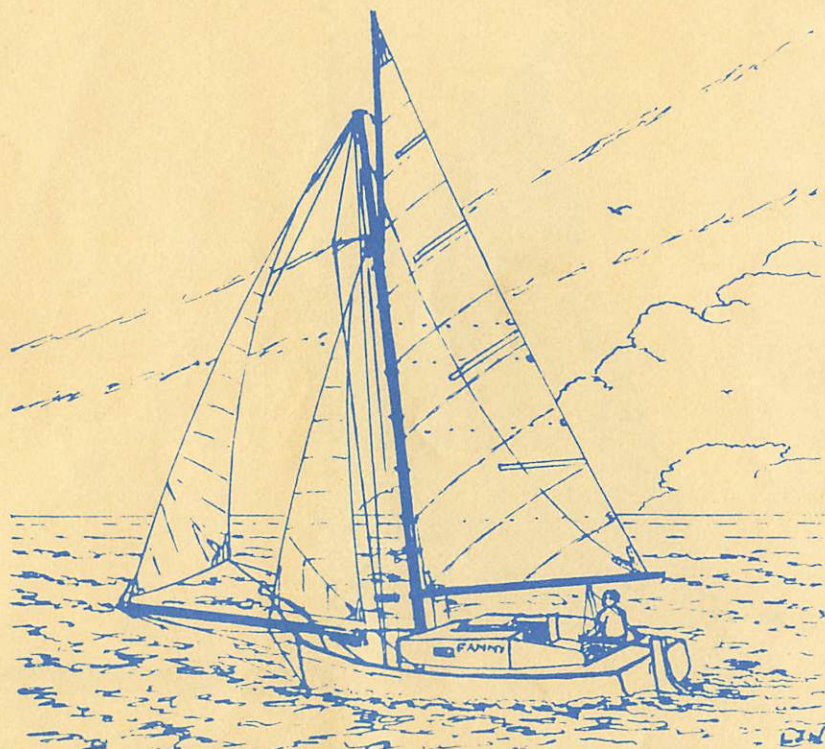


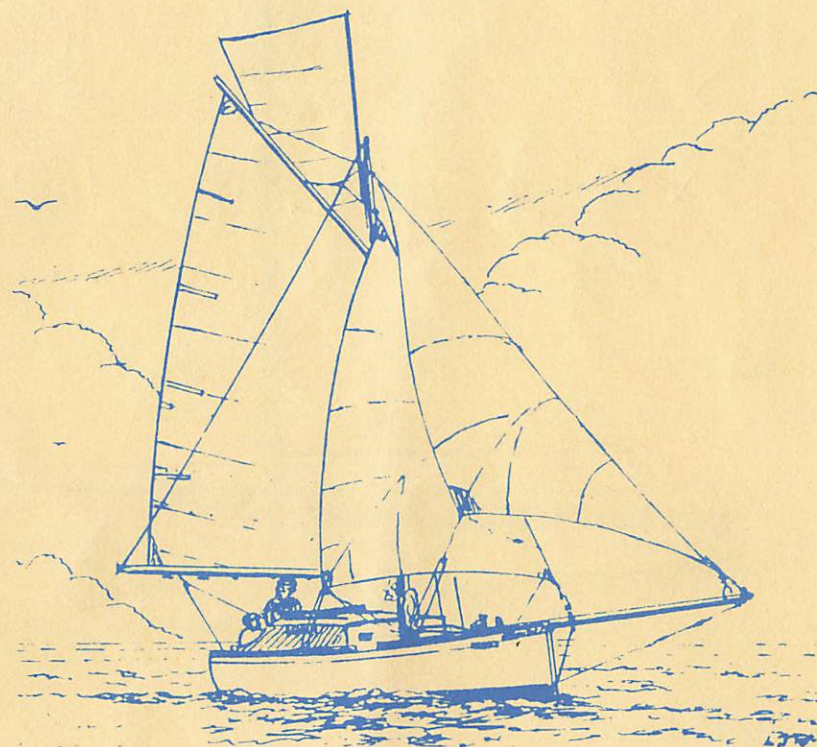
Old Gaffers Association

(for the promotion of Gaff-Rig)

