

SOLENT AREA OF THE OLD GAFFERS ASSOCIATION

REPORT OF Hon. SECRETARY/TREASURER for 1970

Our year opened with a most successful Social Evening at the Royal Air Force Yacht Club at Hamble in February. Some sixty members and their guests attended (representing over 20 boats), and were able to enjoy a good evening's yarning after an excellent supper in the Club's newly extended dining room and lounge. I hope that members will wish to repeat the exercise, as we have made provisional booking for a similar event on 6th March 1971.

Owing to the general lateness of fitting out, due to the very discouraging weather early in the year, few boats were nominated for the Spring Bank Holiday Rally at Le Havre; in the event none got there. As this Rally has been poorly attended in the last two years, it might be as well to give it a miss for the time being, and consider some other venue for the Bank Holiday weekend.

However, a fortnight later 11 boats turned up at Hardway, and their crews were joined by several more members who arrived by road, to enjoy a grand feast at the Hardway Sailing Club. As last year, a vast horde adjourned at closing time to board Terminist for a choral evening. Many thanks to John Dines for permitting this invasion of his privacy, and to Joe Stephenson for making the arrangements at the Club.

In August, Gin's Farm attracted 16 boats - not all of which were correctly rigged - and over forty people sat down to supper in the Royal Southampton Y.C. clubhouse. We were less lucky with the weather than in 1969, and the wind rose to a gale on Saturday night, which persisted on Sunday, giving some members an exciting ride home; others left their boats in Beaulieu Rover for later collection.

I have thanked the Officers of all the above mentioned Clubs, on your behalf, for their hospitality during these Rallies.

Perhaps the less I say about the Race, the better; it has been well reported in the Newsletter and the Yachting Press. After an encouraging record entry of 61 (5 more than last year), the weather knocked the number of starters down to 44, of whom 30 got round the first lap, and only 15 managed the second. Having made a mess of it myself by being over-canvassed at the start, I can only congratulate those who stuck it out, and commiserate with those who suffered damage; it was a hectic day.

Administratively, I had my usual panic. We had arranged for the sale to the public of many more Programmes than hitherto, which meant printing and binding something like double the number of previous years. I cannot get started on this until all the Race Entries are in and handicap factors calculated; as so many Entries still arrive in the last few days, this always means a mad rush to get the stencils typed, the pages duplicated, collated, and bound; the finished programmes then have to be sent across to the Isle of Wight for distribution. I suspect that some members may delay sending in their entry form until they are certain how many Supper tickets they are going to require; in case this is so, I will make arrangements for a supplementary Supper booking form to be printed in the Newsletter, so that there will be NO excuse for delaying the actual Race Entry.

Of all those who helped to get the Race to the starting line, I would particularly like to thank Gerry Hann for his cooperation in working out the T(H)CF figures for the handicaps. He was on holiday during the last critical week, but managed to give me a daily telephone service from a call box - and all this while his wife was producing our youngest Old Gaffer! He then dragged his father over to the Island on Race Day, and worked out all the results.

However, Gerry intends to be competing next year, and we will not have this latter service from him; so more than ever, we shall need a team of up to half a dozen non-sailing helpers who are capable of simple accurate arithmetic, and will work out the results as the Race finishes. If anyone knows of such a person, or several, I shall be most grateful to be put in touch; we shall make them very welcome at the party after the Race whether or not they are members of the Association.

The season ended a fortnight after the Race, with a Jolly at the Folly. Once again we were forestalled in booking the private room, and had to be content with saturating the public bar. Eight of the Race fleet attended, and the crews of five other boats arrived by various means. The vocal results in the small hours were reminiscent of another Island gathering some weeks earlier.

Financially, we are (as the City Editors say) less buoyant than a year ago. The kitty has been draining away steadily all the year, and I finished up with a disastrous misunderstanding with Ian Elliot, Secretary of the Royal Corinthian, over the price of your Supper Tickets. Last year he charged us 17/6, and we charged you £1, the difference going in the usual 10% gratuities plus a few minor expenses. This year, I understood him to say "the same again", but in the event he charged us £1. We could have stood this if he had only charged for those that actually turned up, as many who had bought tickets had been dispersed by the weather; however, he split the

difference between the numbers booked and the numbers served (not unreasonably, for there must have been considerable wastage of food), and we finished up some £24 out of pocket on the deal. As I did not have enough in the bank to pay this bill, I had to ask the Association Treasurer for an advance from Main Funds to keep me going.

