



EASTCOASTER

The Newsletter of the East Coast Old Gaffers Association

May 2016 Issue 107

Forestay

Congratulations to Phil Wetherill, who has been donating blood since 1957, and recently attended an award ceremony to celebrate his 100th donation. Not that he has stopped since, as his total is now at least 101! Phil supplied safety cover for the OGA for over 20 years in his RIB *Sparerib*, and this sterling service has been much missed in the last couple of years in our small boat events.

Speaking of small boats, the first event of the sailing season is the OGA v Tollesbury Sailing Club at Tollesbury on Saturday 7th May (with safety cover!). From noon on Sunday "Free the Quay" at Mistley is having a Boat Rally to highlight the access problems of the historic quay. It will be a stretch to do both, but I might give it a try!

The Chattham Rally due to be held in June has been cancelled, but a new event has been planned for Kent on 8th October to coincide with the Queenborough Harbour Trust's Classic Boats weekend. The Southwold Rally later that month is also in doubt (please keep an eye on the website).

The Crouch Rally marks the first Points Series race of the season. If you don't understand how the series works (I didn't) please read Pete Thomas illuminating article on the topic.

The new racing classes are also explained in this issue, with a flow chart to help you work out where different boats belong. I hope you find this helpful.

Alison Cable (editor)



Trinity lightship

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Pin Mill Film Night

Michael Robertson

Out of Season Film Nights at Pin Mill Sailing Club have now become a regular event in the OGA Calendar. This year I had a couple of my own options available. 'The Cruel Sea' (filmed in black and white – so; it is debatable as to whether or not it is value for money), or 'Riddle of the Sands', which is almost Black and White because so much of it is set in the middle of the night. At this point a member of the Committee gave a huge sigh and said, "not: 'Riddle of the Sands' again". I think she may have seen it before.

At this juncture Brian Hammett announced that he had several interesting films that he had purchased through the East Anglian Film Archive. At this point I visualised cows and wind pumps, and sheep dogs running around all over the place. But, Brian assured me that most of the films followed a nautical theme. (That's right; Nautical).

In due course myself and Sandra had an ample supply of films from Brian and we endeavoured to work through them with a view to selecting a couple (one before the 'comfort break' and one after).

Cathy Abbott who is a pillar of PMSC and a very good cook, agreed to supply our supper. Fish Pie or Chill Con Carne with rice followed by apple straddle and custard. (If memory serves me right).

On the afternoon (of Saturday 13th February) I went to the club to set up the DVD player, the screen and projector. We had chosen a colour film (the black and white films in Brian's collection easily outnumber the colour films) which was a sort of travelogue of the Norfolk Broads, and very interesting it proved to be, featuring, as it did, the boating scene on the Broads in the 1950s. The second film was a video record of highlights of the 2004 OGA August Classics Cruise.

Having cobbled all the various technical bits together, I put each DVD in the player and ran them for a few minutes to ensure that all was well. (I didn't know it at the time but this was not the case, as will be noted later in this report such a good idea). I then set up tables and chairs for around 30 people (I think 28 people had booked a meal).

The plan was to have supper first followed by the films. Around 6:30pm people started arriving. Liquid refreshments were purchased and we all sat down to supper. This was when I noticed my first error (there were more). I had set the screen up across the serving hatch. Oops!

Supper was superb. I think most of us had seconds and Cathy told me that at the end of the evening all that was left was half a bowl of custard.

Cue the first film. DVD switched to play. Lights switched off. Every one watching – something. I kept quiet. It was soon clear to me that the DVD player had kept a record of

how far the film had got to when I tested it in the afternoon. However, being the OGA we excel in the face of adversity. I waited until the film finished then owned up that I thought we had missed the first 10 minutes or so. No problem, I just restarted the film and we watched until we got to the bit where we had first started from. It was as well that it wasn't a 'who done it', or we would have known who had done it before they did it.

Quick round of refreshments and we got stuck into the second feature, which, of course, had the same problem. This film had been structured chronically, but it just meant that we saw the events in a slightly different order to the original.

I promise next year I will try and find which button on the DVD player is the one that tells it to start at the beginning. (if there is one).

