



EASTCOASTER

The Newsletter of the East Coast Old Gaffers Association
February 2015 Issue 102

Forestay

Happy new year, and welcome to the first Eastcoaster of 2015.

I've enclosed a Calender of Events to help you keep track of what is going on in the area, as well as a couple of booking forms for upcoming events. Don't forget to fill in your menu choices for the Film Night supper and the East Coast Dinner. Other booking forms are available on the website; they can be filled in and e-mailed, or printed off and posted, but please let the organisers of every event know in good time if you will be coming. It really helps with the planning!

In the main article Pete Thomas, the OGA handicap officer, reveals the mysteries of our handicap system. Pete would like more information about your boats. The many new or light displacement gaffers around can make racing a frustrating business for those of us with older heavy boats, but the sailing committee is trying to make sure gaffer racing stays fun for all!

As well as the AGM reports you can see how the visit to James Lawrence went, and read about the events proposed for this year. No Dutch cruise, but the East Coast August cruise is in the planning stage, or how about a trip to France or Ireland?



photo by Julian Cable

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President's Address

by Robert Hill

Good evening & welcome to the 2014 East Coast OGA AGM, my first in the hot seat. I won't discard my L plates quite yet & hope you will forgive any errors or omissions on my part!

Before proceeding further may I extend our thanks to Walton & Frinton Yacht Club for making their superb new clubhouse available to us for the third time this year. It is much appreciated.

Thanks also to everyone on the area committee for their support and hard work over the last year in making our events run smoothly & successfully.

As another busy year draws to a close I can't help thinking it has still been strongly influenced by the jubilee celebrations of last year. The legacy of 2013 seems to be a noticeable increase in interaction between OGA areas & some members cruising to more distant areas than they normally would.

The early part of our winter programme saw a large East Coast contingent joining Solent members & others on a trip to St Malo at the invitation of the French OGA on the weekend of their AGM & dinner. We enjoyed excellent hospitality & a great time was had by all. Hopefully we can look forward to more entente cordiale gaffer style in future. There is already talk of the possibility of an OGA cruise in company, probably to France.

This international theme was carried forward to the Burnham dinner, wonderfully organized as always by Trevor & Elaine, when it was my privilege to award the OGA Cape Horn Trophy to Kees Koomen for his impressive & largely single handed voyage round the UK. Kees, although based in Holland, is an East Coast member.

The 2014 summer programme was dominated by the `Dutch Cross Country` tour, organized to celebrate the 10th anniversary of the Dutch OGA. This was well attended & thoroughly enjoyed by a good number of boats from this area, as well as several South Coast gaffers.

On the home front my year started with a marathon pre AGM

Association Committee Meeting where the future direction of the Association was debated at length- remember the `7 questions` survey a year ago. Despite an earlier than normal start the meeting over ran to the point that the AGM started at least half an hour late. The major achievement of the day was the adoption of the new OGA website, largely modelled on our East Coast site, after an excellent & professional presentation by Alistair Randall. Our thanks must go to Beverley & Steve Daley Yates for developing both our own & the National OGA sites.

The sailing season saw a Mistley event in place of the RHS rally, plus 2 totally new events, namely the primarily "small boat" Tollesbury event & the Chatham Rally. Both were hailed a success & are already on our 2015 calendar. The Chatham Rally is currently the only OGA event in the Medway & North Kent area, which is now incorporated into the East Coast Area, so please support it if you can. We enjoy regular support from members who travel north to this area to attend events, so it seems only right that those of us based further north should venture south to join them when the opportunity arises.

Despite relatively kind weather this season, the Crouch event suffered from somewhat inclement conditions though not enough to deter our first gaff rigged dragon in the fleet making her début, courtesy of Roy Hart!

Likewise we had a memorably lively East Coast Race, the conditions resulting in a racing fleet somewhat depleted in numbers at the start & even more so at the finish. Despite weather conditions & anxious organizers, our youth members were undeterred in taking out the most extreme boat in the fleet, *Dirty Girty*, & showing us all how it should be done! Well done guys!

Our long serving race officer Peter Maynard announced he is retiring from the role this year. Thank you for all your hard work Peter. I'm delighted to say that Brian Hammett has offered his services next year & as we all must know, he should make a perfect successor to Peter.

