



EASTCOASTER

The Newsletter of the East Coast Old Gaffers Association

November 2018 Issue 117

Forestay

I must apologise for an error in the last issue, when I stated that *Hanser* was built by Fabian Bush. When he e-mailed me to point this out I asked if he could write a little about *Hanser* to clear up my confusion and he has responded with an in depth piece about a very unusual gaffer. I hope you enjoy reading it as much as I did!

First in the issue is a report from the Summer Cruise from one of our younger Old Gaffers, casting a fresh eye on a long standing event which is constantly evolving.

The only OGA boat I am aware of taking part in the Maldon Regatta failed to register in time to actually enter the race, but I hear that *Dirty Girty* sailed the course at great speed! After a few years hiatus due to problems with the redevelopment of the site Maritime Woodbridge came back with a great event, and the Pin Mill Sailing Club very kindly let us hold the President's Race as part of their regatta.

Unfortunately it is my sad duty to pass on the news of the deaths of 2 long standing members of the East Coast OGA. Brian Hammet and John Krejsa. Both will be missed.

This years AGM is at the Colne YC, Brightlingsea. Meal bookings need to be received by 15th November, but everyone is welcome, whether or not you want to eat. It is always a lively occasion, and well worth the trip.



Hanser

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A Super Summer Cruise!

Words and photos by Maddie Masters

The fleet arrived in Brightlingsea early afternoon on Sunday 22nd July following a gloriously warm, relaxed sail from Stone where the East Coast race was held the previous day. Most people stocked up on provisions in town, ready for the safari supper being held that evening. My cousin and I hosted starters on board *Clytie*, managing to caramelise onions in only 15 minutes! The wonders of nautical cuisine seem never to cease. Everybody moved simultaneously from starters to mains and finally onto dessert, being hosted on a different boat with each new course. Each host hoping to wow their guests with their culinary skills is always made all the more impressive due to, well, the somewhat basic cooking facilities offered on board. This never presents itself as an issue, however, with everyone serving up an impressive array of culinary delights. The evening was a big success, a great chance to enjoy other boats, along with their crew, food, and of course their alcohol!

The following day was the passage race to Stone Point. The wind was blowing well however it was a long beat out to Armada. The run back was very speedy as we finished the race and headed into Walton, dropping the anchor at Stone Point. We all enjoyed a refreshing



swim (well that's what we'll call it to avoid the embarrassment of *Titch* having to cut a rope of their propeller!) before heading ashore ready to have the

BBQ. It was a fabulous evening as the sun slowly went down and the thousands of little lights in Harwich Harbour gradually flicked on. The BBQ was delicious, albeit a little sandy, but a very enjoyable evening as it always is at Stone Point especially with the phosphorescence which never fails to impress.

On Tuesday was the Lady Skipper and the Lady/ Junior helm race, so naturally a very competitive day. The race was good fun and finished up coming into Harwich Harbour on a dead run, which with the swell made steerage challenging at points (or maybe that was just my sailing by the lee...). We made it into Shotley late afternoon and found our berth before moving swiftly to the showers. It was nice, to say the least, to feel my hair fall down at my shoulders rather than being some salt encrusted dreadlocks pointing out in every direction possible. Most of the gaffers spent the evening in The Ship pub which was a great chance to eat yet more tasty food and drink more beer.

The following day, the fleet left Shotley Marina after a relaxed morning, and sailed up river towards Wrabness. At this point our family of originally five had several 'add-ons' of partners, friends and cousins



meaning we had to spread ourselves out across a variety of boats who were happy to take us on. Except for the cousin. He was made to sail the smacks dinghy all the way to Wrabness. Sorry Kit!

This morning was one true to summer, the weather was just exquisite. We drifted up the Stour to Wrabness in company with *Reverie* and *Titch*. It was a hot day, the sun radiated off the decks and bounced off the sails. Of course, this called for one thing only- a swim! We tied fenders together and streamed them astern



so that we had our best chances to stay with *Clytie*, (as much as the parents would probably like us not to) and cooled off on what was a stunning summer day.

The wind picked up as we approached Wrabness, meaning it was quite rolly on board, however in true Wrabness style, Pete and Sarah Elliston had everyone ashore for festivities on the beach including another great BBQ (it is summer after all) and a very large bonfire. The summer's drought was a slight cause for concern with the bonfire, but there were no problems at all and we all had a fab time sitting on the beach taking in the beautiful view.