However, apart from this boob on my part, for which I am extremely sorry, I have been fighting a losing battle on costs generally. Revenue has increased slightly by virtue of the slightly larger Race Entry, by the much larger sale of Programmes, and by the generosity of individual members adding a donation to their entry fees.

Against this, stationery and postage have increased noticeably, and the printing charges for posters, programme covers and Race Cards are all up. I shall not need to spend on printed stationery for several years now, and have enough programme covers for at least one more year, but other stationery items such as duplicating stencils and paper, envelopes, etc, are creeping up all the time, and postage will be up by 50% next year.

There are one or two ways in which I could economise, depending on the wishes of members. We could cut out the separate Race Card, which costs over £11 to print, as all the Sailing Instructions can now be included in the Programme, not possible until we got the chart included; I know that some members like to keep their Race Cards as a memento, but it is rather a duplication. I could cut down on the number of reminder postcards that I send out prior to our various events - but if I did, I have a feeling that the event would be very much less well attended, judging by the number that respond to the reminder!

As the whole question of finance is the next item on the Agenda, I will leave it to you members to tell me what to do in the future; meanwhile, if there are any questions on this year's accounts, I will be glad to answer them.

M. D. Millar,
Hon. Secretary & Treasurer.

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ANNUAL GENERAL MEETING TO BE HELD AT THE EMSWORTH SLIPPER SAILING CLUB
ON FRIDAY 27th NOVEMBER, 1970, AT 8.15 p.m.

- AGENDA:
1. Minutes of the Annual General Meeting held on 14th November, 1969.
 2. Election of Officers. Present holders of office are:
 Chairman F.W.Hillier
 Hon. Secretary)
 Hon. Treasurer) M.D.Millar
 No new nominations for these Offices have been received.
 3. Election of Committee. Present elected Members of Committee are:
 S.M.Garnham, G.E.Hann, A.A.Muirhead, J.B.Fot, M.R.Richardson,
 W.D.Robinson, C.M.Waddington, J.A.Stephenson.
 4. Hon. Secretary/Treasurer's report for 1970.
 5. Future finance.
 6. Programme for 1971.
 7. Any Other Business.

STATEMENT OF INCOME AND EXPENDITURE TO 25th NOVEMBER, 1970

	£	s	d	(1969) £
<u>INCOME</u>				
Balance at Bank and Cash in hand	30	15	10	
RACE: Entries	71	10	0	64
Donations	9	2	0	2
Sale of Supper Tickets	173	5	0	199
Subs. collected (for Main Funds)	6	0	0	
Sale of Programmes	9	9	6	3
Sale of Ties, Badges, Burgees	48	5	0	20
Social events	89	7	6	8 (a)
	437	14	10	
Advance from Main Funds	40	0	0	
	477	14	10	
<u>EXPENDITURE</u>				
Stationery & office	16	14	0 (b)	4
Postage	12	8	2	9
RACE: Prizes	36	6	10	35
Other expenses incl. printing	53	10	10	45
Suppers at R.C.Y.C.	198	0	0 (c)	193
Stocks of Ties, Badges, Burgees	47	0	6	12
Subs. transmitted to Main Funds	9	10	0	
Social events	80	0	6	- (a)
Sundries	3	2	0	2
	456	12	10	
Balance at Bank and Cash in hand	21	2	0	
	477	14	10	

There are no outstanding Creditors or Debtors.

Stocks of Ties, Badges, Burgees are valued at £11.0.0.

- Notes:
- (a) The 1969 figure for Social events indicates only the nett gain.
 - (b) The high figure for stationery includes £10 for a new stock of printed letterheads etc, which should last about 5 years.
 - (c) The loss over the Race Suppers amounted to £24.15.0d., and was due to the R.C.Y.C. charging us 2/6d per head more than we had allowed.