The August Cruise enjoyed better weather than we have perhaps become accustomed to and went largely as planned, other than one unscheduled night at Shotley, which clearly triggered feelings of nostalgia in some of our longer standing members. Our thanks to

Shotley Marina for accommodating us at such short notice & even inviting us back. Thanks also to those younger members who worked so hard to help move the fleet through the lock quickly & without incident.

This year's August Cruise benefited from the very generous sponsorship of Teamac Paints. This contributed in no small way to the success of the week & we must thank them again for their generosity. We are optimistic this may be repeated. I suspect most of us may have need of paint, varnish or antifoul this year, so I'd urge you to look at their range & consider giving Teamac our support as potential customers.

Sadly 2014 also marked the passing of two of our most active members, Robin Patmore of *Great Days* and Ian Smith of *Bona*, both accomplished & very experienced sailors who will be sorely missed & fondly remembered by us all. Everyone was delighted to see *Bona* make an appearance at the August cruise, looking absolutely superb thanks to all Jayne's hard work. *Bona* was a very worthy & popular winner of the new Teamac Concours Trophy. Well done Jayne & crew.



Looking ahead, our 2015 calendar is rapidly taking shape as you have hopefully all seen. Having suffered depleted numbers on a several

occasions this year, there has been some debate as to whether we are running too many events & should consider holding some on alternate years. I suspect much of the problem was that events were pushed to the early & late parts of the season to leave time for boats to attend the Dutch celebrations, added to which the weather “trapped” some boats on the other side for longer than anticipated, as well as impacting on the Crouch & East Coast Races. Some regulars were also missing having gone cruising further afield.

The current plan is to run our usual full programme of events, although, where possible, with a little more `breathing space` between them. Please support them if you can. If you feel able to assist in running events, please speak to me or any committee member. If people are available to organise events we are keen to encourage them. Lorna will speak further on some aspects & problems with event organization in her Secretary's Report.

Currently we are liaising with the Trailer section over the timing of their Norfolk Broads rally & Swallows & Amazons, to facilitate attendance of both by our respective members. The Trailer section are keen, so again, if you can, support them.

Finally, last winter we set up an SAS sub committee (safety & support in case you were wondering) to look at current best practice in terms of event organization, the results of which I'm sure you will have noticed when attending events. There is inevitably more red tape, for which I apologise, but unfortunately it appears to be necessary in this day & age. The SAS team had a lot of work & some lengthy meetings last winter & work will be ongoing, though hopefully now more concerned with streamlining the processes as far as we can. Thank you all for co-operating with these changes. The response to the need to update organizers on crew numbers this year was particularly pleasing. If, heaven forbid, a boat had to be reported overdue or missing to coastguards, I'm sure you can understand it would not reflect well on the OGA if we couldn't answer that inevitable question, “How many persons on board?”

That's probably more than enough from me, so we should move on to the next item.

The Secretary's Report

By Lorna Hill

Having completed my first year as Secretary, I could reflect that the job wasn't as onerous as I had expected. However, there is a very good reason for this illusion of '*sailing*' through the year (pardon the pun!), and that is due to the enormous amount of help provided by fellow OGA Members. When the idea of taking on the role of Secretary was first mooted, - my main concern that I voiced was my fantastic ability to forget things! I wasn't joking.

For those of you who participated in the August Cruise, you may remember the Pontoon Party, well it was nearly the Pontoon Non Party. Shortly before the event, Clare casually asked me what party food was lined up for it. 'Search me' I said 'I don't know'. 'But didn't you say you would organise it!!' replied Clare. With the help of Mike McCarthy – who always likes a good shop – we purchased a fine spread with minutes to spare!

You may think that organising (or not) a finger buffet isn't typical of a Secretarial role, but that's the good thing with the East Coast Old Gaffers, - variation. The comradeship and getting stuck in ethos, is the essence of this Association and I believe the secret of it's success.

As The President has mentioned, we have enjoyed another year of inter-area events, although curtailed for some by the weather. I received a letter from Rik Jassen from the Dutch OGA who had hoped to sail from Holland to join the August Cruise, but was thwarted by adverse weather. Rik had seen that moving boats can at times be most difficult, whereas most of the time, moving people is relatively easy. I quote a paragraph from Rik's letter:

'For me the OGA is a group of people and not a fleet of boats. The problem as I see it, and actually experienced it this year again, is getting our own boats at all the different OGA events (and back!!) at the right time. Of course it is nicest to show up with your own ship and challenge other boats, but if you cannot find the time or the proper crew or the distances are too far to travel, there should still be a way to be part of events in the different areas.'

