all the work - all work very hard at it and they make it a success. My thanks to them for doing so and my thanks to you, the members, for joining in so willingly.

### Secretary's Report:

It's quite clear that ordinary yachtsmen are looking to the O.G.A. We have made people understand that gaff rig is the cruising rig. They are recognizing it, buying and restoring boats, designing and building new ones.

Every member now has a Members List - my personal crusade. This document will be updated in the early Spring with a series of corrections and additions so that you can clip them out and add them in. It is intended to go on doing that probably at least twice a year. I cannot possibly overstate the fact that it is not accurate now and can only be accurate if everybody fills in the little slip when anything is wrong. Please send in the facts because we could have a document as valuable as Lloyds Register used to be before the last war.

We go forward - an amateur low cost club. However prestigious we get it will be my concern to ensure that that concept is maintained and that members' subscriptions are used for their good and for the two aims of the Association, preserving and promoting gaff rig.

#### Treasurer's Report:

Membership of the Association continues to grow, showing a net gain at the end of October 1988 of 118. (The actual increase was 165 new members but 47 old members were deleted due to non-payment of subscriptions).

The larger surplus on sale of insignia this year is due to the fact that we were able to visit more Area events. As we are not always able to be at these events ourselves I suggest that Area Secretaries should consider carrying stocks of insignia. You will see from the Balance Sheet that we have almost £4000 tied up in insignia. This mainly represents T-shirts and sweatshirts so everyone is urged to buy these.

On the expenditure side, the increase in printing, stationery and postage costs is attributed to a new membership book and simplified application form, new-style letter heading and extra postage which we cannot avoid.

Continuing the policy of the National Committee visiting the Areas to meet members has resulted in the extra travelling expenses. Participation in the Wooden Boat Show at Greenwich (which resulted in enrolment of about 50 new members), plus A.G.M. expenses, accounts for the

increase in sundry expenses.

As far as the R.Y.A. is concerned, it has been established that in fact we are a Class Association and therefore only liable for a £24 subscription in future. For some years it has been our practice to make an equivalent donation to the R.N.L.I. and your Committee are recommending that we make a donation of £200. I would like your comments on this point.

Regarding the additional expenditure from reserves, it was anticipated that the Jubilee Rally might cost the Association about £2000. In view of the weather conditions prevailing immediately before the event, congratulations are due to David Cade and his Committee for not only running a very successful Rally but keeping the cost down to £1229.

The re-introduction and up-dating of John Scarlett's original Members' List has taken a further £1507 from reserves and as it is proposed to reprint this every three years we must ensure that we have the funds available to do it. Despite the increase in membership, this year's income has not covered expenditure and it is obvious that a subscription increase must be considered to take effect from 1st January 1990. I move the adoption of the Accounts for the year ended 31st October 1988 and invite your questions and comments.

Arising from discussion on the Treasurer's Report, the following points were noted:

The cost for the Members' List had come from reserves. If this is to be revised and amended regularly the money will have to be raised from subscriptions.

David Cade proposed, seconded by Edmond, that a donation of £200 be made to the R.N.L.I. each year until reviewed by an A.G.M. Agreed.

The R.Y.A. had confirmed verbally that the O.G.A. was considered to be a Class Association. The Treasurer was instructed to pay £24 subscription only. Mike Burn said he would obtain written confirmation from the R.Y.A. and find out whether we needed to register under the Data Protection Act. Bill Brown reminded all members that membership information is currently stored on computer disc.

ELVER. 17 foot open clinker built day boat. Gaff sloop rig with 2 suits of sails. Suitable for estuary sailing and inshore passages. 6hp Seagull and road trailer with winch included. All in very good condition. Elver was winner of Seamanship Trophy in 1981 ECOGA Race. Price £1700.

Contact:

Eeles,  
4 Trenchard Square,  
Scampton,  
Lincoln LN1 2TA.  
Tel: 0522 730409



Elver

DEBEN 4 TONNER (ex gaff rigged presently bermudan). Mahogany on oak built Whisstocks 1950. 24' OA (ex bowsprit) 12hp Dolphin. New keelbolts 1988. Lying Mylor, Cornwall, basic gear, £3,500 o.n.o. Tel: Hugh Slater, Falmouth 72535.

DORADE. 15' gaff sloop, carvel construction of silver spruce on oak and rock elm. Built in 1950. Stainless steel rigging, 2 rudders, main, genoa, working jib, spinaker and pole. Lying at Tollesbury, Essex. Tel: Hamish Stuart 0621 869710.

20 ft. c/b GAFF SLOOP. Built Clair Lallow c.1947. Clinker built, larch on steamed frames. 20' x 7' x 1'4" (4'6" c.b. down). Small cabin (non original), fitted Elsen toilet, 2 suits of sails, one set cotton and the other "as new" terylene. PVC cockpit cover. All basically sound order but cabin profile an aesthetic disaster. Hull finished bright Deks Olje. Asking only £350 - try offer. Southbourne Sea Scouts Tel: D. Thompson Emsworth 377110.

## ADVERTISEMENTS

All advertisements are published in good faith and, subject to editing, as received from contributors but we cannot guarantee or accept responsibility for their accuracy of description.

### BOATS FOR SALE

**GUIDING STAR**, Gaff ketch ex Looe lugger built by Angear in 1907 and converted to a yacht in 1936. Swedish red pine on oak frames 39' x 38' x 11'9" x 6'0". Forecastle with 2 berths, separate heads, large panelled saloon with 2 berths, Danish heating stove, galley, owner's cabin with 2 berths, many lockers and storage spaces, large comfortable cockpit with spray hood. 42hp BMC Commander Diesel gives 6 knots. Full electrics, good sails, dinghy, life raft, VHF, RDF, Echo sounder and large inventory. In present ownership for 28 years and extensively cruised from Finland to the Bay of Biscay. An



*Guiding Star*

outstanding sea boat and only for reasons of age (the owner not the boat!). Lying Plymouth. Apply Brigadier J.B.A. Glennie (0626) 832679.

**LUCINDA** (see front cover photo). Cornish Pilot Cutter P5 (Cornish Crabbers Ltd.) 30' OA with 6 berths, pressurised water system, echosounder, log etc. dinghy with outboard. Decca Navigator and other extras if required. Lying Plymouth £36,000. Peter Martinez. 06473 3259.

**MARIE JULIE** (ex MARINER A) (see back cover for photo), built by Ferris of Looe for pilchard fishing in 1912. 30' x 10'6" x 5'. Similar to the famous "Moonraker". Mainsail, 2 topsails, 3 staysails and 2 jibs, 4 cylinder BMC diesel overhauled in 1988, alternator and 2 batteries, sleeps 4/6, galley, Decca, VHF, echo sounder, autohelm, 3 anchors chain and much more. Lying Binic in Brittany being sold by French OGA member G. Ladcuere. For further details apply to Wooden Ships at Kingsbridge 054 853 217.