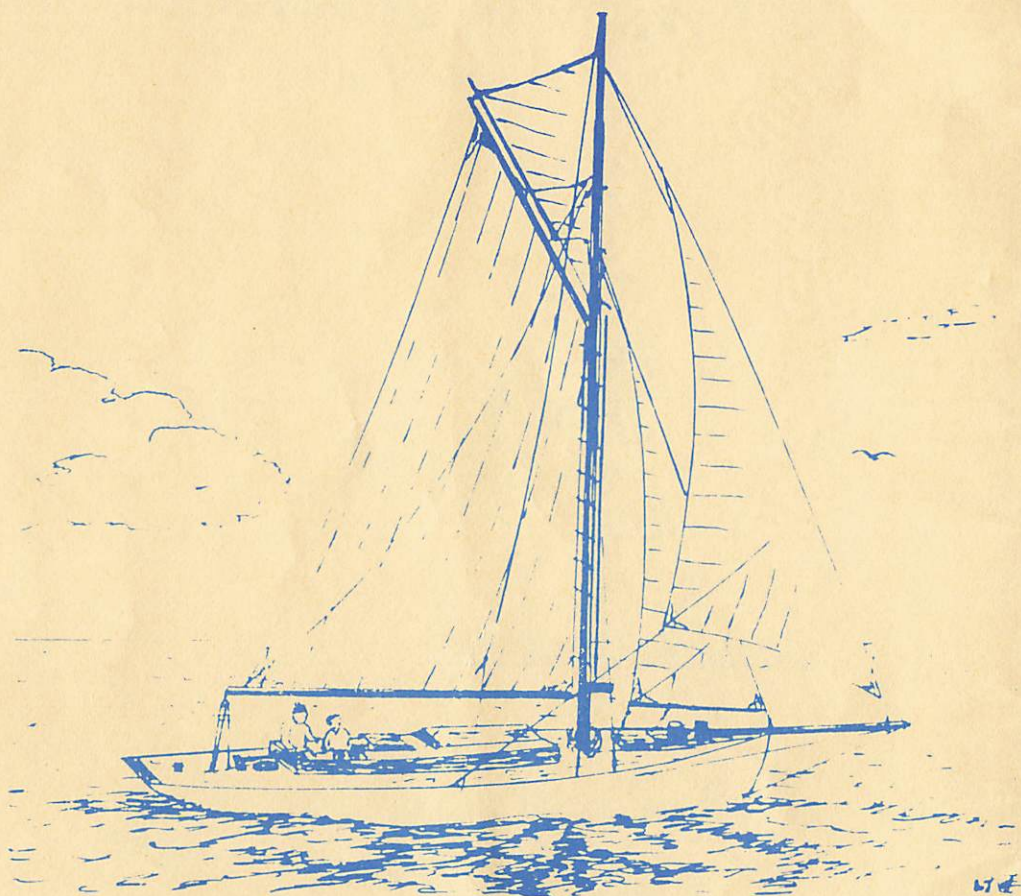


Fanny of Cowes 1872 to ?