Thursday 26th July was my 19th birthday which of course meant we had to have a morning swim before the birthday breakfast. The Gafferteering race took place today. This involves having to collect as many points as possible by reaching different buoys and markers. I was lucky enough to sail on *Ellen* with the Howletts which meant it was a very enjoyable day. Unfortunately, we passed over the finish line late meaning point deductions, but the sail was absolutely brilliant and yet another day of beautiful sun! The fleet berthed in Woolverstone and Pin Mill, and we re-joined the mother ship before heading over to Pin Mill yacht club for dinner with everybody. I have to give a special mention to Olivia, who managed to bake a wonderful birthday cake for me on board *Rely*, whilst racing, which is unquestionably a feat.

As with the rest of the week, the following day was yet another stunning sunny day. The fleet did a parade of sail up to Ipswich. It was very amusing seeing people trailing buckets and drogues astern, scandalising sails and doing all they can to move along at the same speed. Once again, the cousin was in the dinghy (don't worry, he did volunteer this time) and the fleet gently sailed up to Ipswich, entering into the marina on free flow. We moored up and a few of us went into town to buy ingredients for the *Great Boatish Bake Off* due to be held later on. With the sweltering weather we just had to have ginormous ice creams to help cool off, which of course worked, before heading back to the boat. Unfortunately, as a result of this heat the Bake Off was cancelled for health and safety reasons but we still went ahead and made the food.

I decided to make a cheesecake, not something normally attempted on board due to the lack of efficient refrigeration, but I thought it was worth a try! The sun was so intense in the early afternoon that I didn't even need to use a pan on the hob to melt the chocolate, just putting it in a bowl on the deck for 15 minutes liquefied it sufficiently! *Rely* very kindly let me use their fridge for the cheesecake in an attempt to make it set in this intense heat. As everyone was enjoying the late afternoon sun on their boats with drinks and socialising, the wind gradually started to pick up. Just as we had finished cooking and were serving up dinner, the rain started. And it didn't start lightly. It was driving rain, huge globbs of rain smacking the decks and pontoons sending everyone seeking the shelter inside the boat. As mentioned earlier, for eight of us to fit into the saloon of a 30ft yacht is already a logistical nightmare add on to that trying to eat dinner and wet clothes...!

Our neighbours on *Charlotte Rose* kindly took us in- managing to fit the eight of us and themselves on board. We ate dinner luckily in the dry, before I remembered the cheesecake for dessert, which was on *Rely*, 20 metres away. Brilliant. We managed to retrieve the cheesecake, covering it with a tea towel to spare it from the torrential rain but getting absolutely drenched ourselves. Don't we all just love a British summer and its crazy weather! Pete the Knife came around to all the boats, completely saturated and saying that the pontoon party had been moved to the yacht club which was definitely lucky!!

Fortunately, by the morning the rain clouds had cleared, and the sky was blue once more. Regatta day got off to a great start with Triathlon races (sailing, sculling and rowing). The day continued with more sailing and rowing races, rubber flubber jousting and the infamous duck hunt, finishing up with the dog show as per tradition.

Prize giving for the week took place at the yacht club in the evening and to our delight, the weather held out for us all for a lovely end to a great week! The summer cruise never fails to be a wonderfully enjoyable week with all the races, socials and cruises we do. It is sad when we have to return back to our normal lives at the end of it, but we always remember the funny (and questionably calamitous) things which happen during the week and the beautiful memories that are made.



Maritime Woodbridge

by Pete “the knife” Elliston

2018 – the 180th Anniversary of the Deben Yacht Club!! As part of the Woodbridge Maritime Festival the DYA organised a Parade of Sail through the Cut and up to the channel marker opposite the Tidemill and quay area as a “centre piece”. The DYC is the 25th oldest yacht club in the world, only 5 years younger than the Royal Yacht Squadron in Cowes!

The weekend had many other events planned ashore and in the river but the one to interest OGA members would be the “smack boat” racing. This weekend on the Saturday we held one of our open boat series races on the Deben as the main attraction.

Six smack boats turned out for the weekend with two camper vans, one of each of these over-nighted at Robertson’s yard and the Woodbridge boat yards (Eversons) and many thanks to them.

Launching was mainly done at WBY on the Saturday which, with a good strong SW force 4 saw *Happy Days*, *Papa Stour*, *Neva*, *Willow*, *Fox cub* and *Nona* start the race from the DYC line with *Papa Stour* as start boat at anchor on the line, so with a heave and away I managed both to start the race and get away. Possibly a bit dodgy, but hey ho....