Adoption of the Accounts was seconded by Charles Stock and accepted.

### Election of Officers:

Mike Burn announced that as a result of the postal vote, Rob Williamson had been elected President.

In view of the long service and dedication that Robert Simper had put into the Association, he be made an Elder Gaffer. This was seconded by Bill Brown and accepted unanimously. A presentation was then made to Robert by Maurice Bailey on behalf of the members and National Committee.

### To receive and approve the updated Rules of the O.G.A.:

David Cade explained that various small amendments had been made to the Rule Book but due to an oversight these had never been approved by a General Meeting. He proposed to go through these item by item and if there was no dissension they could be adopted. Any further amendments to the Rules would have to be put to another General Meeting with fourteen days' notice.

The Rules as set out in the current 'Membership Book' were then gone through and accepted. There was a considerable amount of discussion concerning Rule 4. Membership and a suggestion that a new class of Joint Membership be introduced. Rob Williamson proposed that anyone who had a very strong view about should write to the Newsletter so that the question could be fully aired before the next A.G.M.

### To consider an amendment to Rule 6. Subscription:

Rob Williamson proposed that there should be an entry fee of £3.50 with immediate effect. Iain Nicholls said that the Clyde Area would prefer an increase in subscription to £10.00 rather than re-introduce the entry fee.

After discussion, David Baker proposed and Charles Stock seconded, that we implement the entry fee now and discuss a subscription increase at the next A.G.M. This was agreed.

### Report of 'Little d' Committee:

As there had been insufficient notice, the proposal submitted by the 'Little d' Committee would be published in the Newsletter. This would give all members a chance to consider it and if it was approved at the next A.G.M. the proposal would be put into operation in 1990.

Dick Dawson said that he would be happy to let any interested members see the results of the 'Little d' Committee investigations.

### Any other business:

In reply to a request for double-page spreads in the Newsletter, David Cade said it was difficult to justify the cost.

Sam Bayliss proposed that the Sydney Harbour Couta Boats Association should have formal affiliation with the O.G.A. and that Bill Gale should be made an Honorary Member. Both proposals were seconded by R. Smith and agreed.

Derek Whymark said it had been a very lighthearted meeting but he would like to point out that he had not received fourteen days' notice of the Agenda and would like to ask whether decisions taken at the meeting would be valid in view of the fact that sufficient notice had not been given to every member. There was general laughter but no ruling was given.

Mike Burn then proposed that the sub-title of the Association be changed to "Preserving and Promoting Gaff Rig." There was no discussion on this point and the meeting closed at 6.45p.m.



Wender

we have a few articles on Gaff rig, I have been sailing the rig for 20 years now and still have a great deal to learn. If it really is the association's wish to be concerned with gaff rig then let's leave old boat discussion to the Classic Boat Association and Vintage Wooden Boat Association and concentrate on the rig. Mind you although that is the declared policy of the OGA I don't really believe that the majority of members really meant it to be just that when they voted on the issue. Time will tell.

A.J. POOLE

Dear Sir,  
TRADITIONAL SAILING SCHOOL

How very interesting your article by Charles Brock on his sailing years in "Shoal Waters", a gaff rigged Fairey Falcon hull. At Mylor Sailing School we have three day boats of traditional design - a pretty 16' gaff rigged Tosher with fixed keel built on the River Fal over 60 years ago; a lovely 14' clinker bermudan rigged boat called "Lazy Days" (a most suitable name!) and a 16' Fairey Falcon. Our Falcon is open and bermudan rigged in comparison to "Shoal Waters", but an ideal teaching boat with the qualities peculiar to traditional designs - roomy, stable and eminently suitable for estuary sailing. "Isobella" is over 25 years old; the hull remains sound, the hot moulded construction providing plenty of space for pupils and faci-

tates maintenance both inside and out. Despite a heavy steel centre plate, this veneer construction has given her a very strong hull combined with the lightness of wood moulded hulls.

It is interesting to note the sturdy persistence of what we may call the 'traditional type' of boat, and the fascination many of our pupils have toward the gaff rig, a fairly common sight on our beautiful Fal estuary. During school holidays Mylor Sailing School runs Childrens' Expeditions aboard our gaff Tosher and everyone certainly enjoys pulling on all the ropes.

Anyone interested in learning to sail in gaff or bermudan rig, the School offers excellent tuition on a one to one basis. All courses are geared to the individual, not the other way.

JAN ROBERTS  
Mylor Sailing School  
Nr. Falmouth  
Cornwall.

Tel: Falmouth 75252 or 77633.

Dear Sir,

In the spring of last year we rescued the 1929 brigantine Phoenix from Miami, where she had been sadly neglected for four years and was close to sinking. We carried out sufficient repairs in the US for her to make an Atlantic crossing so that we could fully re-furbish her in our own shipyard in Bristol. She is due to be recommissioned in June 1989 and will join in filming with other Square Sail vessels in the autumn of this year.

During the summer months we would like to offer local sailing club members the opportunity to sail on the Phoenix. We propose to set up a programme of trips to Ireland, the continent and perhaps to Portugal, depending on demand. We are attending Cowes week and the 200th anniversary of the French Revolution at Rouen with one of our other vessels, Kaskelot and with a full complement of trainees could attend these exciting events with Phoenix too.

The cost would be Twenty six pounds per person per day. If you are interested in learning about square rigged sailing, working watches together with a trained crew or just going along for the thrill of the ride, for more details contact one of our Masters, John Stubbings, on 0272 221326.

JOHN STUBBINGS

(Ed. note: John is an OGA member).