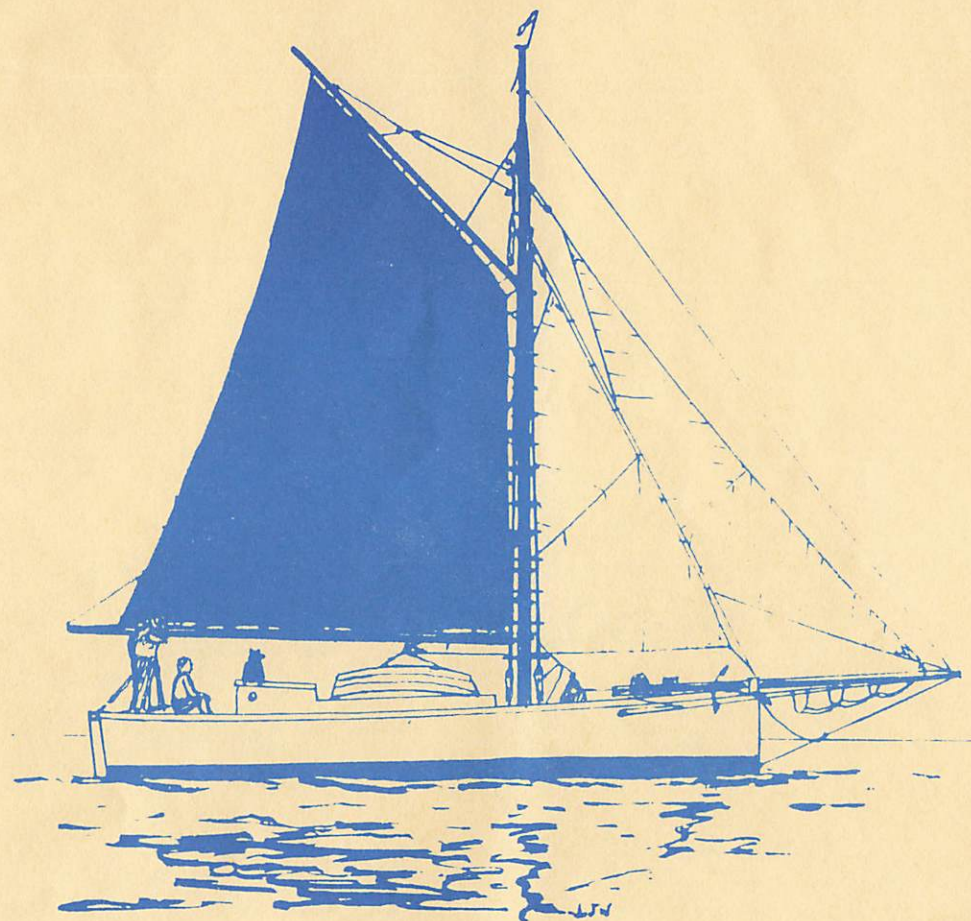
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Porkellis, Helston
Cornwall. TR13 0JS
Tel: (0326) 40198



Quiver 1890's to 1971
owned by Michael Millar



Maresca 1906 to 1966
owned by John Clarke



Nell 1872 to 1968
owned by John Bray

ELDER GAFFERS

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T.E. Cooke, Esq.,
J.M. Leavens, Esq.,
M.D. Millar, Esq.,
A.R. Rangabe, Esq.,
M.C. Richardson, Esq.,
Mrs. M.A. Scarlett

Honorary Life Members:

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P.G. Douglas, Esq.,
J Leather, Esq.,
S. Lindsey-Wood, Esq.,

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R.N. Simper, Esq.,

Vice Presidents:

H.F. Aitken, Esq.,
C.R. Williamson, Esq.,

Hon. Secretary/Treasurer

W. Alastair Brown,
Wheal Cock,
Porkellis, Helston,
Cornwall. TR13 0JS

*Addresses of Area Secretaries and Representatives, and Stock Price List
are published in the Newsletter.*

THE OLD GAFFERS ASSOCIATION

(Affiliated to the R. Y.A.)

The Association was formed in September 1963 by the entrants to the East Coast Old Gaffers Race, which had been run privately in July of that year, and the entrants in the Old Gaffers Races which had been run privately in the Solent since 1958.

In 1958, three owners of gaff rigged craft based in the Hamble River had an argument as to whose boat was the fastest and as there were no events really suitable for gaff rigged craft, they decided to arrange their own race. Word of this event spread and other owners of older gaff rigged boats asked if they could join in. The race, with a party ashore afterwards, proved quite popular, and so it became an annual event, attracting about 20 entries each year from around the Solent Area.