Very special thanks to Cathy Abbott for cooking our excellent supper. Also to her friend Joyce, her husband David and Jackie Harding for all helping with the kitchen processes.

Also, and not least thanks to Pin Mill Sailing Club for the loan of their club and equipment.

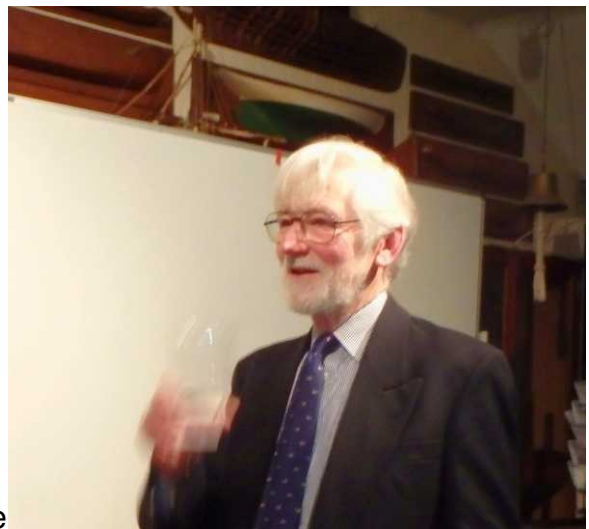
I also feel I should mention Bob Emmett who runs the club bar. Bob asked me if him and his wife could have supper with us and watch the films, in particular the one about the Norfolk Broads because his wife had very fond memories of the area. Obviously Bob had to make a quick exit at the end of each film so that he could serve our drinks to us.

Not quite a great evening (on my part) but still great fun.

Nottage Talk

Alison Cable

For the second year in a row Captain Richard Woodman came along to the Nottage Institute to give a talk. This year his theme was "My Life at Sea", and what a life it has been! While at school he joined the Tall Ships race from England to Scandanavia (which rather interfered with his scholastic studies) then managed to enter the Cadet Training Programme of the Blue Funnel line at 16. Sailing to China before the Cultural Revolution gave him a rare insight into China's rapid development, but the long trips round the world had to stop when he found the girl he wanted to marry. He already knew his ideal job, working for Trinity House out of Harwich, but while waiting for an opening in the service he joined the meteorological office, as an officer on an ex naval corvette providing weather monitoring



Captain Richard Woodman at the Nottage

and rescue services in the Atlantic.

Luckily for his marriage plans an opening soon arrived with Trinity House, and he spent a few years taking supplies to light houses and maintaining navigation buoys. Since this job included emergency repairs there were also incidents like jumping onto navigation buoys in a force 9 gale armed with a box of matches to relight the pilot flame for the acetylene lamps.... A successful career culminated with becoming an Elder of Trinity House after retirement. He hardly touched on his parallel career as an author of historical maritime fiction and factual books (maybe next year?), except to mention that in retirement they gave him an extra time at sea, as a lecturer on cruise ships. There are many ways that a career at sea can progress, and Richard gave us an insight into many of them!

Self assembled cheese and ham salad, followed by apple pie and cream, made a very pleasant meal after the talk for the thirty people in attendance, and our thanks go to Mike McCarthy for his organisation of the refreshments.

Annual Dinner at Burnham

Words Alison Cable, photos by Trevor Rawlinson

A fortnight after the casual supper at the Nottage came a much more formal affair at the Royal Burnham Yacht Club. This time 51 members of the OGA sat down in a beautifully decorated dining room, with individually named place mats, for a four course feast.

This is a good opportunity to meet members from all over the East Coast with a couple from Kent once more arriving by boat. I'm not sure how they do it so early in the season!

Mike Peyton allowed us to use his cartoons on the place mats, and also presented the Snipe Trophy, a beautiful half model of the *Snipe*.

Snipe sank with the loss of all hands off Margate in 1963, shortly after the inaugural East Coast Race. Tom Bolton has long had a trophy awarded in his name at the East Coast Race, but this trophy celebrates the boat and other two crew members as well, so all three can be remembered.

Every year the raffle offers a spectacular selection of prizes, and this was no exception,



Crow on the yacht club's pontoon, having been sailed from Kent by Bob Berk and Lena Reekie

with the mystery prize being won by Mike McCarthy who battled his way through layers of wrapping to reveal a bottle of beer and other goodies.