So I would challenge every area to start thinking of, and making plans to make it possible to travel people instead of boats. Listing boats that are short handed often, starting crew pools of members that like to crew in other areas, giving extra bonus points to boats in the handicap to skippers that host distant friends, or any other idea to make it happen.'

Your Committee is currently looking into Rik's suggestion to see how we can take the idea forward. It may be that you see yet another section on the event entry form.

Moving on to events, I would now like to make some pleas. It has become an increasing problem to organise events due to the late submission of the entries. As an example, a dinner to be held on the Saturday, had 15 meals sold by the preceding Wednesday, on the day 65 diners had booked. It is a logistical nightmare for organisers, host clubs, caterers and also Harbour Masters locating available space to members boats attending. Your Committee has pondered over this problem long & hard and are always very conscious that we do not wish to jeopardise our welcome currently received at local sailing clubs along the East Coast. I'm afraid to say that the solution we think we may need to pursue is to introduce a significant late entry fee. Again, details will be on the entry form.

My second plea is to ask for material for the website & Eastcoaster. This can be pictures, blogs, short articles, especially write up of events you have attended and so on. All material will be gratefully received and appreciated.

One area of our association which the Committee are considering is Communications. We may all have moved on from snail mail and the like, but we are finding the increasing need for someone to pull everything together on the Communication front. Alison does a splendid job with Eastcoaster and Beverley has sent out email notices during the year to highlight up and coming events and deadlines, Richard keeps the website up to date and Sue is responsible for publicity. However, we would like to appoint a member responsible for liaising Communications within the EC OGA. They would be on the Committee, so that they don't miss any snippets of information, and work with the team as a whole, and no, it wouldn't be compulsory to arrange a finger buffet!

Treasurers Report 2013-14

By Clare Thomas

Income and expenditure for most of the events were broadly similar to the previous year. Tollesbury was a new event, so there were no figures from 2012-13 to compare. The RHS / Stour rally did not have a BBQ this year, so less money was taken and spent. Last year, the East Coast Race was organised as part of the Jubilee Cruise, whereas this year they were separate events with separate incomes and expenditures.

We had a new sponsor – Teamac – for the August Cruise who kindly donated £1500 which really boosted that event. We also received an anonymous donation of £200, the raffle and the auction at the Burnham Dinner raised £292 and we received over £200 from members donations sent in with race entries.

The cost of running the website is much lower this year, as we have not had to fund any major development. And the cost of printing Eastcoaster has dropped hugely as we now only produce a few paper copies to post out to those who have paid for postal copies.



I collected in the entry fees for the OGA Dutch Tour, and this amounted to over £6000. We covered the cost of the international transfer to the Dutch OGA account. We had several activities which raised funds for the RNLI and this money was sent to the West Mersea and Harwich lifeboat stations. Overall, the income was higher than the expenditure and this resulted in a profit of £2625.15. This puts our area in a very strong financial position for next year.

Finally I would like to thank Peter Maynard for once again checking through the accounts in his role as Independent Examiner.

Bateman's Tower

by Wendy Wetherall

At the AGM I got the shock of my life when I was awarded the “Biggest Trophy Ever”, the Bateman's Tower, for sales achieved in OGA goods during the year.

My first reaction was horror. Blimey, what and where will I put it and I'm sorry to say I wasn't very gracious at getting the Bateman Tower trophy.

However once I got it home and had a good look at the tower I realised how beautifully it had been made, all an exact scale of the original at Brightlingsea. Also it is a trophy connected to one of the East Coast Old Gaffers main race weekends where all the competitors finish races on a line including the tower.



I now feel lucky to have been presented such a prestigious trophy and have it proudly on display in my hall, so all visitors can't help but see my award. Who ever gets this next year, please be glad and feel very lucky to have been awarded The Bateman Tower.

Other Awards

By Alison Cable

As some of you may know Julian and I spent the spring and most of the summer sailing *Robinetta* up to and in Scotland. We post daily updates to our blog, and once again we were awarded the Francis B Cooke trophy for best log/blog. If you would like to read our adventures you can find them by googling for “Robinetta blog”. We are right at the top of the search page!

Clare Thomas the treasurer was given a special award for her work on the August Cruise, and another special award went to Mike Peyton from the Dragon Crew!