# THE OLD GAFFERS' ASSOCIATION

## INCOME & EXPENDITURE ACCOUNT

for the year ended 31st October 1988

| 1988                     | 1987   |
|--------------------------|--------|
| <b>INCOME</b>            |        |
| Subscriptions            | 5,374  |
| Entrance Fees            | 28     |
| Donations                | 577    |
| Insurance Commission     | 314    |
| Investment Income (Nett) | 434    |
| Insignia Surplus         | 104    |
| Area Income              | 2,807  |
|                          | £9,638 |

| 1988                           | 1987   |
|--------------------------------|--------|
| <b>EXPENDITURE</b>             |        |
| RYA Subscription               | 185    |
| RNLI Donation                  | 185    |
| Prizes                         | 28     |
| Hire of Rooms                  | 20     |
| Travelling Expenses            | 1,535  |
| Printing, Stationery & Postage | 1,002  |
| Newletters                     | 3,383  |
| Bank Charges                   | 25     |
| Sundry Expenses                | 263    |
| Area Expenditure               | 2,633  |
|                                | £9,259 |

| 1988                                 | 1987   |
|--------------------------------------|--------|
| Excess of Income over Expenditure    | 379    |
| Additional Expenditure from Reserves | 1,229  |
| Jubilee Rally - Ramsgate             | 1,507  |
| Members' List                        |        |
|                                      | £2,357 |

# THE OLD CLIPPER ASSOCIATION

## BALANCE SHEET AS AT 31st OCTOBER 1988

| 1988                           | 1987    |
|--------------------------------|---------|
| <b>CURRENT ASSETS</b>          |         |
| Stock                          | 3,809   |
| Sundry Debtors                 | 75      |
| Woolwich Building Society      | -       |
| Post Office Investment Account | 1,846   |
| Business Premium Account       | 2,963   |
| Cash at Bank/In Hand           | 1,636   |
|                                | £10,329 |

| 1988                       | 1987   |
|----------------------------|--------|
| <b>CURRENT LIABILITIES</b> |        |
| Sundry Creditors           | 3,192  |
| Corporation Tax            | 150    |
|                            | £3,342 |

| 1988                      | 1987   |
|---------------------------|--------|
| <b>NET CURRENT ASSETS</b> |        |
|                           | £6,987 |
|                           | £9,324 |

## GENERAL FUND

| 1988                              | 1987   |
|-----------------------------------|--------|
| Balance at 1st November 1987      | 9,344  |
| Excess of Income over Expenditure | -      |
|                                   | 2,357  |
|                                   | £6,987 |

| 1988          | 1987   |
|---------------|--------|
| <b>Income</b> |        |
|               | £9,324 |

to secretaries next month (May).

Your editor is continually being asked if he knows the whereabouts of Pascall Atkey Pansy Stoves, secondhand (and cheap) of course. There is probably a cave somewhere that is full of them, if anyone out there has one for sale could he let me know.

At the time of going to press we do not know whether we shall be having our stand at the Wooden Boat Show at Greenwich. The cost of a stand has doubled since last year and we are therefore unable to justify the expense, but we are trying to negotiate!

Alan Dunn, Chairman of the Vintage Wooden Boat Association writes:

Our membership has risen from about two dozen at that time, to over 110 at present, with new applications coming in still at the rate of two per week, in spite of no further publicity since then. We have not placed adverts simply because the committee has been flat out answering the response - there were times when we simply could not have handled any more inquiries under any circumstances!

One result of this is that Hon. Secretary for the first year, Mr. Standley has resigned his posts, to preserve some part of his private life, and we now have a new Hon. Secretary - Mrs. Rosemary Klein, Dairy Farm, Ridlington, North Walsham, Norfolk NR28 9NS, England. Tel: 0692 651350.

Mrs. Klein is Editor of the "Norfolk and Suffolk Green Book", which lists all members and boats of local clubs, and all local events.

From the Hon. Secretary:

PLEASE would any member who has any error, however small, in his entry in The Members List drop me a line so that it can be corrected. I am compiling an additions and corrections set of sheets to go out in the early summer and really do want to get all the info in the current edition right. Now

is your last chance to get mistakes corrected. Would any member who has not got a copy of The Members List (which for those who have not has all the boat details in as well) please let me know also - it is free!

#### LETTERS TO THE EDITOR

I read with interest Mark Miller's letter concerning the boat register. Whilst I share his congratulations to Mike Burn for producing a boat register I alas have not yet received mine (which makes it a bit difficult as an Area Secretary!) so have not been able to check WENDEF records.

It would appear that all of the information that Mr. Miller tells us about WENDER was gleaned from an earlier full article I wrote on her for the Newsletter. I would be interested to hear from the Nobby association which I know sports some very 'quality' nobbies that Mr. Bond was above building boats on nobby lines. I do feel that there is a tendency for some to attempt to go too far in their attempts to pigeon hole craft into nice tight little classifications. We do know that Holmes was a North East man but I can just imagine the first owner of WENDER, a North West man, saying to the designer and builder - 'I want a boat like that lovely fishing smack over there', and being a good sensible designer Mr. Holmes, who knew lovely lines when he saw them and appreciated that different hulls were evolved for different seas and estuaries, then obliged with a yacht-like nobby. As I stated before WENDER was actually built by Mr. Bond's grandson as an apprenticeship piece and he worked on her again in 1946 when she was being restored by Bond's old yard.

So if and when I get my boat register I will see what it says - but Morecambe Bay Praw. yacht will do me if a 'type' she has to be at all.

If Mr. Miller would like to inspect the extensive records we are lucky to have handed down to us he is more than welcome to contact us but this owner and the previous owners plead not-guilty to the charge of being mistaken and I think we know what we have been lucky enough to have sailed - a superb little craft designed and built by true craftsmen - what you want to classify her as does not really concern me, nor I venture to suggest, does it worry WENDER.

Now for a last plea. We hear continually that the OGA is an association which promotes gaff rig and is not an old boat association. Please can



*Light Airs in Cornwall*

*Photo: Mark Fishwick*

#### **At the A.G.M. in January Rob Williamson was elected President who now makes the following President's Comments:**

Whilst listening to "Letter from America" recently I became alarmed by Alastair Cook's description of the euphoric state in which President Bush is at present being held. "He is like a man, being feted by his friends as they lead him through the fair to be the main target in the coconut shy". I sincerely hope that I have not been set up for a similar fate!

In his final address to the Association as President, Robert Simper spoke of the sound foundation on which the O.G.A. stands - 25 years of expansion and consolidation, of growth in services to the members, and a steady increase in membership, and active areas. All this is very encouraging and we are rightly pleased that the Association is doing so well but I do not think that we should become complacent.

I believe that the next 25 years will be crucial for the O.G.A. as it will be a period when those

who started the O.G.A. will be handing over to the present day younger generation. It is important, therefore, to actively involve the youngest of our members and to make a place for them in the Association. I think it would be to our advantage if, when debating the membership question to include a special cadet status, so that the Association is seen to widen its doors to them. I believe that areas could put on special events or classes at the rallies and races to encourage the young people to participate. It is unfortunate that the days of the 'old tore-outs' are largely over, and young people no longer have this sort of opportunity on which to cut their sailing teeth, but if we as an Association can find ways of giving them these experiences, if we can find ways of passing on the corinthian spirit of the gaff rig, then the future of the O.G.A. is more assured.

May I wish everyone great success in the coming sailing season.