Why not come along next year, and see if you enjoy the event as much as the anonymous contributor below.

Dear Editor,

I'd like to add a brief personal note to your report on the Annual Dinner at Burnham. It's a thank you really, to Trevor and Elaine Rawlinson who organise this event year in year out. We didn't used to think it was our kind of "do" when we first joined the OGA what with Royal yacht clubs and dressing up 'proper' not really being our scene.

We are now total converts and wouldn't miss it! The skipper even dusts off his best charity shop blazer for an annual airing, though the tie that came with it somehow never makes it out of his pocket.

It must be something about the effort made to get dressed up (not mentioning someone, but not the same skipper, who may have forgotten his good trousers this year and tried to hide his jeans under the table all evening) or perhaps it's the afternoon opening of the riverside bar that gets the party going with a swing from early on (helped by a rather thrilling Rugby match on the Club TV though that is not something that Trevor can guarantee every year).

The preparations must take a considerable time and effort: the Club dining room is festooned with gaffer flags and the place mats are personalised. We were fortunate enough to have Trevor as our guest on board during the Round Britain Challenge in 2013 which means that he has witnessed first hand some of our more colourful (and smelly) technical glitches. As a result our particular place settings had a common theme referencing our temperamental toilet. A great idea to use Mike Peyton cartoons in this way - and thanks are due as always to Mike himself for allowing it.

We have learnt not to be put off by the tortuous route to Burnham by car (it's almost easier by boat as the Club pontoon is generally free at this time of year) and there's plenty of comfortable accommodation in town with good hearty breakfasts available to aid recovery.

All in all good food, good wine, good company and good craic - Cheers to Trevor and Elaine. Keep up the good work - we look forward to next year!

Best wishes

2 happy East Coast gaffers

Fitting out Supper

Julian and Alison Cable

The Royal Harwich Yacht Club treated the 28 gaffers who attended to a really nice meal. Certain EC members were petrified at the idea of Steak 'pie' having had too many bad experiences of 'stew with a lid'. But not this time. We were treated to proper oven baked Steak and Ale pies or smoked haddock. This was the OGA's first visit since the new club house was completed and the ambience is rather smart but very welcoming.

After the meal Colin Stroud (of *Plum*) gave a short talk about the work of the coastguard. Colin has spent several years as part of the Coastguard Rescue Service, and was able to answer questions about the recent changes to the Coastguard's regional organisation as well as how the local branches provide the service with their local knowledge now that the emergency response is handled by fewer larger centres.

Colin allayed our fears that the cost cutting has resulted in a poorer service. Good use of IT and operational procedures has enabled any call to be handled by any centre, spreading the load when once part of the country has more incidents than others.

Most shouts happen in good weather, when inexperienced get in trouble. Bad weather keeps both the ignorant and the wise in port!

The Walton station is no-longer manned but can still take expired flares by arrangement. Contact Colin directly for details.

The automated systems still have full control over all the transceivers so if you want a radio check from a specific antenna, just ask.

There was a good discussion of procedures to follow if you get in trouble. We all agreed that early and frequent conversations with the Coastguard helps them to help you. Don't try to avoid bothering them.

There was also talk of fitting out, and new boats, and plans for the season. Everything you could wish for in a fitting out supper!

Tiki – newest addition to the fleet

Julian Cable

With *Robinetta* on her Journey to the West, Alison and I fancied something to participate in the small boat events on the East Coast. We had acquired a Graduate dinghy which appeared at Southwold one year and Swamazons a little later but she isn't very 'gafferish'. Last year we hired *Rebel Reveller* – a Broads half-decker for the Norfolk Raid but her lack of an outboard led to us needing a lot of help.

I determined to build a lug yawl. Iain Oughtred's Tammie Norrie fit the bill and I got the plans and built the frame but got distracted. I'll build her at some point. Hopefully next winter.

The Christmas Gaffer's Log was full of boats for sale, one caught my eye. *Tiki* was a 15' lug yawl – a dead ringer for the Tammie Norrie in many ways but in GRP, ready to go and with a road trailer, launching trolley and outboard.