The race went down river through the Cut and around the first mark downriver from the south end of the Cut. Once around it we headed off towards the Martlesham Creek buoy and back around the island through the start line and to the mark by the Tidemill, around that then back to the start/finish line at the DYC.

Nona was so fast due to being made of a new “leaf material”? She won, skippered by Sam Doman, who capsized at some point while in the lead up to or during the race and sailed on!! (*Nona*’s first capsize of the season, and possibly not her last.)

Neva, with Rory Howlett was second. We are told by Ellie Howlett, who was third in *Willow*, that her lower place was due to a member of her crew who may have got Ellie “wet”, which was a bit off putting...

While that was happening Moray McPhail – our well known “purveyor of all things just right for gaffers” was playing with some local children in a pond with the coracles in a great attempt to push-the-coracle out! Well done sir!!

Towards the end of the race another gaffer was seen approaching – Andrew Osborne in his Tideway 14’ gaff conversion. He was enjoying his sojourn on the Deben for a few weeks as he said “one can only sail the Blythe so many times!

Paul Webster, one of the main organisers, turned out in his small smack boat *Riddle* – named in sympathy with his then smack *The Quiz*. Paul and Wendy very loudly opened the Woodbridge Cruising Club for us on the Friday and the club was also staffed all day Saturday and Sunday.

Sunday saw cloud and sunny skies, still with a good breeze. The main race was now over for us, but we held another for the three remaining Smack boats, *Papa Stour*, *Happy Days*, and *Nona*. This time *Nona* was being driven by Alex and Josh with Alex helming in her first race, which she duly WON. This meant she was THE WINNER – Well done Alex! *Happy Days* came second.

The weekend also saw a well known vessel make a showing. *Cachalot* - after ten years of a rebuild at the Tidemill Marina by her owners Bev and Steve Daley-Yates (and others of course) was brought out of the Tidemill Marina and into the light by the Quay under Frank Knights scotch crane. Pete and Clare Thomas of *Transcur* and *Happy Days* were seen assisting in a “string party” as there was much rigging and reeving to be done.



Sculling trophy

The next great attraction /event for the OGA was the sculling race/championship. For many years now the DYC has had a trophy for the Woodbridge regatta which was kindly presented by Frank and Christine

Knights of the Frank Knights Boatyard. This was presented for “The single Oar Sculling” as to differentiate from the double sculls often also seen on the Deben. This had been part of the Woodbridge Regatta but after many years of the same winners, (and no challenging other competitors) it had been passed to the Woodbridge Maritimers for the sculling race. Josh and Paul Masters and I took part. I taught Paul to scull 15 years ago and he taught Josh and somehow (maybe due to the sweep used) I did manage to win. A very proud winner of a trophy with some great provenance!

Other prizes were presented by Adnams Brewery (which we all know well) so many thanks to them and to Paul and Wendy and all the other organisers of Maritime Woodbridge.

Pin Mill Regatta, Saturday 29th September; 2018

By Mike Robertson

The Race start time was scheduled for 11:00 hrs for Smacks and Work Boats.

The race start line was a transit between Pin Mill Sailing Club mast and PMSC start / finish beacon (in front of the mast).

Low water was 08:30 hrs and the start was to be in an Easterly direction IE: Down River, against the incoming tide.

The morning was warm and sunny without the slightest breath of wind.

Some of the entrants had spent the night at Royal Harwich Yacht Club.

At around 09:30 various crew members made their way to the end of the ‘Grindle’, and pushed their loaded dinghies across the short stretch of mud until they reached the point where they were able to ‘float’.

Over the next hour or so; crews could be seen setting sail in the hope that just the tiniest Zephyr of a breeze might materialise to send them on their way. Boats that had berthed elsewhere soon arrived ready for whatever the weather might offer.

The start time came and went without any sign of anyone sailing anywhere.

Several boats dropped anchor, and it was odd to see the vessels that didn't anchor slowly drifting up river.

Not long after the start had been announced the yacht; Reverie contacted PMSC Race control to point out that a Coaster had been identified coming down river from Ipswich. Reverie requested permission to start engines so that we might give the coaster a wide berth. PMSC's response was to announce that the race had been abandoned and would re-start at a later time, after the coaster had passed.

Eventually we were able to start racing. The wind (what there was of it) coming from several points of the compass.