Rob Williamson

## AREA NOTES

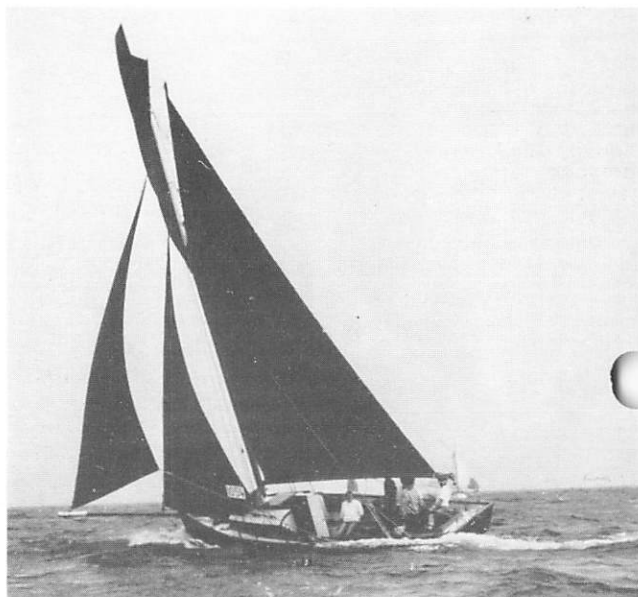
### SOUTH WEST

At last a word from the South West. The original very detailed, but never sent out, account of the July race seems rather out of date. It was certainly good to see some new and very elegant boats; NIMROD fresh from a mammoth refit; CRYSTAL STREAM, LUCINDA and CLYTHIE round from the East coast. ROCKET lived up to her name and we now have a new Commodore, David Dimbleby, but rumour has it that RIPPLE will be bobbing high on her marks next season and even WENDER is contemplating a new old jib!

We are having a Commodore's Supper at the Dartmouth Yacht Club on Friday 17th March. We would especially like to welcome any new South-West members. All those of you with special vocal and instrumental skills are to bring your talents with you. The Secretary has promised not to sing.

With the fantastic winter most of us will have finished the refit by April and we hope to arrange some evening events during the early part of the season. We have fixed July 1st as the SW Area Race day. Similar routine: 30th June Friday gathering at the Dartmouth Yacht Club to collect race instructions etc. Breakfast and post hang-over exercises early Saturday with an 11.00 race start around the buoys in Start Bay, then a supper party and prize giving at the Royal Dart. We all hope to meet up at the Ferry Boat Inn, Dittisham on the Sunday at lunch time. So please mark your diaries, tell your friends and see if we can bring up the numbers a little next year. Perhaps a few are a little worried about the racing; please don't be we set a very long line, everybody is very friendly (really!) and the courses are all well within view of the spectators on the cliff top. However, we are going to insist on new measurements and re-worked handicaps this year so please apply early for entry forms and we will supply you with the new OGA measurements form, I gather they are easier to do now!

Some more dates. The French are holding celebrations all along their coast this year and we



*David Dimbleby's Rocket.  
Winner of 1988 S.W. Race*

have heard especially from La Trinite-sur-mer who will be having what sounds like a very good party in and around Quiberon Bay from 12-15 August. Those interested please contact us for further details.

Yachting Monthly are holding a Classic Yacht Rally between 27-30 July at the Prince William Marina at Brixham. At £25 a boat to be a bit of a museum piece seems a bit steep after Douarnenez and the Drake 400 rallies, but times change. Perhaps we are missing out in the OGA but somehow I like our relatively relaxed private and non-commercial little meets.

There will be the usual end of Dartmouth Royal Regatta run by the Royal Dart Yacht Club on the 27 August when the proceeds go to the RNLI.

So we look forward to seeing you all, please give us a ring if you are cruising in the area, we may be able to help with mooring etc. And look out Solent and East Coasters WENDER is going East this year!

*(Ed. note: In addition to all the other good things members in the S.W. may be interested in the Guernsey Rally - see Solent notes).*

lighters before they could move alongside the wharves. There was as much need for a "Green Party" in those Georgian days as there is now!

*(To be continued)*

Martin White

### GAFFERS BESIDE THE MERSEY

To say the OGA is stuck in a rut is very far from the truth, new events and ideas come up all the time and so they should do. To say the OGA has a job to break out of its original mould is true. Originally events for gaff and lug rig craft were organized in southern England. The OGA has been highly successful at this, but carrying the message outside this region is difficult. There are many branches outside the OGA heartland, but often it is a case of a few lonely gaff boat owners bravely keeping the pitch fork burgee flying. The Gaff Rig Conference at Liverpool was intended to try and carry the OGA flag into new territory and it did this with great style. Mike Stammers of the Merseyside Maritime Museum made us very welcome in their conference room beside the Albert Dock. Some 73 people bought tickets and quite a few more seem to just join us for the talks, film show and tours round the museum's collection of historic craft.

The devotees of the Lancashire nobby were very much in their element drooling over the rebuilding of the museum's nobby DAYSTAR. She is not due to go back in the water, a great disappointment to the Nobby Owners Association who have revived gaff racing on the River Mersey.

By OGA standards Liverpool was a little overwhelming. The Mersey Heritage Trust have a massive set of Victorian warehouses beside the Stanley Dock. The driving force of the Trust, Susan Place and Ken Birchall, have started a North West branch of the OGA and is hoped they will be able to hold OGA races. It is possible they will have space where gaffers can be restored and a club room in part of the Dock Office. In every area there are nearly always two

conflicting gaff interests,, the local work boats and the yachts. The OGA has always tried to work alongside smacks and work boats and provide events where their skippers can try their skill against the local gaff yachts.

The reason that the OGA has been most successful below the Wash-Severn line is because this is where most of the yachts are kept, but times are a-changing. New marinas are popping up all over Britain and gaff boats (often reluctantly) are finding their way into them. Liverpool is just such a place, few people associate it with yachting although of course yacht clubs have been holding races on the Mersey for many decades and the nobby has certainly influenced yachting. Incredibly the East Coast, Solent and South West Area Secretaries all own nobbies or nobby related boats. The OGA actually has quite a few members in northern England and events like this conference give them a rare opportunity to get together. Hopefully other branches that are struggling to keep their heads above water will take heart from the success of this event.

Robert Simper

### SNIPPETS

Arthur Keeble writes East Coast Old Gaffers will be sad to learn that the GOLD-EN PLOVER a well known participant in many events has left Essex for the warmer climate of Dorset. Golden Plover was transported to Poole in the New Year to be near her new owner's home. Let us hope that Mr. Kincade will sail the Plover in South Coast rallies and perhaps old gaffers sighting them can bring a little pressure to bear. (See photo on page 1).