We went to see her and she was just as advertised. Rob Rose had joined the OGA just to make use of the advertising opportunity – a perfectly sensible thing to do. *Tiki* is getting to much for him now, and like other people, he and his wife have discovered the pleasures of canal boats as manhandling dinghies becomes more challenging.

Tiki has a fine heritage. Like the Memory 19, her mould was taken from a traditional clinker hull. In *Tiki's* case this was an 1899 Padstow lugger, probably a beach launched fishing boat.

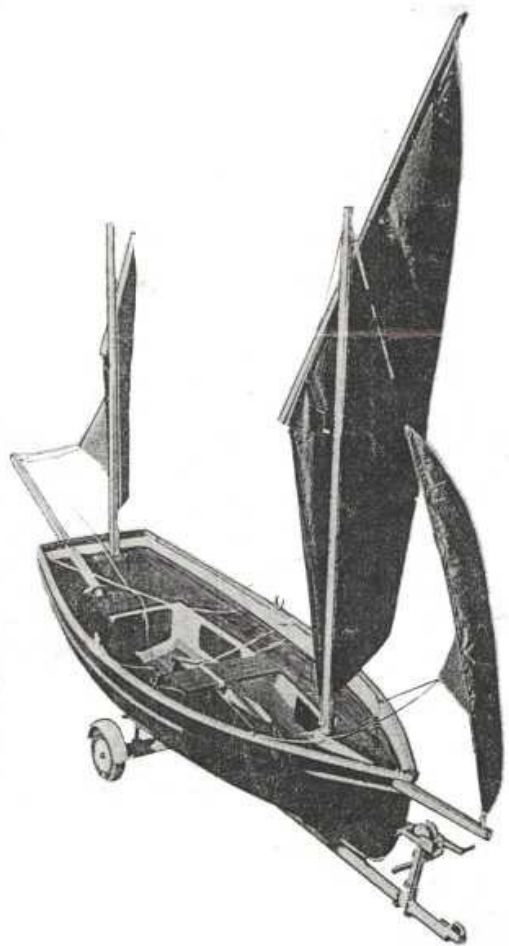
The original had come into the hands of John Lamb of Padstow who had restored her and made the mould. Some time in the early 1990s, 8 GRP hulls were made and sold as Padstow Luggers under the brand of Padstow Sea Boats. The company also sold a number of other designs, mostly small powered fishing boats.

The hull which was to become *Tiki* was bought by the actor Richard Wilson. However, he never managed to complete her. After 8 years or so he sold it to Ken Foulsham, a skilled woodworker from Bridge in Cornwall. Ken completed the boat with a mahogany fit out, Douglas Fir spars and a rather small suite of tan sails. He and his son sailed her in Cornwall for some years and were very fond of her.

Ken sold her to Rob Rose in 2008 and he and his wife Daphne sailed her in the Alde Estuary from Slaughden Sailing Club until last summer. Rob was used to fast boats in the Solent and found *Tiki* great fun, but quite slow, so we don't expect to win races in her, at least not with the current sails.

Alison and I installed her at Tollesbury Sailing club the weekend before *Robinetta* was due to go in the water at Fairlie on the Clyde. We were not due to be back before the OGA vs. Tollesbury rally so our first sail would be a race. Oh well.

Fate stepped in to help. The north winds which brought snow to many parts of Britain pinned *Robinetta* in Ardglass, unable to head up the North Channel. So we left her there



and came home, visiting parents and offspring in Kirkcaldy and Leicester on the way. The weather was still very changeable and the tides were all wrong but we spotted an opportunity on Sunday morning. Light airs, perfect for experimenting with a new boat.

High Water was half-past seven in the morning. That meant setting the alarm for 04:30. We managed. Arriving at the Sailing Club at six we towed *Tiki* to the hard and rigged her. We worked most things out but realised that the outboard mount Rob had used was needed to get the prop into the water and we had left it at home. It's a good thing Alison likes to row.

The wind was very light and it was high water before we got off so the tide was starting to push us out of the creek. But even with the puffs of wind the sails were drawing and our first experience of having a mizen was a good one – it just sat there behind me filling nicely and pushing us along.

Before long we realised we should turn back in before it got too hard to row against the tide and while there was still water at the hard. Then the wind picked up a little and we had a fine reach back to the lightship (featured elsewhere in this issue). Round the corner we were headed and then the wind died completely so we snuck up on the hard under oar.