The race committee then announced a new race course. The new course was down river to No 4, leaving it to port, then across the river to 'Bay' (also leaving it to port) then back up river leaving No5 to starboard, then round 'Grog' to port and back down through the gate (Club mast to Starboard and No5 to port). (I think!) Three times round.

That all said, it was an enjoyable sail with lots of tacking and gybing, as well as various sail changes.

It has often seemed to me that this particular race is either raced in very slight breezes, or force 5 – 6 gale force winds. It seems it is never raced in 'ideal' conditions.



Reverie and Titch racing photo © Melvin Fox

Later in the evening Pin Mill Sailing Club provided some excellent hot nibbles prior to announcements of the race winners, and presentation of prizes. This was a race that we (the OGA) were able to piggy back on to PMSC's race calendar. We had not been able to fit the 'President's Race' into the 2018 summer cruise program, but were able to race for this 'pot' at PMSC Regatta.

Results

1 st Titch	2 nd Irene	3 rd Crescent Moon	4 th Ellen
5 th Hester	6 th Charm	7 th Gladys	8 th Reverie

Hanser - a boat builder's boat

Designed and built by Arthur Holt for Nigel and Jean Willimott; launched at Heybridge Basin in 1974

Original Dimensions 1974 - LOD 36 ft, LWL 33 ft Beam 7 ft 3ins, draft 27ins/6ft; displacement (lightly laden) about 2.25 tons; working sail area was originally about 320 sq ft at a guess..original WSA (wetted surface area) 180 sq ft.

Current Dimensions: LOD 36 ft (plus 2 ft "bowsprit") LWL 34 ft; Beam 7ft 3ins; draft 30 ins/ 6ft 6 ins; cruising displacement 3 tons; Working Sail Area (gaff yawl rig) 450 sq ft; WSA 205 sq ft.

Hanser can be classed as an ultra-light displacement boat (ULDB) - given her displacement-length ratio.

To understand *Hanser* you need to understand Arthur Holt's association with the Amateur Yacht Research Society and with Michael Pipe, who commissioned *Slithy Tove* (48ft x 6ftbeam x 11 ft(?approx) draft) from Arthur for the double-handed Round Britain & Ireland Race (in 1970 *Slithy Tove* showed promise; in 1974 she retired damaged – Arthur was crew). Back in the 1960's the search was on for the fastest type of boat for small crews or single-handers, and the long narrow light monohull was one of the contenders – this before the leap forward with modern fibres and resins, and electronic navigational equipment.

The long narrow monohull had long existed, or course, with a moderate keel faired to the hull, e.g the Dragon. The latest boats were canoe-like hulls with a modern narrow fin keel, with the ballast in a bulb on the bottom and the use of plywood and cold-moulding to make a light hull (wood then being the optimum material as aluminium construction was still comparatively expensive). In retrospect, this doesn't look very radical, but at the time the making of yachts in the guise of a scaled-up International Canoe with a bulb of lead on the bottom of a deep daggerboard was controversial – and it was only through (expensive) experience that the limits of strength and seaworthiness would be discovered. In essence, *Hanser* is a child of this period, the sort of boat that Arthur liked, and knew how to make – about 25 years later he built *Spirit Of The Gift*, a 48 ft version, for himself, showing his apparently unshakeable conviction in the type. One of Arthur's dictums on boat design was simply “.....make it longer....” A crucial element of these boats is the introduction of a lifting keel; again, nowadays we're used to the idea, but *Hanser* was possibly daring at the time.

There is a rambling discussion about “ultra slim yachts” on www.boatdesign.net which includes mention of *Hanser* and *Slithy Tove*.

Construction; the hull is cold-moulded with an outer layer of teak veneer laid upon 2 layers of khaya - this built upon spruce stringers (about 20mm x 20mm) laid over plywood webs; the deck is ply. Hog, stem, etc iroko. All glued with resorcinal. All painted with epoxy paint except for the topsides. Arthur often mentioned the de Haviland Mosquito as the best parallel for the construction. After fairing the hull skin thickness is 8 – 9 mm.

Hanser was built on a shoestring, incorporating just a few luxuries, and has always been run on a shoe-string; she seems to have been robust over time as she was built well and looked after. Wealthier owners using modern materials could now re-model her design into a very sporty boat. As she was and is, she's a capable boat for her dimensions.