After all that discussion and research on another rare animal "Little D", and indeed perhaps its final sightings on the enclosed race entry form, a new form has been prepared. It should have been ready now but time has beaten us and it will be available

flourishing centre for the tin trade, and could be reached by seagoing ships. As shipping became larger and the river more silted it became more difficult of access, but even so it was still an important port in the 19th century. To give some idea of the amount of silting that has taken place, Tregony was like Truro, a flourishing port in the Middle Ages. When Leland was there in about 1520 he wrote "The stream goeth up ebbing and flowing and a quarter of a mile above is the towne of Tregony". In 1584 when Norden visited he made the observation, "Below Probus Church on the opposite bank of the Fal is a rock called Hayle Boat Rock, wherein today are many and grate iron rings whereunto many boats have been tied, but where at present there is no show of any haven." Some ports on the western side of the Fal had a few years of prosperity when the copper mines around St. Day were opened. In the early 19th century 50,000 tons of ore a year were carried away. In 1216 Penryn was called Shagtown and was one of the old ports being granted its charter in the 13th century, but it was granite that was the measure of its prosperity.

Falmouth owes its being to the Killigrew family who lived in Arwenack House. In the 16th century when the house was built there were only a few fishermen's cottages where the town now stands. Falmouth however, was not officially founded until 1661 when Charles II granted the new town its charter. In 1613 Sir Charles Killigrew had plans to develop the town but made little progress. In 1653 his son managed to get the custom house transferred from Penryn and began to build a quay along the creekside. In 1670 a pier was built and before the end of the century the port was chosen as the Post Office Packet Station, and had a considerable traffic in passengers. This prosperity continued until the development of the steam ship, and when the railway was opened to Southampton in 1850 Falmouth lost much

of its advantage.

Richard Thomas was a civil engineer working for the Harbour Board. In 1828 he wrote an interesting little book called "A History and Description of the Town and Harbour of Falmouth", in which he set out many of the problems besetting the harbour. He wrote . . . "There is abundant evidence of the filling up of the creeks that were once navigable . . . It appears that ships used to go up even beyond Tregony . . . At this time (1827) the tide extends a little way above the creek of Runn, about two miles below Tregony. This arises principally from the operations of the tinnerns and from no person being appointed to adopt those measures which the law requires for the preservation of the harbour; from the tipping into the creek of builders spoil from the new houses in the town; the laying of mooring chains; the dumping (illegally) of ballast; the washing away of the soft cliffs in stormy weather, when building of the Redruth to Chasewater Railway the falling away of the bank just below Carnon Bridge where no retaining dams were provided (in breach of contract) causing 1,000 cubic fathoms of soil to slide into the bed of Restrouguet Creek. The bed of the creek, except the pool is now above low water ordinary spring tides."

The building of the Redruth to Chasewater railway between 1824 and 1827 caused more damage to the small creeks than the efforts of all the tin streamers and copper miners in all of the centuries before. Long periods of rain during the winter of 1876/7 caused flooding in the Carnon valley and caused a breach in the adit which, combined with some unusually high tides, breached the training wall immediately above the shipping channel, causing hundreds of thousands of tons of debris to be swept into the creeks almost overnight. The damage done to Devorans main channel made it necessary for ships to discharge 40 or 50 tons of cargo into

## CORNWALL

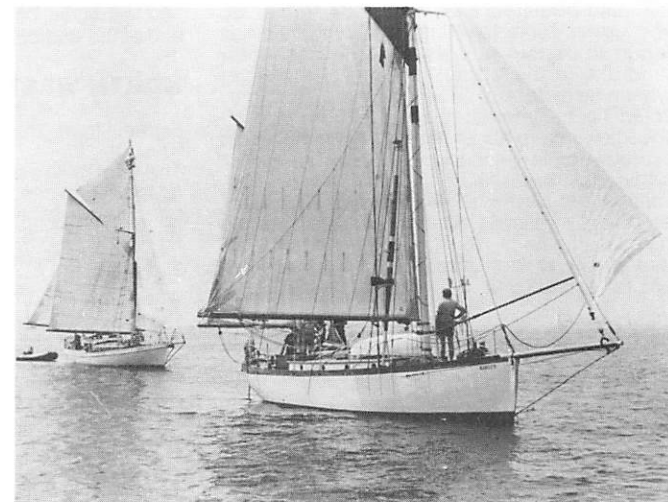
A raw north-westerly is chasing whitecaps across the harbour as I write these notes and after the exceptionally mild winter the prospect of Spring has receded fast and Summer seems even further away! Fitting out, as always, will take me by surprise, and the usual panic will ensue . . . a bit of rigging soaking gently in the linseed is about as far as I've got to do . . .

The winter hibernation invariably means this is a quiet time of the year and there's not a lot to report. The Annual Prize Giving and Dinner in early December proved an entertainingly chaotic event, the staff of the Italian restaurant putting up almost as good a cabaret trying to distribute the meals as Mike and Tina Rangecroft, Sue Grigg, David Carne and Freddy Pullen, resplendent in boaters and striped gondolier shirts, who provided the hilarious main event of the evening, a lively and decidedly doctored rendition of 'Just one Cornetto' . . .

The biggest change at the AGM was Warren Stevenson stepping down as Area Secretary after two arduous years in the job, and his unsung efforts have certainly been much appreciated by us all. Not just content with recently getting married Mike Jones has now volunteered to take on this other major commitment. Best wishes to him and Laura, and their address is 'Pennycomequick', Smithick Hill, Falmouth. Tel: 0326 318233. Note that the name of the house is in the present tense, not PennyCAMEquick as printed in the last Newsletter. In case anyone's curious, it is, of course, the old nickname for Falmouth dating from the early 1600s. . .

The rest of the committee mostly remain as before, Harry Aitken, Cornwall Vice President, Treasurer, Steve Gore, and the Race Committee, Frank Argall, Mike Rangecroft and Mike Jones.

Looking to this year's sailing no firm dates are available at the time of writing for the fitting out supper or the main racing events with the exception of the OGA involvement in the



*Kirsty followed by Taitoa in Falmouth last year.*

*Photo: Mark Fishwick*

revamped Falmouth Week, 6th-12th August. As you will hopefully see from the enclosed insert in this issue of the newsletter the major event being organised by the Cornwall OGA is to be known as 'Falmouth Classics '89', and this will take place on Saturday 5th August, with a prize giving, 'Cornish Pasty Dance' and entertainments that evening, including a jazz band, Morris dancing and folk singing. Cornish Gig racing will also take place on the same day, a fabulous spectacle for those who have never seen it, and the evening events are being organised in conjunction with the local gig clubs so it looks set to be quite a day - and night. During the rest of Falmouth Week, there will be racing events every day for gaffers.