We had thought to recover the boat to the launching trolley but we bottled out of that and put her back on the the road trailer. It was much easier to use the winch to get her on and we could pull her out of the water with the car. She is a heavy boat and we will need to get the hang of recovering her.

I could get used to early morning sailing in weather and surroundings like that. It was absolutely beautiful. *Tiki* is a fine little ship.



Fellowship Afloat

Bernard Patrick



Trinity

Anyone who has ventured up the Blackwater and turned up Tollesbury creek to find the marina or just out of curiosity, cannot have failed to notice an old but well maintained lightship, apparently aground on the saltings. This is in fact, the 'Trinity', originally 'Lightvessel 15' and used for the last 25 years as a unique and beautifully situated base for sail and adventure training.

Since 1990, about 40,000 visitors, young and adult, have enjoyed a stay on board, learning to sail in a variety of craft from Lasers to Wayfarers – they are an accredited RYA school - or engaging in land based activities, from archery through water colour painting to bird watching.

The whole operation is run by a Christian based charitable trust – Fellowship Afloat – and operated mainly by volunteers.

All this costs money of course and the Trust also provides bursaries to enable disadvantaged children to attend. In addition, the Trust has an ambitious programme to improve the lightship by installing more cabins and better facilities.

Which means the Trust is looking for money, and you can help with a donation or by taking part in one of their courses; they do courses in power boat handling and safety boat training, but don't yet offer a gaff rig handling course, but it may come!

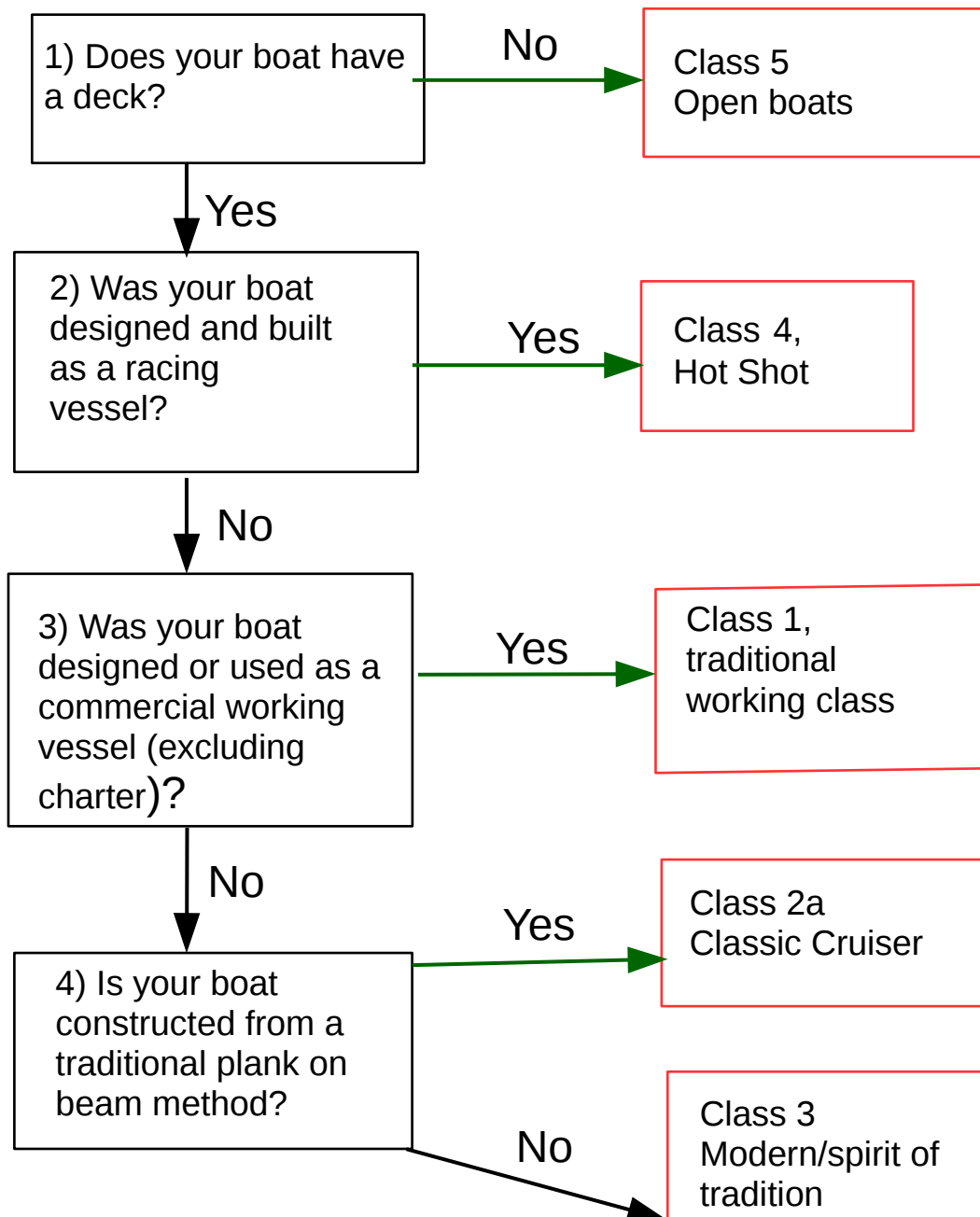
If you are interested, there's more information at www.fact.org.uk.