This event was noted briefly in the yachting magazines, and on the East Coast, the owner of a fine old cutter built back in 1872 tried to work out how he could get his boat, which was also his home, round to the Solent to take part in the race. This proved impossible, so after trying to persuade one of the local clubs to organise a similar event, he and two friends of his decided to follow the Solent example and arrange a race of their own in 1963. The result proved quite a surprise for the organisers - instead of the dozen boats they expected, 30 entered for a race from Osea Island on the River Blackwater to Harwich. The race could hardly be called a success as calms and head winds caused all but 7 boats to retire, and even the first boat arrived in Harwich far too late for the supper which had been arranged.

However, all concerned agreed that Old Gaffers Races were a Good Thing, and the Association was formed with one of the East Coast Race organisers as Honorary Secretary, By the end of 1963 there were 60 members.

Membership of the Association is NOT confined to the owners of gaff rigged boats, but it is open to all who are interested in traditional gaff rig. Members are scattered all over the world. One group sail Cat Boats in Eastern America, and there are others in Australia, California, Canada, Fiji, Florida, France, French Guyana, Germany, Holland and Malta, to name a few.

All members receive copies of the Association Newsletter which is published four times a year, in English only. The Newsletter contains accounts of races, news of members and boats, accounts of cruises, etc., and members can advertise boats and gear, etc., for sale or wanted, free of charge. Commercial items, such as books, likely to be of interest to members are also advertised in the Newsletter. All Newsletters to overseas members are sent by surface post, unless special arrangements are made.

A technical register of boats is maintained, and advice on design, restoration, repairs, etc., is available free to members, and it is usually possible to put members with specific problems in contact with other owners of similar craft who might have solved or have the answer to those problems.

The Association has no headquarters or premises, and is thus able to keep its annual subscription at a low rate. Meetings are held on the premises of friendly yacht clubs, and the Annual General Meeting is held in London each year.

The growth of the Association has been steady. Whilst non-owners are welcomed, a very high proportion of the membership own gaffers and many of the boats owned by members are of great historical interest. A few are over 100 years old, but the great bulk average between fifty and eighty years of age. The types of boats owned include converted fishing smacks, replicas of old type yachts (as well as original old type yachts), luggers, schooners, Brixham trawlers, pilot cutters, Shetland Isles open boats, converted ships' lifeboats and many others.

Although the races are called Old Gaffers Races, no age limit, upper or lower, is placed on entrants (boats or crew) and indeed the Association welcomes new construction on traditional lines, which can ensure the continued life of gaff rigged craft. The major trophies in the East Coast,

START OF AN EAST COAST RACE

In the main body of the fleet, odd boats could be identified - the big Pilot Cutter 'Theodora', with her jackyard topsail towering over the smaller boats around her, like a swan escorting her cygnets - the 50' yawl 'Duet', also setting a jackyarder, and then about the most impressive of them all, the beautifully shaped high topsail of 'Stormy Petrel'. All the time this lovely fleet was sweeping its way seaward, 'Iolanthe', the pretty little Blackwater sloop, built by Dan Webb of Maldon for Francis B. Cooke, was struggling to regain the right side of the line. She made it just as the tail of the fleet came along, and she was off with them. But what was that on the far side of the river? Far from having made the perfect start we all expected, 'Faith' had found Thirstlet Spit as she gybed, and there she sat for the whole day - only a matter of yards from the line.