Well, we've talked of the builder - How on earth does *Hanser* become an “Old Gaffer” ? What of the customer? Well, Nigel and Jean were traditionalist as far as I can see – after owning *Hanser* for a decade or so they acquired a Maurice Griffiths Lone Gull (or similar) needing work, and exchanged *Hanser* for Arthur's labour in getting this boat restored into commission. I don't think

they were that comfortable with *Hanser*. The rigging of the boat had been left to the owners, and Arthur was clearly a bit put out that she had been gaff-rigged, and with a “knotty pole” for a mast – Sooooo..... how was it that Nigel and Jean had set out, supposedly, to acquire a traditional gaffer from their local boatbuilder (who had already built some), and found themselves in possession of a boat which represented the extreme edge of racing craft construction at that time and was nicknamed locally as the “flying pencil”? All I can remember of Arthur's version is that he had been approached for a “two berth weekender”..... Arthur had a lot of charisma, and the Willimotts were supportive, I expect a bargain price was offered, and so there we are, a modern old gaffer was created.

When she was first launched, *Hanser's* keel carried 0.75 tons in a lead torpedo on the bottom, drawing 6 ft with the keel down. The keel was lifted with a heavy duty trailer winch, and the narrow deep rudder slid up and down on the lower pintle, lifeboat fashion. The all-inboard gaff rig had a fairly short mast and the boat was fast, in Arthur's hands.

I arrived in the yard 4 years after her launch, and from my workbench I looked over Collier's reach to where this unusual craft lay at her mooring, hearing the odd tit-bit and comment.....*Nigel had*



painted the deck and to make it non-slip simply shovelled some sand up off the beach (bah!) Nigel had forgotten to raise the keel one day after returning to the mooring and Hanser had risen and then dried out (probably several tides) the keel descending and rising smoothly with no problems... the keel flopped about in the case (when the boat pitched) and Arthur had to devise some sort of lock to stop this happening.....

Arthur's own project at this time was restoring the *Kraken* - 32 ft x 5ft 6ins (an earlier Michael Pipe project which had been written off after a crane fell on it during launching) and the yard team were enlisted to glue up her new box-section spruce mast – that mast is now *Hanser's*, still going strong after 35 years. *Kraken's* rig was transferred to *Hanser* when Arthur acquired her. The sail area was 305 sq ft, smaller but taller.



Arthur Holt sailing HANSER with the later rig - must be during an OGA race (race no. on show)

The mast was stepped aft on the cabin top; she had a very narrow mainsail and the main drive came from her headsail – though cutter-rigged, you only used one headsail at a time; both forestays were on quick release mechanisms, the inner to allow easy passage of a big jib or genoa; the outer (actually a double forestay) to allow setting a spinnaker.

As she had been a “gaffer” originally, Arthur (having scrapped the old rig) had a new gaff mainsail made by Douglas Seeden for taking part in OGA events – this sail and gaff ran on the existing mainsail track. *Hanser* made short cruises, was sometimes borrowed by friends, went to Belgium once when she had to be towed into Ostend in heavy weather with all the crew sea sick, and was generally appreciated for another few years, the only slight deterioration being in the varnish on the topsides, now into the 2nd decade....

In 1999 I was able to acquire *Hanser* – I was attracted by her simplicity – like a very big dinghy – and she was ready to go, again at a bargain price!

That summer I sailed *Hanser* down to Plymouth, intending to view the eclipse

of the sun. My crew down channel was Bernard Patrick, with another friend coming as far as Brighton. Clare and Anny (now 8 months) drove down and we were based with friends in Millbrook, embarking on a short cruise to Fowey and Newton Ferrers, which Clare found a bit daunting, out-of-control, and with a fear of heeling. I sailed *Hanser* back to Rowhedge from Plymouth single-handed. We also took part in the EC race that year.

Short sails and weekends afloat were the order of the day, and *Hanser* did prove an easy boat to manage overall. Her performance wasn't as fast as I expected, but this may have been due to my sailing - I am not tuned in to sports boat sailing - to get the most out of *Hanser* as she was required more attention and sensitivity than I think I could give.

The rig was designed for windward performance, as were keel and rudder. You got outstanding performance to windward over a relatively narrow range of wind speeds, say 5 – 15 knots of wind and smooth water; outside this range *Hanser* didn't particularly shine, though she wasn't slow. And to go fast, you needed a crew, for sail changing and spinnaker off the wind, varying wind speed requires frequent sail changes in this sort of boat. The rig was a double spreader masthead rig, with an inner forestay – elegant but very lightly stayed and vulnerable in my opinion (the rig was off a smaller boat after all).