I've no connection with the Trust, except as an admirer of the work they do.

New classes on the East Coast

Alison Cable

This year sees a new class system being tried out on the East Coast. The flow chart below shows how it is organised. Start with question one and work through to find out where each boat belongs.



There are boats that can fit in more than one category, and obvious areas of overlap, which means a possibility of confusion for some boats, so owners uncertain where their boats belong should get in touch with the Class Committee through the editor.

As with any radical change there may be problems to address, but for this year the classes will be defined as follows.

Class 1: Traditional working boats, which include gaff rigged boats with fishing numbers (whether originally made for fishing or not), and all gaff rigged boats that have provided employment for commercial gain, (e.g. cargo boats, pilot cutters, and police boats) excluding boats built for charter.

Class 2: Classic Yachts to include all boats built using traditional methods and materials, i.e. built of wood planks on frames, and designed primarily for cruising. These include new build replicas such as the Luke Powell pilot cutters.

Bermudan rigged yachts form a sub class within this group. All such boats intending to race must fit the construction criteria above.

Class 3: Spirit of Tradition/modern are **all** gaff rigged cruising yachts built using modern designs or materials (GRP, concrete, plywood, strip plank/epoxy). This includes Heards and other GRP Falmouth working boats, as well as modern designs, such as cabin variety Memory 19s, Cape Cutters, Cornish Crabbers/shrimpers/pilot cutters, and *Kite* and her sister ships.

Class 4: Hot Shots are gaff rigged Dayboats designed and built primarily for racing. e.g. *ECODs*, *broads boats*, *Dirty Girty*. These are expected to be decked or half decked and over 18' stem to stern on the waterline.

Class 5 These are shallow draft open boats, under 20' on deck, designed for sailing in sheltered waters and include smacks boats, wrinkle brigs, and whalers. These are not suitable to compete in the main East Coast Race.

The first four classes are eligible to compete in the main East Coast Race and other OGA off shore races, while Class 5 are expected at events such as the Tollesbury Rally and Swallows & Amazons.

Boats that find themselves uncomfortable in their class after their initial placement will be allowed to appeal to the committee after their first event, and ask to change class. This will be allowed ONCE per boat if judged appropriate.

In smaller events the classes may be amalgamated and the handicap system used as the main "leveller" of the fleet. Those used to racing with the East Coast Gaffers may not notice any changes, and wonder what the fuss it about!

There are major size differences within the classes, which will require the use of

handicaps; getting those sorted is the job of the handicap committee who are hard at work.

There was an error in the Gaffer's Log article, so see if you can spot the "Hot Shot" that has disappeared! (a small prize may be awarded....)



Points Series Racing

Pete Thomas

The big boat East Coast OGA points series awards have now been running for over 18 years. Jon Wainwright introduced the points series to try and encourage members to participate in as many event as possible throughout the sailing season. The area has grown, members have come and gone, and quite clearly we have members who do not understand the points series. It has hardly changed since it was introduced by Jon.