With the big 'Yachting Monthly' Classic Yacht Rally in Brixham 27th-30th July, hopefully a lot of east/west and south coast gaffers will be tempted to make it a Westcountry summer this year, certainly the timing's ideal for taking in both events. . . Several local boats will be in Brixham, and who knows, a race or cruise in company back to Falmouth might well be on the cards.

Finally it's nice to welcome a new boat(s) to the area, and member Colin Readey, a marine surveyor who recently moved to Cornwall bringing with him his 1906 40 foot converted Loch Fyne Skiff Sybilla which he previously kept in Anglesey. However, a glutton for old boats (and cars) Colin tells me that since his arrival he has

now also acquired a 24 foot 1904 former St. Ives lugger Tarka (ex-Kingfisher) which he has begun to restore at his waterside base near Landrake in the upper reaches of the River Lyhner next door to 'Boating World'. Not only would he be interested to hear from anyone who knows more about her history but he would also be keen to get in touch with any competent but boatless local gaff enthusiast(s) with wood-working and boat maintenance skills who might like to put in some work on the boats in return for some sailing. You can contact him at 5 Manor Park, Duloe, Liskeard, Cornwall, or, daytime tel: 075538 812.

## SOLENT

As you will know from your Newsletter, a Rally has been planned to take place in Guernsey over the Spring Bank Holiday weekend (27th-29th May 1989).

A number of members have expressed interest in having a Passage Race to the event in St. Peter Port. Due to the difficulties of organising Start and Finish Lines it has been decided that a Race would be impractical, however, there will be a competition for the fastest passage time from your home port to the breakwater at St. Peter Port.

Competitors will be required to declare their start and finish times and will therefore be able to choose the departure time that best fits in with their passage plan taking account of tides and prevailing weather conditions.

It must be stressed that this is NOT a race and the decision to participate in the competition rests solely with the owner who is wholly responsible for the Safe Conduct of his/her vessel.

The results will be corrected by a number of factors to provide for the exigencies of different Courses and account will be taken of Course deviations made in order to comply with the Collision Regulations (e.g. crossing shipping lanes at right angles).

Any interested members are requested to contact either Richard Coles (Venture) or Graham Benton (Tee Jay) so that further details can be sent to them nearer the date of the event.

Please note that the Annual Solent Rally and Race will be a similar formula to that of last year

and will again be over the Bank Holiday weekend at the end of August.

## NORTH WEST

Extracts from "Northern Boat" of March 9th:

The North West Area of the Old Gaffers Association, for some time without a representative, now has an Area Vice-President Ken Birchall and a Secretary, Susan Place, and a new base at Mersey Heritage's Stanley Dock.

'There are many fine old gaffers sailing in the North West' says Kent 'Including the North West's own 'Nobbies', which are growing in numbers as local boat enthusiasts combine forces with traditional boatbuilders to put impressive fleet on the waters of the Mersey.

Through the Old Gaffers Association, we hope to represent the interests of the Nobby Owners Association, together with anyone else who is interested in gaff rigged vessels.'

The OGA is devoted to encouraging interest in gaff rig of all types, and modern gaffers are as welcome as the traditional boats, 'Greater Manchester Challenge', the Ocean Youth Club's gaffer, and 'Spirit of Merseyside', the replica Liverpool pilot cutter, have both agreed to become NW members of OGA.

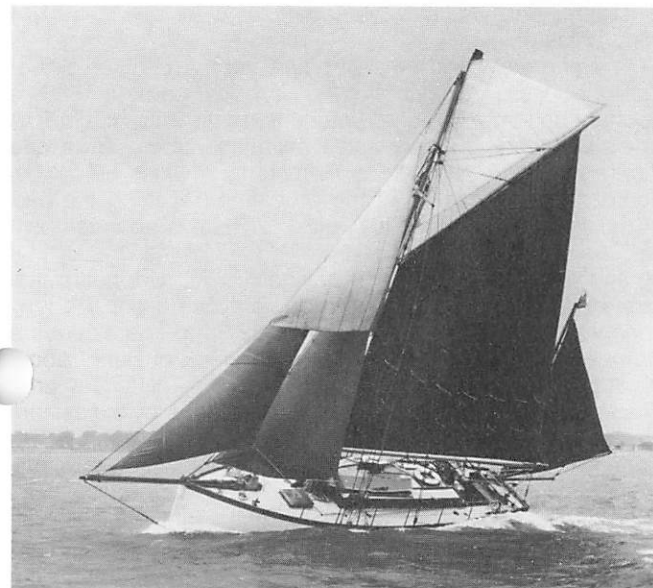
As well as ship owners and skippers OGA also welcomes 'interest' membership, offering non-boat-owning members the opportunity to become involved with local gaff riggers.

The next big event for Old Gaffer enthusiasts is the Liverpool Waterways Festival at Stanley Dock on June 10 and 11, at which Ken Birchall hopes to see a strong gaff rigged contingent.

Let's have all the gaffers out of the creeks and marinas where they lurk in the North West, and on display at the Festival. I would like to see Festival become the starting point for a major Northern Traditional Boats Festival associated with Races, and I shall be working with Mersey Heritage to see this happen.'

## CINQUE PORTS

There have been many requests for a race and rally at the Eastern end of the Cinque Ports area that is to say the Medway, Swale and Faversham. To this end a date is now in the calendar for the 9th September which seems to be clear of other events and all that remains is to decide a course and venue. I would be pleased to receive suggestions from members with



*Twilight, Falmouth Quay Punt  
built Thomas 1904, now sadly lost see 88/3.*

*Photo: Beken*

## THE FALMOUTH QUAY PUNT

Winter evenings spent browsing through back numbers of the Yachting Monthly never fail to reward me with a skein of thought. All yachting wisdom woven into the years and drawn fine in the correspondence columns. And what letters there were! Today's are paltry things by comparison. What editor now would allow two whole pages to one subscriber's theories on hull design. And one name is mentioned again and again - the Falmouth Quay Punt. Few designs during the first part of the century were so thoroughly examined, criticised and loved. But perhaps I should begin right at the beginning.

There was a time centuries ago when Cornwall was considered a very remote land. The Cornishman felt he had little in common with the rest of England, and felt a nearer kinship with the Norman and Breton people of France and the northern

Spanish. In medieval times what trade there was with England was almost wholly conducted by sea. Roads, being little more than tracks, the carriage of goods by packhorse or cart too difficult and expensive. It wasn't until the main line railway reached Cornwall in the late 19th century that this isolation was really broken.