Narrow rudders and keels only work at speed, and choppy conditions can destroy their grip on the water too. *Hanser* demanded precise handling, and tacking at sea wasn't easy, because the rudder could only put her



Tabernacle and keel lifting arrangement

into the wind slowly – apart from having restricted movement if you put the rudder hard over it would tend to stall anyway – lacking momentum due to her light weight, windage and waves quickly slowed *Hanser* to the point where the keel would lose its grip. If you were lucky *Hanser* would fall off to leeward on the new tack for a while until speed was resumed – quite often, she'd be stuck in stays. I discovered that some friends who had borrowed her just used to wear ship when at sea instead of bothering to tack! - so I wasn't the only one.....

Another aspect of this was getting under way under sail – after dropping a mooring you had to be very careful you didn't just drift off sideways into other boats before you had enough way on. I reckoned that as soon as the speed through the water dropped under 3 knots you had very little control over things! Also we had gathered anecdotal evidence that should conditions get quite strong *Hanser* would become unmanageable (like some other modern boats!).

You could boil it down to the fact that (a common modern problem) *Hanser's* hull was too bulky for her power – i.e. had she had less boat above the waterline (less accommodation), her parameters would have worked out much better – principally there would be less windage, centre of gravity would be lower (including crew weight) and the rig could be set somewhat lower too.

The cockpit was uncomfortable and the air-cooled engine when running wasn't safe with children aboard. It was a lovely bit of machinery (in a characterful way) but the rope start would regularly wrench one's arm off, the exhaust came out of the topsides of the boat through a useless silencer so motoring into a marina could be embarrassing with smoke and sparks flying out of the side of the boat, and there would be complaints from neighbours if I set off at HW in the middle of the night from Rowhedge too often! Yet you were *dependent* on the engine – I wasn't used to this: *Hanser* was not very manoeuvrable at close quarters, and in shallow places once the keel was raised one could not use sail at all. I had hoped to be able to sail in and out of tight places. In some ways, as she then was, *Hanser* was a brilliant motorsailer – in the right conditions with a crew she could sail like a rocket, and under an 8 HP motor she was fast and economical – in retrospect a new slightly better engine installation could have been an answer to the issues –

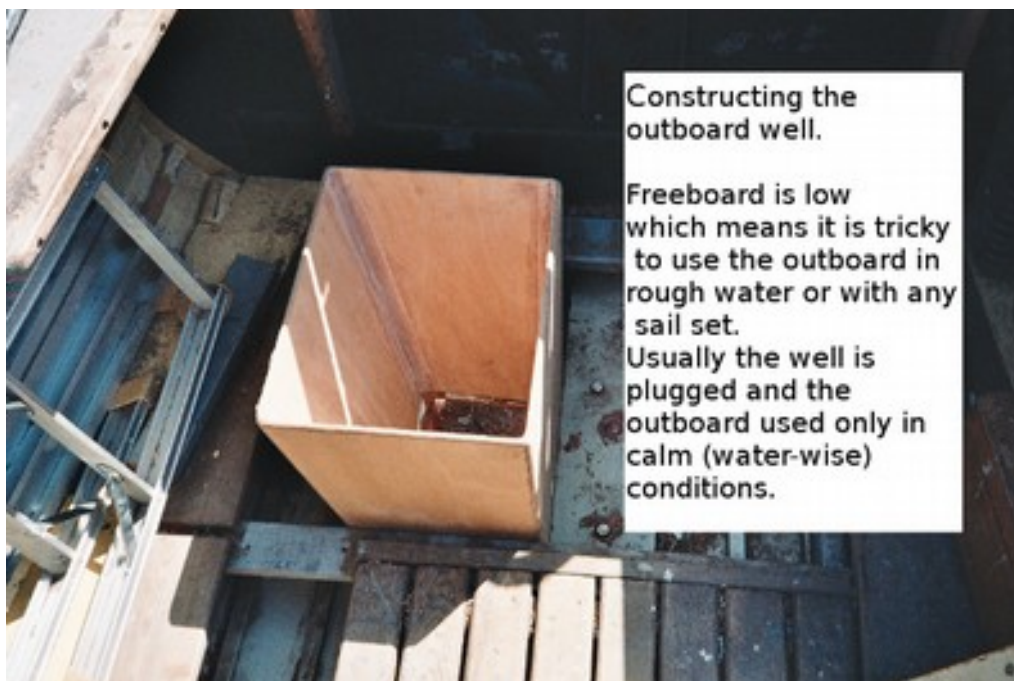
IF you liked motoring.