As mentioned earlier the main purpose of the Series was to reward and recognise members who make the effort to participate in as many events as possible. You do not need to win every event to win a prize in the points system. In fact just turning up to all events is usually enough to get you in the top three positions.

The races that are used in the points system are from the north to the south of our area. Normally there are around 7 races that count. Races that have been used include The Crouch Rally race, The East Coast Race, The Pennyhole Bay Race, The Presidents Race, Royal Hospital School, Southwold, and Maldon Town Regatta.

The scoring system is really very simple and based on the methods used by many sailing clubs.

The winning boat receives 1 point, second boat 2 points, and so on through the fleet. Boats that started but did not finish get the number of boats entered for the race plus one. Any boat not entered for the event will still get points for the series, their points will be the number of boats entered plus 5. For example;

2007	Crouch 10 start(10+5)	ECOG 29 starters(29+5)	Penny Hole Bay 14 start(14+5)	Presidents Race 19Start(19+5)	Royal Hospital School(4+5)	8starters(8+5)SLOE BAY RACE	TOTAL	Worst result removed	Number of Points Races Entered	PLACE
BONA	15	5	3	1	9	13	46	31	3	1
CROW	15	4	1	4	9	13	46	31	3	1
MOLLY COBBLER	1	11	6	6	9	13	46	33	4	3
GWENILLI	3	30	2	13	9	8	65	35	3	4
CHARM	15	10	15	9	2	1	52	37	5	5
TRANSCUR	15	15	5	2	3	13	53	38	4	6
FANNY OF COWES	15	34	4	3	9	13	78	44	3	7
REVERIE	15	30	7	12	9	13	86	56	3	8
ALBERTA	15	1	19	24	9	13	81	57	1	
WIZARD	15	2	19	24	9	13	82	58		
ETHEL ALICE	15	3	19	24	9	13	83	59		
BONIFY	15	13	19	14	9	8	78	59		
MARYLL	15	30	8	15	9	13	90	60		
DEVA	15	19	19	24	4	3	84	60		
HARIET BLANCHE	15	6	19	24	9	13	86	62		
DOROTHY	15	7	19	24	9	13	87	63		
RELY	15	30	9	17	9	13	93	63		
NOKOMIS	15	30	19	7	9	13	93	63		

As you can see, to help those who do occasionally get something a bit wrong there is a one race discard. This is the race where you may have the highest number of points.

The winner is simply the boat with the lowest number of points for the series of Races.

This Year the races that count towards the Points Series are The Crouch Race, The East Coast Race, Pennyhole Bay Race, Presidents Race(both part of August Cruise event) and Maldon Town Regatta.

This year we are also trying out a points series for open boats. There are three races, the Tollesbury Rally, the Swallows and Amazons Race, and the Sunday race of the East Coast Race weekend. Three races is not many for a points series, but this is just a trial to see what happens.

Tollesbury Rally

Once again the Tollesbury Rally opens the OGA sailing season. This small boat event has been running for three years now, and the format is well tried. Saturday morning sees a race organised by the Tollesbury Sailing Club, who set the course, provide safety cover, and offer competition to the OGA boats with a number of their own older craft. Skippers register at the Club on simple registration forms, which are available from 09:00, have a course briefing at 09:30 then boats are taken to the hard for launching from 11:00. Club RIBs plus Mick McCarthy's *Tempest* will be offering a tow should there be any east in the breeze. A number of moorings are available in the creek if waiting for the start, but please try to avoid tying to race marks if at all possible!

The race will start at approximately 11:30hrs, and the race length will be very dependent on conditions. Hopefully it will take 2-3hours on a simple round an Island course.

After the race everyone is invited back to the clubhouse where beer and lunchtime rolls will be on offer. Showers are available. Then at 18:30hrs we will make our way to the Kingshead pub for even more beer, food (pots of chilli etc) and prize giving.

Anybody requiring a lift to the pub please let Steve Meakin know in advance on 07845775729.

If any one wishes to use the camping barn overnight on Saturday please let Steve know. The barn has toilets inside and carpet tiles, so it is possible to just bring a camping mattress and sleeping bag, although a tent that does not need pegging out is a good option for warmth and privacy inside the barn.