FINISH OF A SOLENT RACE - IN FORCE 10

The wind veered and increased, and the rain started. 'Betty' came home next - her mainsail spilling wind, with the gaff well lowered and all sails straining hard at their sheets - it looked a wild, rough, wet ride. 'Dreva' appeared seven minutes later, also with her gaff lowered and sails spilling wind - then came 'Saari'. Even this boat, designed and built for work in the Gulf of Bothnia, looked far from happy in the very wild conditions. 'Richard Davey' came in next, with her mainsail stowed and her mizzen showing some nasty tears. 'Fanny' followed reefed right down but apparently undamaged. 'Marishka', 'Firefly', 'Saga', 'Fancy', and 'Scamp', all came in well reefed - then came 'Terminist'. John Dines had lowered her topsails and she did not seem to have her usual complement of headsails, but she was moving nicely under all plain sail.

SOME EXTRACTS FROM PAST NEWSLETTERS

World circumnavigator Peter Tangvald, writing on the advantages of gaff rig:-

"It is a physical fact that the strain put on a tight stay is many times greater than the strain put on a solid spar. In other words the strain put on a hull with a rig which has a large percentage of its sail surface hung on stays is far greater than the strain implied to the hull on a ship where the greatest percentage of sail is hung on the mast. The old lateen sail is possibly the one which sets up the least strain of all, the strain of the sails being absorbed in the rig itself and only the actual driving force (and heeling force) is transmitted to the hull."

THE JOYS OF FITTING OUT by Len Warren

With the deck a veritable death trap, we retreated to the cabin, where a hastily kindled fire quickly filled the cabin with smoke and sent us up through the hatch, gasping for air. Charred grass and feathers were finally cleared from the chimney, and we ruefully hoped that they made a good fumigating compound.

In due course, an unsuspecting foot thrust into a rubber boot disturbed squirming grass, and the reaction nearly caused a permanent injury.

The final indignity was averted when a neat hole gnawed right through the middle of a packet of toilet paper was noticed in the nick of time. This explained the shower of confetti that settled over the cockpit when the locker was opened.

Apologies are offered for the constant reference to the baser aspects of existence in this account, but when you are up against nature in the raw, there is no place for the niceties of human decorum.

Solent and Clyde Races are for craft over 50 years old, but there are also prizes for newer boats. The Clyde Race is a two day event, with an overnight stop in the Kyles of Bute.

Since 1963, the two original races have grown somewhat, and in 1978 the East Coast Race attracted 100 entrants, and the Solent Race over 60. These large fleets, consisting of craft of all types and sizes from 16 feet to over 80, provide some of yachting's most colourful spectacles, and although the Association does not go out of its way to attract spectators, a growing number of people with an interest in boats is coming to regard our events as highlights of the year. In 1973, races were started on the Clyde and in the South Western area and in 1980 in the Cornwall area.

As membership in other areas grows, it is hoped to be able to put on races in other areas, but this involves finding members locally who are prepared to take on the detailed race organisation. The central committee can do a lot to help, but the success of each race depends ultimately on the local area committee.

The great majority of entrants in the races enter for the fun of a pleasant day afloat in congenial company, but nevertheless, the boats are sailed to get to the finishing line, in the minimum time possible with due regard to the safety of boats and gear, and some extremely fast times have been set up for the courses. In 1970, both races suffered from gales. On the East Coast, five boats completed an arduous course, with the ultimate winner a boat which was a mere 98 years old; whilst on the Solent, the fleet raced through a front which brought winds of over 60 knots.

Whilst the Association will accept members who own any type of boat, entry in the races is restricted to gaff rigged boats of traditional or modern material construction.

In addition to the Races the Association also organises rallies and winter social evenings at friendly local clubs. In 1977, the firm of Thomas Bucktrout sponsored a major event in the Channel Islands, and other sponsored special events have been held.

Probably, the most important benefit which the Association has brought to its members is the O.G.A. insurance scheme, which is run by a commercial company with a Lloyd's underwriter, but is limited to members of the O.G.A. Outside this scheme, it is almost impossible to arrange a new policy on a boat which is more than about 20 years old. The scheme has special conditions, chief of which is the requirement for a survey every four years.