I started to make changes, bit by bit – being a boat builder and congenital experimenter until one day in the late summer of 2005 I discovered a bit of rot in the keel box. *Hanser* was laid up in John Hickman's yard in Brightlingsea for a major refit – I'd had her afloat for 6 years anyway and the varnished topsides were now sad!

She was re-launched in late 2009, and back in commission the following summer. The aim being a more capable sort of cruiser, the refit increased power, and strengthened the hull.

The keel (now with 1 ton of lead and setting 6 ins deeper) is lifted by chain hoist which is safer. The keel itself has the chord increased from 27 ins to 33 ins (the max the keel slot would allow without even more modification) and is thicker (about 5 ins) shaped to a close-NACA section; the lift is 4 ft. A vertical rudder stock is achieved by adding a protruding skeg and fake sugar-scoop, and the rudder pintle is a bronze tube which acts as the mizzen mast step, with simple tiller and a big range of rudder movement. The new rudder is semi-balanced with a large end-plate.

The latest mainsail was cut from a West Solent mainsail - no topsail. A short bowsprit was added to maintain the old sail plan proportions.



There is now an outboard well in the cockpit and a 5hp engine which works well except in rough conditions (but now you can sail!). A tabernacle was added too. On the aesthetic front the flat sheer was changed by adding a new rubbing band and toe rail, which in combination with changing the waterline and paint choices gives a more classic appearance with “thinner” topsides.

I’ve changed the mast staying and added in some redundancy which adds wind resistance but also a sense of security! The boat has some handy features: when the wind gets to force 4 a double-reefed main is adequate and I set the runners up fixed to the stern – the gaff passes under them – and you can sail comfortably with no main if you’re not in a hurry. I can also sail with a bermudian mainsail. The boat is probably “slower” in some conditions but I doubt much different overall..... but “Speed” isn’t everything!



The rudder..... note skeg, tube for pintle, bottom end plate . The bumpkin is set in the aft end of the upper rudder gudgeon



Hanser in the 2018 East Coast Race

photo © Ian Kemp

John Krejsa

I am sorry to say that the retired EC Committee member John Krejsa, the owner of *Stadats* and *Mist*, died 5.10.18 at Ipswich Hospital. A great Gaffer exponent and shipwright.

He bought *Stadats*, the ex Wick and Amble RNLi *Frederick and Emma* sailing lifeboat built in 1921 by Saunders at Cowes Isle of



Wight, in 1966. He then converted her into a sailing home, retaining her life boat qualities and based her at Woodbridge. He took part in many an East Coast Race, taking great pride in winning the Old Harry trophy on more than one occasion!

More recently he acquired the Albert Strange yawl *Mist*, which he lovingly refitted. He had been making the best of life after being diagnosed with motor neuron disease and went to watch *Mist* sailing last month at the Woodbridge Maritime Festival. Early on the morning of Wednesday 5th October he had a bad fall which broke his left arm and he was taken to hospital where he died.

Our condolences go to his family and friends.

Brian Hammett

Brian Hammett passed away 20th September 2018, from a heart attack having confounded his doctors who had predicted less time for him, and having impressed all who knew him with his determination to hold on to life and make the best of it to the end. Our condolences go to Lorna as well as their daughters Trish and Clare and their two grandsons.

Brian's funeral took place on 10th October at Ipswich where his widow Lorna delivered a moving eulogy entitled "Life of Brian", extracts of which can be

read on the website. After the ceremony family and friends gathered at Isaac's on Ipswich Dock where many memories of a great OGA Ex-president were exchanged.

"A pirate radio museum is moored in Ipswich wet dock right in front of Brian's apartment. A fitting tribute to a family friend who watched me grow up on the water and always asked how things were going in the radio studio. I've said goodbye to Brian today, a sailor qualified at the highest level and an audio technician who shared a mutual understanding and love for music and sound with myself.

"My lasting memories are ogling together at my parents house over the 1970's quarter inch studio tape recorder I was given...and hearing music blasting from the megaphone in *Avola's* wheelhouse in the krammersluis lock after a long trip across the North Sea."

Fair winds Brian, *Clive Robertson (facebook)*



Brian at the helm of a Thames sailing barge

photo © Mike Robertson

Den Helder. Weekend trip to Trad Boat Show Friday, November 9, 2018 to Sunday, November 11, 2018

We've been invited by our Dutch gaffer friends to meet up with them at this winter event in November. *(No group discount available for Rail/Sail so we invite you to book and pay for your own ferry crossings - cost is currently £56 each way per person London to Den Helder or £50 each way per person Harwich to Den Helder PLUS the cost of a cabin for the night sailing)*

Accommodation now confirmed!