On Sunday morning there is the chance for pre-booked bacon rolls in the club house, and then another sail if the conditions are good. (The sailing club will **not** be providing safety boat cover for this part of the event.)

Crouch Rally 28th-30th May 2016

Trevor Rawlinson

Make a date in your diaries to sail up the River Crouch past the flesh pots of Burnham to North Fambridge then moor up on the pontoon outside the yacht club.

Saturday Night is spent in the cosy surroundings of the club house with food ably provided and cooked by our very own Elaine.

Sunday morning our chef is on duty cooking breakfast before the start of the race which don't forget counts towards the points series. The trophies you will be competing for are the Ind Coope and Allsopp Cup, Saua Trophy and the Teal Tanked. All donated by people who helped to get the first Crouch Rally off the ground.

Sunday evening there is a BBQ bringing your own meats but salads and desserts provided.

Monday morning breakfast and home.

Beer and wine on tap of course, musical instruments always welcome.

Hope we see you there.

Swallows & Amazons June 25-26th

This ever popular small boat race and camp over returns to the Walton and Frinton Yacht Club. The website will have details and entry forms nearer the time. All Class 5 boats are welcome, and as the second of the Small Boats Point Series races we hope to see boats that were at Tollesbury come along too.

OGA East Coast Race July 31

In former times, right back to 1963, when gaffer races were thin on the ground, the OGA attracted all-comers to one big event run on the River Blackwater. A long course out to sea, usually to the Wallet Spitway buoy and back via Clacton Pier, sorted out the skilled yachtsmen from the rest! The event has been run every year, but recently attendance has been dropping, so a major shake up is under way.

In 2016 the OGA wish to run an event suitable for all types of gaffers; big Smacks down to more modern Memories and Golant Gaffers. A late tide has been selected to allow plenty of time for the fleet to use the best of the ebb to get out to sea and the fresh young flood to make it back to port. Provision will also be made for different courses for the classes if the weather conditions require it.

The new East Coast Rally weekend will be based at Brightlingsea, the current home of the East Coast Race. On Sunday there will be a race for smaller open boats not able to

compete in the Saturday event. This is the final event of the three class 5 points series races and everyone with a suitable boat is encouraged to attend. Please watch the website for details. For 2016 we will not be trying to include a seafood lunch at Packing Shed island or a cruise to Wivenhoe SC as neither of these events can be accommodated with an evening tide.

Register for the East Coast Race before the end of June 2016 by emailing Maryl1937@aol.com with the boat name and you will not have to pay the race entry fee.

Supplier news

Classic Marine has been sold as an active business by long time OGA member Moray MacPhail, and will now be based at the Suffolk Yacht Harbour at Levington, making the chandlery much easier to find! Their excellent website remains as before, and the online store will be fully supported. Whether you want a dozen bronze screws, or the plans and complete fittings to build your own gaffer/lugger, Classic Marine are the place to get them.

Moray will continue the manufacture and production of bespoke products for trade customers under the name Bronzework, which will remain in its current Woodbridge location.

Traditional Boat Supplies at Beccles have also been sold, and will now be run as Traditional Boat Supplies Ltd. and based in Bristol. The new owner Mark Rolt, can be reached on 0117 330 5950 or through the website <http://roltsboatyard.com/>

Backstay

Once again I will not be in the area for much of the summer, since *Robinetta* is now in Ireland. If you fancy a sail in the west of the British Isles drop me an e-mail. I am looking for crew to help out when Julian has to go back to work! There are also boats heading to Brest that may want a bit of help, so don't forget to look at the website for crewing opportunities.

This issue could not have been put together without contributions from many people. Please continue to send me items about events you are organising, or sailing causes you want to support, as well as your sailing experiences and technical articles. I welcome all contributions! If you would like an item in the next (August) Eastcoaster please get it to me by 25th July. I look forward to hearing from anyone who has been to Brest, and I may delay publication slightly to allow articles to be added at the last moment! Write to Alison Cable at alison.margaret.cable@gmail.com, or 146 Stortford Hall Park, Bishop's Stortford, Herts. CM23 5AP.

Here is hoping for a great sailing season, with calm seas and steady breezes... But whatever the weather I know the OGA will have a great time.

Alison Cable, Editor, Eastcoaster.