During the ice age, although the estuary was not glaciated, it was affected by changes in the sea bed. At one time the sea level was much lower than at present, and rivers flowed to a coast line many miles to the south west of today's. The rivers cut down and

formed valleys and when the sea rose again it drowned these valleys and formed the beautiful harbour we admire so much. Experts reckon this happened about 10,000 years ago. The drowned ria now known as Carrick Roads forms a broad and sheltered harbour, above Turnaware Point the valley is much narrower and cliffs rise steeply to near 200 ft. in places. The centre of the ria is a narrow and twisting channel 20 fathoms deep in places, but it has been much filled with sand and coral. Mud flats line the edge of the many creeks and inlets.

The shores of the estuary have many villages and havens around them, and when remote from contact with the remainder of the country the inhabitants lived an almost tribal life with their Celtic based language and customs little altered until the mid 17th century. Truro was one of the first communities to develop. It was granted its charter in 1156. During the middle ages it was a

of this 50-year refit as it has been called would obviously make a long article in itself, but here she was, on her first race since the refit was started. Not finished yet, what boat ever is? But slipping down the coast towards the finish line off Harwich harbour with a favourable wind and the tide under her until 1600. The first to cross that line would be the winner.

She had almost certainly had better crew in her 50 years. The skipper had never raced before, and said he was going to see the other Old Gaffers, that'll. The mate had sailed at sea only once before, with the skipper, from Lowestoft to Southwold and back, although he had served in the Merchant Navy. The cabin boy had never sailed in her life, she was just wanting to get away from Norwich for a few days until her final degree results were announced on Wednesday (she got an Upper Second Honours degree).

By noon My Lady was seen by the mother of another competitor, going like the proverbial train, past Aldeburgh. The log records that Aldeburgh Ridge buoy was passed at 1227, one cable to port. The skipper had decided that Orford Ness would be a decision point, if not enough speed was being made to make it likely that we cross the finish by 1800, or just after, we would start the engine and scratch from the race. He did not want to miss the dinner that night. After passing the Ness at 1255, far too close for his comfort, he decided to 'sail on'. The Saturday afternoon was warm and sunny, it was lazy sailing with a 'soldier's wind', and as the Woodbridge Haven buoy slipped by one cable to starboard at 1445 the log still only read 25.5 miles, which meant that we had had some six miles help from the tide, to date. Like almost everything on My Lady the log is very old, a solid brass Walker instrument working off a spinner trailed on a long line astern. Except the anchor winch, there are no winches aboard, sheets and running back stays being made up on solid brass belaying pine at the fore end of the cockpit.

During the crossing of the ledges off Felixstowe the 'old man' was up and down the cabin steps like a yo-yo, checking the depth of water. He is never happy unless there are five fathoms of water under the keel and does not appear to have heard of metres or feet. Crossing the main traffic lane into Felixstowe and Harwich did nothing for his blood pressure either. However we got to the south side of the buoyed channel,

found the South Shelf buoy and at 1611 he announced that we had crossed the finish line which joined that buoy to the end of the Harwich breakwater.

The genoa came down as we slid up to the junction of the Stour and the Orwell, the engine was started and then the main came off after we had crossed the Stour/Harwich channel again, towards Shotley. The entrance to the new Marina at Shotley Spit is about half a mile up the Stour, and is marked by two large metal posts, between which one must pass. To keep one in the dredged channel to the lock there is an instrument similar to those which used to guide aircraft onto carrier decks, when we had Navy. It shows yellow and black vertical bars when you are in the channel, and arrows which grow more and more acute as you stray from it, correct in the direction of the arrow. To heighten the impression of flying, on the opposite side of the lock, port as you go in, is a building which looks just like a squat control tower which answers efficiently and politely on Channel M. The lock can be opened 24 hours a day, and our fee, including locking in and out, left change from five pounds. The Marina was opened by the First Sea Lord on the Sunday of our visit, and it can be thoroughly recommended.

On Sunday afternoon a large fleet of Old Gaffers, carrying the Mayor and Mayoress of Ipswich, left the Marina for Ipswich Wet Dock. At a barbeque that evening we learned that, thanks to the wind, tide and the handicapping computer's inability to take into account any other wind than a S.W./4, we had won the race. Most of the entrants had come from the south, fighting head winds and foul tide. It is virtually certain that more sailing skill was shown on most of them than on My Lady. The crew suggested changing her name to Lucky Lady, but they knew nothing of sailing superstitions.

Basil Seymour



Ian Edmonds sailing Sea Pig at Silver Jubilee Rally, Ramsgate.

Photo: Don Fordy

boats in that area so that preliminary plans can be made and a programme formulated. Please get in touch with me so that I can follow up proposals and perhaps have a meeting with you.

With the large number of events in the calendar I cannot see a date this year which would prove to be attractive for enough members from the Solent and Chichester to come Eastwards to Brighton to make a successful re-launch of this very enjoyable rally. Regrettably, because Brighton Marina are very keen to host us again, I think a slot should be found and advertised for next year.

Owners of boats along the South Coast may be

interested in the Guernsey Rally for details of which see the Solent notes.

#### **CLYDE**

The annual races will this year be 17th and 18th June. The event will start from Rosneath Patch buoy via Fairlie and Troon to finish at Colintraive on the first leg. On the following day after a start at Colintraive the boats will leave Gt. Cumbræ to port and finish at Ballochmartin Bay. Those who do not wish to race but just sail along to Colintraive are equally welcome. Further details from Ian Nicholls.

#### **U.S.A.**

First OGA - USA Race held. The banner of the Old Gaffers Association was

introduced to United States waters this Fall. The Friendship Sloop Eagle (1903) skippered by the man who rebuilt her, Donald Huston, took first place in a race conducted in Force 9 conditions over the same course used for the first open yacht race (1844) in Massachusetts history. Our race was conducted September 11 off Nahant, in what was hoped to be the true spirit of the OGA. That is, technical rules were kept to a minimum, race instructions were accompanied by a bottle of champagne for crews at the finish, and the spirit of good sportsmanship prevailed upon all in attendance. A trophy for the continuing OGA competition in the United States was put up by the young girls of the Kavanagh family. It was appropriately titled the Fortitude Cup, dedicated to one of the

virtues that distinguish Gaffers everywhere. The Eagle (25' LWL) won and took the honour for first inscription. Endeavour, a Dongray Cornish Crabber (20'3" LWL) skippered by Dan Pereplit a, followed close by a very slim 2 minutes forty five seconds. La Mouette (this scribbler's 1890 cutter 30' LWL) succumbed to sea conditions that splintered her steering blocks midway through starting line manoeuvres, and was forced to retire. The OGA USA will conduct a Spring (May 28th) and Fall (September 10th) series to choose the ultimate winner of the second annual Fortitude Cup. Plans are to include more Friendships, Crabbers, custom cutters, and a variety of Catboats in friendly competition that will again be short on regulations and long on comradeship.