A full racing programme throughout the year saw *Reverie* winning the Tom Felgate Gaff Points Series, with *Charm* in second place and *Katie* in third. *Scorpion of Wyke*, a new boat to the East Coast area romped away with the Bermudan Cup after a great performance during the August Cruise.

The Roger Needham Award, for the 1st Gaffer over 100 years old went to *Transcur*.



Other Business of the meeting saw Beverley Daley-Yates give a presentation on changes to local and national websites. She requested members to make sure that their e-mail addresses had been provided so they they can receive web updates, and asked them to check and update their boat's entry on the Boat register.

Sue Lewis provided an update on the OGA Youth Fund Initiative and asked for suggestions from the East Coast for ideas for Youth Support; get your ideas to her as soon as you can! The East Coast has yet to come forward and this is a shame, as we do have groups on the East Coast, like the Pioneer Trust, who could benefit from the fund.

There was a discussion regarding allowing advertising on the East Coast website and a show of hands indicated that the majority were in favour, although income would be minimal. This was later discussed by the committee, and it was decided not to proceed due to problems with getting relevant advertising, and a limited profit forecast.

An idea was put forward by Roy Hart for a cruise in company to France, and this idea is progressing well....

The “Other” AGM

As usual the full report of the central OGA AGM will be in the next Gaffers Log, but a couple of points arose that are of special interest to the East Coast. Tony Kiddle, who sails his Gollant gaffer *Step Back in Time* on the East Coast, has been elected as Treasurer. There are now a lot of East Coast members on the main committee!

Other matters discussed included Roy Hart's idea for a French cruise, raised at our AGM, which has now progressed well beyond the “good idea” stage. Ben Collins, official liaison with the French OGA, has been in talks with them, and an invitation had been extended to join them on 3rd August for a Rally and celebrations, inside St. Malo harbour, to celebrate the arrival of the famous gaff schooner 'La Recouvrance'! Full details are on the main OGA website, as are details of a trip to West Cork, which musters in Kinsale on 17th July 2015 before sailing to enjoy the week long Glandore Classic Boat Rally then heading west to Skellig Michael and back.

These “foreign” plans are exciting, but they are a long way ahead, and there is a lot going on closer to home!

The Year Ahead

The winter is a time when very few people have their boats in the water, but the East Coast OGA does not let that stop them from organising events! We have a full winter programme, with at least one event each month, (including the Burns Lunch in January). In fact in February we have two!

The Work of Trinity House, 7th Feb

The first event in February is a talk by Captain Richard Woodman LVO on the Work of Trinity House. Richard spent 37 years at sea and is an established writer on nautical matters and especially Trinity House. being appointed Lieutenant of the Royal Victorian Order (LVO) in 2014 for his services to Trinity House.

The talk will be held at the Nottage Institute on Wivenhoe Quay on Saturday 7th February, after a fish and chip supper. The venue will be open from 1800, with the meal at 1830. There is a charge of £7.50 to

cover the meal and a drink, and hopefully by now everyone will have booked through the website. If not try giving the organiser, Keith Watson, a call on 07917181790 or e-mail him at maryll@talktalk.net and he may be able to squeeze you in!

The Boat that Rocked, 28th Feb

The Supper and Film night hosted by Pin Mill Sailing Club had become an annual event, and this year we will be watching 'The Boat that Rocked'. The Pin Mill Sailing Club always make us gaffers feel very welcome, and the experience of watching a nautically themed movie in a room full of sailors is very memorable!

Arrive at 1830 for supper at 1900 followed by the film show at 2000. Total cost is just £7.50 per head. If you're intending to join us, please fill in and return the booking form enclosed by Friday 20 February.

ECOGA Annual Dinner, March 7,

The only even vaguely formal event on the calendar will be held as usual at The Royal Burnham Yacht Club. This is your chance to dust off your formal wear, and see how many people still recognise you! Whether you come by boat (as some do every year) or car you will be very welcome and well fed!

Menu choices are on the booking form enclosed, which should be returned to the usual address by 28th February. The meal starts at 1900, to be followed by a raffle draw.

Please bring along anything you would like to donate as raffle prizes or for auction; last year we raised £292, and the draw was great fun!

Plenty of accommodation is available locally if you don't want to worry about driving home after the dinner, but you will need to make your own arrangements.

Fitting out Supper 4th April

Easter is early again this year, and there are no plans for a sailing event, but we are hoping to get together for a fitting out supper, which we hope will be at a boat accessible venue just in case any one has managed to re-launch! Watch the website for details...