If you would like to join the Association, please complete the entry form in the centre of this booklet and return it together with the joining fee and subscription, as specified in the Rules, to the Hon. Secretary:-

W. Alastair Brown,
Wheal Cock,
Porkellis,
Helston,
Cornwall.
TR13 0JS
Telephone: (0326) 40198

13. CHANGES TO RULES

These Rules shall be changed only at a General Meeting of the Association. The Association Secretary shall give at least 14 days written notice of such meeting and the proposed changes to all members. Such changes shall become effective if there is a two-thirds majority of the votes of those present at the meeting together with votes received by post from members not present at the meeting, provided that such postal votes are received by the Secretary at the address of the Association at least seven days prior to the meeting.

14. MATTERS NOT COVERED BY THESE RULES shall be decided by the Association Committee.

time for them to be forwarded to the Association Treasurer not later than 15th December of the same year.

(iii) The Organiser of any Race, Rally or other event (whether sponsored or not) promoted in the name of the Association but outside the authority of a particular Area Committee shall be accountable to the Association Treasurer as in Clause (i) above.

(iv) The Association Treasurer shall publish to all members a statement of accounts made up to 31st October and audited, to which shall be appended a summary of the income and expenditure accounts of the Area Races and Rallies (if any).

11. MEETINGS

There shall be held each year an Area Annual General Meeting at which the Area Committee for the following year shall be elected, and any other business may be decided. Whenever possible, all members shall be given notice of the intention to discuss any item of business. Visitors from other areas may join in the discussion, but may not vote.

The meeting shall be held in time for the Area Accounts, if approved, to be forwarded to the Association Treasurer by 15th December. Minutes of Meetings shall be forwarded to the Association Secretary by the same date.

12. NEWSLETTER

The Association shall endeavour to publish, periodically, to all members, a Newsletter including such items as race results, logs of cruises, details of boats, and advertising boats and gear for sale and wanted, crews wanted, etc. There shall be no charge for such advertising when it is initiated by Association members. Advertising from commercial bodies and/or non-members of the Association may be accepted at the discretion of the Association Committee, and shall be charged for at such rates as the Committee shall decide.

The factual matter published in the Newsletter has been and shall be the only official record of the activities and business of the Association. Each edition of the Newsletter shall publish the latest date for copy to be received by the Editor for inclusion in the next edition. Area Secretaries shall send detailed results of any race held under their authority to the Editor in time for publication in the edition next following the event.

RULES OF THE OLD GAFFERS ASSOCIATION

1. NAME

The name of the Association shall be THE OLD GAFFERS ASSOCIATION.

2. OBJECTS

The objects of the Association shall be to encourage interest in traditional gaff rig; to help members owning gaff rigged boats in every possible way; and to organise annual races and rallies for gaff rigged boats in all areas where there are sufficient owners interested.

3. BURGEE

The Association Burgee shall be blue with a white pitchfork.

4. MEMBERSHIP

Membership shall be open to all owners of gaff rigged boats, and to those interested in gaff rig, on being accepted by the appropriate area committee. A member wishing to resign from the Association shall inform the Secretary before December 14th, otherwise he shall be liable for the following year's subscription.

5. EXPULSION

Any member not complying with these Rules, or guilty of conduct injurious to the good name of the Association, shall be liable to expulsion. A member shall be expelled only by a three quarters majority in a ballot at an area meeting, at which the member shall be present to defend himself.

6. SUBSCRIPTION

There shall be a one pound entrance fee. The annual subscription shall be such a sum as shall be fixed from time to time by the members in general meeting and shall be due on January 1st. each year. A member who has not paid his subscription by the date of the annual race in his area shall be deemed to have resigned. A member elected after October 1st in any year shall not be required to pay a subscription for that year.