## WESTERN AUSTRALIA REPORT

Sunday 24th April saw twelve craft competing in the annual end of season race, the day was overcast and wet in patches, however the fresh breeze suited most of our craft very well, in spite of the inclement weather we noticed several spectator craft amongst which were Abigail & Anika (Lee Marchant) there is a point here - if you cannot compete please come along and support the event. On Wednesday evening 8th June trophies were presented in the club house of The Perth Flying Squadron, our host Club which as usual provided the facilities, starters and course for the race and the venue for the trophy night, our Ladies supplied supper, the good fellowship was evident and the evening was enjoyed by all. We duly passed on our thanks to Perth Flying Squadron per letter.

### RACE RESULTS

#### A Division

| Place |           |              | Corrected Time |
|-------|-----------|--------------|----------------|
| 1st   | Moondance | Ian MacCrae  | 1.28.32        |
| 2nd   | Leprena   | Tony Oliver  | 1.32.43        |
| 3rd   | Roamarick | Doug Rickman | 1.34.33        |
|       | Moondance | Ian MacCrae  | Fastest Time   |

#### B DIVISION

|         |               |                 |              |
|---------|---------------|-----------------|--------------|
| 1st     | Bronwen       | Roger Monk      | 33.19        |
| 2nd     | Morning Glory | Ken Harvey      | 35.58        |
| 3rd     | Delta         | Brian Axcell    | 53.19        |
| 4th     | Odyssey       | John Northern   | 54.13        |
| 5th     | Susy Wren     | Ron Howells     | 55.54        |
| 6th     | Gum Leaf      | Jack Gardiner   | 58.23        |
| 7th     | Doreen        | Peter Kinlyside | 1.04.43      |
| 8th     | Kyprena       | Jon Armstrong   | 1.19.21      |
| Retired | Jean Dee      | Harold Knight   |              |
|         | Bronwen       | Roger Monk      | Fastest Time |

During the winter we enjoyed a quiz night held at South of Perth Yacht Club and July saw us on The Vintage Steam Train to the old timber town of Dwellingup for a bush picnic, further outings passed the winter months away keeping well in touch with members on the social occasions. The East Fremantle Yacht Club invited us to participate in the Opening Day Regatta on October 15th for the 1988/89 season and programmed an event for our craft. Sailing conditions were good with a moderate breeze,, calm water and practically no tide and the results were:-

| Place |                          |              | Corrected Time |
|-------|--------------------------|--------------|----------------|
| 1st   | Morna Gaff Sloop         | D. Ellis     | 22.40          |
| 2nd   | Kyprena Gaff Sloop       | J. Armstrong | 25.01          |
| 3rd   | Morning Glot Sloop       | K. Harvey    | 28.01          |
| 4th   | Leprena Gaff Sloop       | T. Oliver    | 29.10          |
| 5th   | Roamarick Gunter Cruiser | D. Rickman   | 31.51          |
| 6th   | Delta Topsail Cutter     | B. Axcell    | 37.45          |

Dave Ellis warned the handicapper he had improved the performance of MORNA, he certainly was no exaggerating, pennants were duly presented, the winners and the sailing was enjoyed by all.

## OVERSEAS ASSOCIATIONS

The Cercle Nautique de Sup. de. Co Lille write as follows:

"For the 9th year running, the Dunkirk City Council and the students of the Lille Business School organize the 'Journées Nautiques de Dunkerque', which will take place on May 13th, 14th and 15th 1989. This nautical event will include a professional nautical show and numerous outdoor exhibitions.

Among them, the most important will undoubtedly be the international gathering and regatta traditional riggings, as there is already one in uarnenez in French Brittany. This gathering draws every year a numerous and enthusiastic public that's why we invite you to come and show your boat(s).

As soon as you arrive, we will offer you a great dinner of welcome in which all the crews of the boats will be able to know each other. Moreover, you and the boats of your association will be the stars of Sunday night 14th, because a wonderful light and sound show will take place in the Dunkirk Harbour, featuring the boats and their crews. Of course, your participation is absolutely free."

From the Dutch Classic Yacht Regatta we have the following invitation:

"We are, after some months of careful preparation, proud to announce the First Dutch Classic Yacht Regatta. This International event will take place during the weekend of:

27 July - 31 July 1989

the historic city of Hellevoetsluis, situated just south of Rotterdam, will be the centre of all activities; both port and surrounding waters are the showplace of several nautical events around 'The Classic and Historic Yacht'.

Apart from the regatta, several other activities are organised and with the co-operation of the City of Hellevoetsluis we expect at least 190 yachts from England, France, Denmark, Belgium, Norway, Germany and Sweden.

Due to operational reasons it is very important for us to know how many Yachts we may expect. Therefore, I would like to ask you to

return the International Participation Coupon, upon receipt, we will send you a participation acknowledgement as well as the official programme of the Dutch Classic Yacht Regatta. Participation is totally free of charge.

Further details apply:

DCYR

Onbekendegracht 1hs

1018 XN Amsterdam,

The Netherlands.

(The organisers of this event are members of the OGA and I certainly hope to be there. Ed.)

## THE OLD GAFFERS PASSAGE RACE 1988 - From the deck of MY LADY.

The mate overslept! it was not a good start to the day, and when we ran into a serious road accident which had just occurred outside Lowestoft it was obvious that we were going to be late for our 0830 start.

The Old Gaffers passage race is unusual, to say the least. Each boat submits details which enable it to be handicapped. It also submits its 'start port'. From this the organisers work out a start line, start time and route for each entrant. There are no checks made, everyone is on their honour to play fair. We were the only boat to enter from Lowestoft and our start line ran due East from the south breakwater of the outer harbour. We were supposed to cross this line at 0830, but it was just after 0900 when we did so, still only under main and jib. The stays! was soon set, and soon after clearing the E. Barnard buoy the two headsails were replaced by the big, new, brown genoa. This did not seem to make My Lady go much faster, since the wind was N.N.E. 3/4, but at least she now had all brown sails up, and a lady likes to look good.

Built in 1939 in Falmouth My Lady is an auxiliary gaff cutter, a shade over 28' long if one ignores the nearly 9' bowsprit, which one does at one's peril. She was found nearly derelict near Fort William, Scotland, in 1985. Since then she has undergone an extensive programme of work including new fastenings, floor bolts, breast hook, some extra knees in the cabin, new engine, shaft and propeller, new standing rigging, re-caulking and the fabrication of a new rudder from laminated wood exactly to the measurements of the old, broken oak one. The story