East Coast Gaffers v Tollesbury, 2-3rd May

The early May bank holiday sees the first sailing event of the year. After the successful launch of this event last year our small boats are invited back to Tollesbury to race against local craft, on a course set by the Tollesbury Sailing Club.

Although primarily a small boat event larger boats can be berthed at Tollesbury Marina and are very welcome. Evening food will be provided by the Kings Head Pub (no hog roast this year), and there is talk of a Marquee... Full details will be published on the website closer to the event.



This Summers' East Coast events will be advertised fully in the next Eastcoaster, when more information will be available, but please note that the August Cruise runs from Aug 15-23rd one week earlier than you might expect, so no leisurely trip back home on Bank Holiday Monday!

Gaffers Handicapping

By Pete Thomas

To many of our association members sailing handicaps seems to be a bit of a mystery. The OGA handicap is based on the old Channel Handicap which was developed in the 1950's . This was when the majority of the gaffers racing were mostly heavy displacement types with moderate sail areas. The formula used a series of measurement which would include length(LOD), beam, sail area or fore triangle and "d" the depth of the boat. This formula was used up until the middle of the 1980's when the formula was modified to make some allowance for GRP construction where the "d" measurement skewed the formula. It has remained the same since then with minor adjustment for propeller configuration.

Below is the Rating formula we use now

$$\text{Measured Rating} = MR = 0.15 \left(\frac{L \times S}{\sqrt{B \times 0.67 B}} \right) + 0.2(L + S)$$

Where $L = \frac{LOA + LWL}{2}$ $B = \text{Max Beam}$, $S = \text{Corrected sail area}$

(Allowance: sloop 100%, Cutter 96%, Yawl 94%, Schooner = 92%, Ketch = 90%.

Final rating $R = MR - (\text{prop allowance} \times MR)$

Over the last forty and more years boat design has evolved as different materials have been developed for both hull and rig. Good design with GRP has allowed boats to be made lighter, stronger and roomier than their predecessors. Weight when needed can be put to better advantage and put low down in the hull to make it stiffer and therefore allowing a bigger taller rig to be carried.

For more serious racing the IRC system evolved to take into account the more modern hull shapes rig and construction. The IRC rule (formula) is not published. This is to stop designers trying to design ways to beat the rule. This system is used today by many racing fleets. The boat has to be "officially" measured which costs a significant amount of money.

Trying to find a handicap system that works perfectly for a disparate fleet

such as we have in the OGA is impossible. Obviously One design fleets do not have this problem. The playing field is level.

We all know of times when we start a race and know who is likely to be the winner. We must of course also give credit to some very experienced skippers who sail with us and it is very often their skill that allows them to do well. One thing to also remember is that the best boats within types tend to survive. They may sail faster, more comfortably and safely. The comment that we hear after a boat has been broken up or left to rot away often include – “well she never did sail well”, “always a slow boat”. Was not worth keeping.

The Current OGA rating handicap formula does not really cater for all of the boats that race with us.

Alternatives have been looked for several years. Such as the RYA NHC new system, but that is still in its infancy and does have serious limitations for our use. The association needs a system that is easy to administer, not too onerous on the owner to measure his/her boat, not cost the owner or association much money(currently nothing) . Better than we have now.

As mentioned earlier it is very clear that the sail area and displacement of a boat are two factors which significantly affect performance. The sailing Committee would like to investigate further how we can possibly add in an appropriate factor to take into account the widely different sail area/ displacement ratios. It is all our unique craft that present the biggest problem.

I would like to think that owners will have a very good idea of the approximate weight displacement of their boat as many will have been measured when lifting in or out.



To try and improve our handicap system we would like to collect more information about your boat. Notably the displacement in standard trim and ideally a clear hull photo taken from the beam, bow and stern. The displacement of modern production boats is often readily available. The photos can then also be added to our National Boat Register archive which you should be able to access on line.



(not ideal as the photo is not straight on to the bow)



(A better view straight on on the stern)

Please can you send the requested photos and estimated or known displacement for your boat to p.m.thomas@talk21.com .

Good Fitting out!

The Fastest Topsail in the East

By Alison Cable, photo Mike Robertson

Mark Butler set his staff a challenge for the latest OGA visit to the loft on Friday 12th December. He would make the new sail from scratch inside 2 hours. The first challenge was deciding what sail to make, and Mike Robertson approached Pete “the Knife” Elliston with a suggestion. For many years *Reverie*, an Itchin Ferry, has been flying a topsail inherited from *Deva*, a nobby. This was altered to fit, but never sat quite right above an unreefed main, and Pete agreed to take the “Speed Challenge” sail.