From the date of any increase in subscription becoming effective, any subscription paid by or on behalf of a member at the old rate and not made up to the new rate within thirteen weeks of notice being given shall be regarded as a donation to Association funds, and the membership affected shall cease. Non payment of the subscription in any year will automatically terminate membership, and whilst every effort is made to remind members whose subscriptions are overdue, the officers cannot guarantee to be able to send out reminders.

7. ORGANISATION

- (i) As far as possible the Association shall be organised on an area basis, with separate Area Committees.
- (ii) Officers: The Officers of the Association shall be:-
 - (a) President
 - (b) A Vice-President representative of each area.
 - (c) Honorary Secretary
 - (d) Honorary Treasurer
 - (e) Newsletter Editor
 - (f) Boat Register Editor(s)

All Officers except the vice-presidents shall be elected at an Annual General Meeting of the whole Association, subject to a simple majority vote, and shall remain in office for a period not exceeding three consecutive years, but may stand for re-election at the end of such period. Nominations for the election of these officers may be submitted by any member of the Association.

Area Vice-Presidents shall be elected at an Annual General Meeting of the area which they will represent, subject to a simple majority vote, and shall remain in office for a period not exceeding three consecutive years, but may stand for re-election at the end of such period. Nominations for the election of an area vice-president may be submitted only by members of that area which the vice-president will represent.

- (iii) Area Committees. At its Annual General Meeting each area shall elect a Committee.

Each Area Committee shall elect its own Honorary Secretary and Honorary Treasurer. Each Area Committee shall be solely responsible for running the Annual Race in its area. Area Committees may make such rules as they may consider necessary for the efficient running of the Association in their area, but shall inform the Association Committee of such rules. Committee business may, if necessary be conducted by post. Area Secretaries shall keep the Newsletter Editor and Association Secretary informed of the names and addresses of committee members, race results, boats and gear for sale, and any other matters likely to be of interest to the membership at large.

- (iv) Association Committee: The Association Committee shall consist of the Officers of the Association, together with the Honorary Secretaries and Honorary Treasurers of each area. The Association Committee may co-opt any other person it may deem desirable from time to time. The Association Committee shall be responsible for all matters not peculiar to a particular area.

- (v) Elder Gaffer: The Association at a General Meeting may from time to time appoint any person whom they wish to honour to the rank of ELDER GAFFER. Such member shall become an Honorary Life Member of the Association, and shall not be required to pay any subscription. He (or she) shall become an ex officio member of all committees in an advisory capacity, but shall not have any voting power in such committees, though he shall retain his voting power at General Meetings as a member of the Association.

8. RACES

At least one race for gaff rigged boats shall be run under I.Y.R.U. and R.Y.A. Rules, in each area each year. The Races shall be designed to give four or five hours sailing, and shall be followed by a meeting and social gathering ashore. Area Secretaries shall endeavour to select dates for their races which will give members from other areas a chance to enter. Entry shall be open to all members on payment of the fee decided by the appropriate area committee. Non-members owning gaff rigged boats shall be allowed to enter on payment of an additional amount equal to the Annual Subscription to the Association, and shall be honorary members of the Association for the day of the race only. All boats shall be rated by the formula published by the R.Y.A.

9. FLAG OFFICERS

The winner of an Area Race shall be Commodore for the following year, and may fly a Commodore's swallow-tailed burgee. In the event of the Race being won by a visitor from another area or by a non-member, the first member from the area concerned, on corrected time, shall be the Commodore. The Commodore of each area shall be an ex-officio member of the committee of that area for the duration of his or her period of office.

10. FINANCE

- (i) All monies received or paid out by any member of an Area Committee in the name of the Association shall be deemed to be monies of the Association and shall be accounted for annually to the Association Treasurer. The annual submission of accounts of Association monies held in Area funds shall not affect the control of the Area funds by the appropriate Area Committee, other than in the event of their incurring a deficit which cannot be met by resources within the Area.

- (ii) Accounts for such income and expenditure shall be closed at 31st October each year and audited. These accounts shall be presented to a General Meeting of the Area Members for approval in