Some members have already booked but a couple of double cabins are still available on the [Dutch Sailing Ship Stortemelk](#) which will be moored up at the Boat Show. If you are interested and have not already done so please make yourself known as soon as possible to Sue Lewis. secretary@oga.org.uk

Our OGA NL friends may be cooking up some kind of a social event which we'll let you know about when we know more but here's the current proposal:

Itinerary for one night on ferry, two nights in Den Helder, afternoon ferry back to Harwich:

Thursday 8th November

(Optional) Meeting up for supper in pub in Old Harwich 7/7.30pm

10 minute train ride to Parkeston Quay

Departing Harwich on overnight Stena ferry at 23.00

Friday 9th November

Train to Den Helder, 2 nights accommodation on board [Stortemelk](#) at just 35 euros per person per night (Sorry - no single cabins available so it's a case of double up with a gaffer chum or pay double). A hotel option is also available though slightly more expensive – ask Sue Lewis.

Sunday 11th November

Ferry from Hook of Holland to Harwich departing 13.45 arriving Harwich 19.45 (Or overnight ferry again if preferred).

AGM, Saturday, November 24, 2018

This year sees a change in venue for the AGM, which returns to the Colne Yacht Club at Brightlingsea for the first time in a while.

The AGM will start at 18:00, followed by the presentation of area prizes. These include the log/blog competition, for which entries are requested as soon as possible, but by 4th November at the latest.

Please submit all entries to the area President, Robert Hill. These can be sent electronically as word documents or PDFs, using his new e-mail address, robert@hill4.co.uk or by post (address is in the year book).

There will also be a **sale of merchandise** so bring some spare cash with you when you come.

Dinner will be at 20:00. Attendance at the meeting is free, and dinner can be booked for £16.95 a head with a choice of various carvery meat, or a vegetarian option of feta, spinach and caramelised onion parcels. This will be followed by a choice of desserts. Details on the booking form.

AGM Agenda

Welcome.

Apologies for absence.

Approval of minutes of 2017.

Matters arising.

Presidents Report.

Secretary's Report.

Treasurer's Report

Election of officers & committee.

Discussion/feedback on preferred format for future events.

Any other business

Presentation of prizes/awards.

Date of next year's meeting.

Backstay

With another sailing season over thoughts turn to laying up, and for once I will not be contemplating long drives to where *Robinetta* has been left for the winter. Finally, after 5 years away, *Robinetta* is back on the East Coast! I am really looking forward to taking part in all the “big boat” events, as well as the “small boat” ones, although I will have to get the hang of getting *Robinetta* out of her extremely tide restricted mud berth on the Tollesbury saltings.

Many thanks to all the contributors to this issue. Your input is greatly appreciated, and I am always looking for more articles and photos on any East Coast OGA related topic. You can submit them electronically to alison.margaret.cable@gmail.com, or through the post to Alison Cable, 146 Stortford Hall Park, Bishop's Stortford, CM23 5AP.

The deadline for next issue is Sunday 20th January for inclusion in the February issue. I am especially looking for reports on sailing events that have been missed from the issue (such as the Maldon Regatta and the Swale Match), and winter events. These seem scarce at the moment, but there may well be some in the spring, and please keep an eye on the website and facebook for any “pop up” events. It would also be great to read about other boats, whether one off, or production designs. Every gaffer has a unique story to tell!

Here's hoping for a trouble free winter, and happy sailing,

*Alison Cable, Editor
Eastcoaster*



Dawn on the Blackwater

photo © John Healas



East Coast OGA AGM Dinner

at the Colne Yacht Club, Brightlingsea on Saturday 24th November 2018 at 8pm

Name	
Phone number	

I wish to book the following meals at £16.95 a head:

Mains:

Carvery Qty

Feta, spinach and caramelised onion parcel (vegetarian) Qty

Desserts:

Honeycomb cheesecake Qty

Lemon meringue pie Qty

Carrot and walnut cake (gluten free) Qty

Total cost:

Payment by cheque (payable to East Coast OGA) or online to 20-54-30 account number 80676179 including your name as the reference please.

Please return this form either by post (to Clare Thomas, Green Farm Barn, Barham Green, Ipswich IP6 0QF) or email (clare.thomas@btinternet.com).

Bookings must be received by Thursday 15th November 2018.