The first task was to measure the old sail, on its spar. Since it was originally designed for a different boat there were some adjustments to be made. On a normal order Mark would visit the boat and take careful measurements, but in this case the old sail was pegged out on the floor and Pete told Mark about the problem areas. This led to a couple of changes in the mark up drawn on the floor.

Next came a bit of fun. The new sail was never going to match the old ones, but what colour should it be? Mark produced six sealed envelopes, and Pete picked one; when opened out fluttered a sample of..... Pink.

“That's fine!” was Pete's response, (although Sarah was seen checking out the other envelopes (all pink!)). Mark did offer two samples of cream, but Pete had made up his mind. The pink sailcloth had been left over in the loft for 20 years, so Mark was glad to be using up some of it!



Production then moved into high gear, with Mark explaining every step in the process starting with cutting the panels and fixing them together on the cutting floor with special double sided sticky tape. Narrow panels look better than wide ones, but cutting and re-sealing the edges of the cloth would have taken too long so Mark showed us a “shortcut” to the narrow panel look, using strips of the extra cloth stuck along the centre of the panel. These were sewn in place once the sail moved to the machine.

While one sailmaker got on with the sewing, the others were making the grommet reinforcement patches and once the sail was in one piece it was laid back out on the floor and the patches applied. The luff was reinforced with tape rather than rope in the name of speed, and the edges rolled and held in place with sticky tape, before the sail went back to the machine again.

The last stage was to cut the holes, then fit the grommets at the head, clew and tack, plus smaller rings for lashing the sail to the yard.

Watching the 30 tonne hydraulic press in action for the grommets was an education in finesse, while the smaller rings were hammered into place by hand.

After an hour and a forty minutes the sail was ready to be pasted onto the old yard and checked for fit. Perfect!

A selection of refreshments were provided



for the 30 or so people who turned up to witness the manufacture, and our thanks go to Mark Butler and all his team at James Lawrence for an amazing evening. Ian Clarke took his video camera along, and anyone who would like to see the production process can see the results on You-tube. Links on the East Coast Web site.

Backstay

For most of you this will be the only issue you get through the post, so please remember that there are three more issues to read each year. They are available to download in full colour from the East Coast OGA website, and if you receive the OGA e-mail notices you will be notified when they are available. These e-mails will also keep you up to date with any last minute changes to the events. It is really easy to sign up for the e-mail notices; just go to the website and click on the button on the right hand panel on the first page.

If you absolutely want printed copies, (which will be black and white like this one) then be sure to return the slip enclosed with this mail out, together with a cheque for £3 (to cover printing and posting costs). If you sent in your slip last year you need to do it again this year!

Talking about money... if you pay your subscription on a yearly basis rather than through direct debit don't forget to renew! Subscriptions are the same as last year, although they will be going up next year.

You will have seen that Julian and I won the Best log/blog trophy again this year. Being recognised in this way is lovely, so why not write your own blogs about your sailing this year, and make sure I know about them. If you give me permission I will put extracts in Eastcoaster, and I will certainly make sure the committee know about them when the trophy is awarded next year!



I will be attending more East Coast events this year, so be prepared for me to approach and ask for article and photos for Eastcoaster! Better still, just write something and send it to me electronically at alison.margaret.cable@gmail.com, or through the normal post to

146 Stortford Hall Park, Bishop's Stortford, CM23 5AP

The next issue should be out at the beginning of May, so can I please have all submissions and adverts by 27th April.

For Sale



Formerly owned by George and Brenda Jago and recently cruised on the East Coast and Blackwater, *Janty* is really good fun, nice to sail and comes well equipped.

Two berth and pipe cot. Cassette portable toilet. Excellent J Lawrence sails. Almost new 1 GM10 Yanmar and Aquadrive, approx. 100 hours. Meths stove. Needs attention to paint and ready to anti-foul

Good article on *Janty* in Classic Boat Jan 1992, email for loan of copy and photos.

Optional: 4-wheel trailer.

Janty will make the perfect introduction to East Coast Old Gaffering

Contact:

Terry Rowing

Phone: 07970 166693

Email:

jantydeben4tonner@gmail.com

Price: £5,000, plus optional trailer £2,000